

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Sept. 17, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- 2 PM** **1. ADMINISTRATIVE/ COUNCIL AGENDA FOR SEPT. 19, 2013/ CHIEF OPERATING OFFICER COMMUNICATION**
- 2:15 PM** **2. WEST LINN-WILSONVILLE SCHOOL DISTRICT UGB AMENDMENT PETITION – INFORMATION / DISCUSSION** **Tim O'Brien, Metro**
- 2:45 PM** **3. FOURTH QUARTER FINANCIAL REPORT – INFORMATION / DISCUSSION** **Tim Collier, Metro**
- 3 PM** **4. COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

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Agenda Item No. 2.0

**WEST LINN-WILSONVILLE SCHOOL
DISTRICT UGB AMENDMENT PETITION**

Metro Council Work Session
Tuesday, September 17, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 17, 2013 **TIME:** 2:15 PM **LENGTH:** 30 Minutes

PRESENTATION TITLE: West Linn-Wilsonville School District UGB amendment petition

DEPARTMENT: Planning and Development

PRESENTER(S): Tim O'Brien, Ext. 1840, tim.o'brien@oregonmetro.gov/Roger Alfred, Ext. 1532, roger.alfred@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Brief Council on the hearings officer's recommendation regarding the West Linn-Wilsonville School District's petition for an amendment to the urban growth boundary through the major amendment process. Outline the process for the Council's quasi-judicial public hearing on the petition scheduled for the October 10, 2013 Council meeting.
- Outcome: Council understanding of the school district's petition, the hearings officer's recommendation, the Council's quasi-judicial public hearing process, and the decision options available to the Council.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The West Linn-Wilsonville School District requests that the UGB be expanded to include 40 acres to be used for a primary and middle school campus and city park facility on school district owned land. The site consists of four tax lots located within unincorporated Clackamas County on the south side of SW Advance Road, immediately east of the Wilsonville city limits and west of SW 60th Avenue (see attached map). The site is located within Urban Reserve 4H. The District purchased the subject properties in 2003 to accommodate forecast needs at the primary and middle school levels. The site was selected because of its proximity to the city of Wilsonville, accessibility to students living in the city as well as the unincorporated portions of the District. The City and the District have a long history of collaborating to gain maximum efficiency of park and school land for the benefit of district athletics and city recreation needs.

A hearing before a Metro hearings officer occurred the evening of June 27th at the Wilsonville City Council chamber per Metro Code requirements. The hearings officer forwarded a recommendation to the Metro Council (attached), complete with findings of fact and conclusions of law, for approval of the petition with conditions recommended to ensure use of the land as described in the application.

The Metro Council will consider the hearings officer's recommendation at a public hearing on October 10, 2013. There are two important limitations on testimony at the Council hearing: (1) Only those persons who appeared before the hearings officer, either in person or in writing, may be allowed to participate at the Council hearing and (2) new evidence will not be considered by the Council and all testimony at the Council hearing must be based on the record created at the hearings officer hearing.

Because the Council's public hearing on the application is a quasi-judicial proceeding the procedural rules regarding ex parte contacts, conflicts of interest and bias apply. Councilors should avoid conversations with West Linn-Wilsonville School District officials or other parties regarding

the substance of the proposed amendment. In order to avoid consideration of new evidence outside of the public hearing process, discussion at the work session should focus on the facts as described in the hearings officer's recommendation and existing record, including the school district's application and the staff report.

QUESTIONS FOR COUNCIL CONSIDERATION

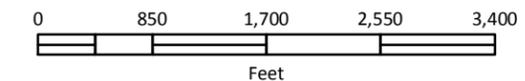
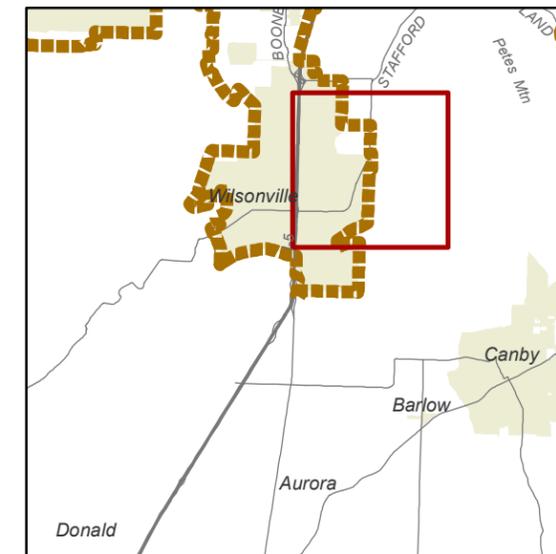
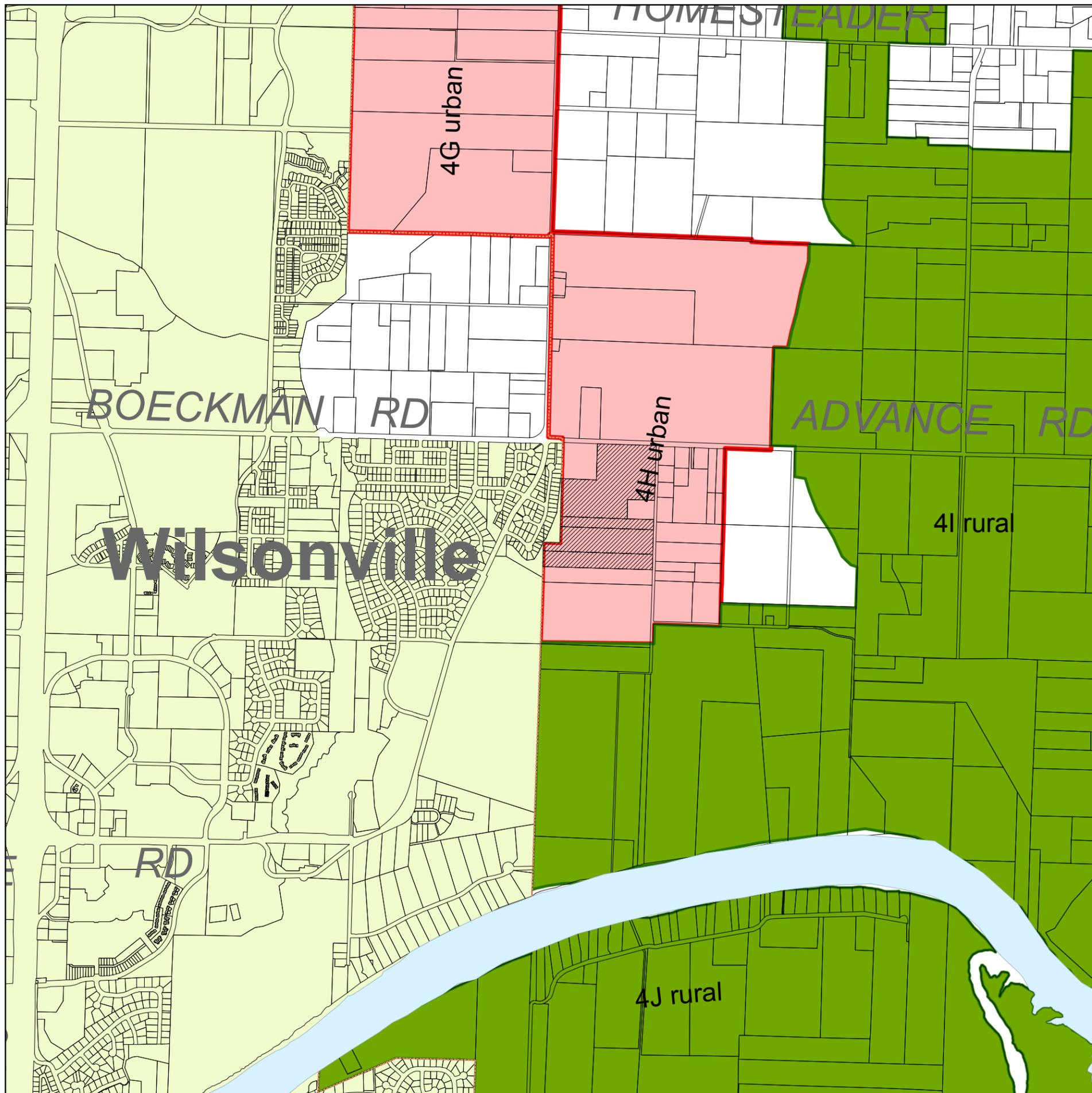
- Does the Council have any questions regarding the school district's petition or the hearings officer's recommendation?
- Does the Council have any questions regarding the procedure for the quasi-judicial public hearing?

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? A map of the subject properties and a copy of the hearings officer's recommendation

West Linn-Wilsonville School District UGB Amendment Petition

-  School District Property
-  Urban Growth Boundary
- Reserves**
-  Rural
-  Urban Reserves



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Lambert Conformal Conic Projection, Oregon State Plane North Coordinate System

**METRO HEARINGS OFFICER'S
ANALYSIS, CONCLUSIONS, AND
RECOMMENDATIONS
TO THE METRO COUNCIL**

**West Linn-Wilsonville School District
Urban Growth Boundary Major Amendment, 13-01**

AUGUST 12, 2013

**ANDREW H. STAMP, P.C.
KRUSE-MERCANTILE PROFESSIONAL OFFICES, SUITE 16
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PORTLAND, OR 97035**

SECTION I: APPLICATION SUMMARY

FILE NAME: West Linn-Wilsonville School District Urban Growth Boundary Major Amendment, 13-01

PETITIONER: West Linn-Wilsonville School District

PROPOSAL: The petitioner requests that Metro expand the urban growth boundary (UGB) to include 40 acres to be used for a primary and middle school campus and a city park facility.

LOCATION: The property consists of four tax lots located along SW60th Ave near SW Advance Road, Wilsonville. The subject properties are in Urban Reserve Area 4H.

APPLICABLE REVIEW CRITERIA: Metro Code sections 3.07.1425 (B, C, D, E, & F) and 3.07.1440 (A & B). Code Sections 3.07.1425 (C) (1-9) are considered locational factors that are weighed and balanced to determine the most suitable location for the UGB expansion. The remaining code sections contain criteria that must be satisfied.

SECTION II: BACKGROUND INFORMATION

Proposal Description: Petitioner requests that Metro expand the UGB to include 40 acres, for use as a primary and middle school campus and city park facility on land owned by West Linn-Wilsonville School District.

Site Information: The site consists of four tax lots located within unincorporated Clackamas County on the south side of SW Advance Road, immediately east of the Wilsonville city limits and west of SW 60th Avenue, as shown in Attachment 1, attached hereto. The site has frontage on both roads, is zoned Exclusive Farm Use (EFU) and is located within Urban Reserve 4H.

The east fork of the headwaters of Meridian Creek, which is an intermittent stream that ultimately flows to the Willamette River, traverses the west property line of the subject property. Meridian Creek is considered a wildlife corridor and the portion of the stream that is currently in the city is regulated under Wilsonville's Significant Resource Overlay Zone. The adjacent properties to the north, south and east are within Urban Reserve 4H and contain some small scale agriculture and forest to the south, rural residences to the east and open grass and scrub land to the north.

Case History: The West Linn-Wilsonville School District (District) includes the city of West Linn; the city of Wilsonville (except for Charbonneau and the extreme northwestern portion of the city); a small southeastern portion of the city of Tualatin; Clackamas County (primarily between West Linn and Wilsonville); and a small section of Washington County along the western edge of the District. To facilitate future planning and to comply with State requirements for fast-growing school districts, the West Linn-Wilsonville School District prepared its first long range plan in 1996. The plan has been updated several times including a revision that is nearing completion (draft version February 6, 2013). The District purchased the subject properties in 2003 to accommodate forecast needs at the primary and middle school levels. The site was selected because of its proximity to the city of Wilsonville,

accessibility to students living in the city, as well as the unincorporated portions of the District and its flat topography to accommodate the facilities and minimize construction costs. According to the applicant, the City and the District have a long history of collaborating to gain maximum efficiency of park and school land for the benefit of district athletics and city recreation needs.

Local Government Statement: This UGB major amendment is being considered at the request of the West Linn-Wilsonville School District. The City of Wilsonville and the District jointly developed a concept plan for the property, Advance Road Site Report (August 2010), which analyzed the feasibility of providing urban services and facilities, including a traffic report. A preferred conceptual site plan was developed as part of this analysis. Clackamas County submitted a written statement supporting the proposed UGB amendment.

SECTION III: APPLICABLE REVIEW CRITERIA

The criteria for a major amendment of the UGB are contained in Metro Code sections 3.07.1425 (B, C, D, E, & F) and 3.07.1440 (A & B). The criteria (**in bold**), petitioner responses to the criteria (*in italics*), and staff analysis follow.

Metro Code section 3.07.1440(A). The purpose of the major amendment process is to provide a mechanism to address needs for land that cannot wait until the next analysis of buildable land supply under ORS 197.299. Land may be added to the UGB under this section only for the following purposes: public facilities and services, public schools, natural areas, land trades and other non-housing needs;

Petitioner Response

Metro is required to evaluate the region's ability to accommodate anticipated residential and employment growth for a 20-year period. This analysis of the buildable land supply will be underway again in 2014, and according to the Metro Code (§3.07.1430 A.) major amendment applications may not be accepted during the buildable land analysis, unless special approval is granted by the Metro Council. As explained in this application, the enrollment pressure at the middle school level is becoming increasingly acute, with a district-wide capacity shortfall roughly equivalent to one half of a middle school expected by 2017 (Attachment 2- table 2 in petition).

The district retained a demographer to provide an updated short-term enrollment forecast (Attachment 3 – appendix C in petition). The forecast is based upon an evaluation of current enrollment, birth rates (particularly relevant for K-5 enrollment), and residential development projects that are underway or expected to be under construction over the next five years. The demographer interviewed the local planning departments and selected developers to create a residential development forecast.

As can be seen in Attachment 3, a significant amount of residential development (over 1,800 units) is anticipated in Wilsonville over the next five years. This development information was then used to forecast enrollment by multiplying the number and type of residences by the observed number of students coming from new residential units. The short-term forecast conducted in 2012 shows that the number of students will continue to climb, and the overall enrollment pressure will be the most pronounced at the middle school level (Attachment 2). With middle schools generally designed to accommodate approximately 700 students, the middle school enrollment deficit in Wilsonville will be the equivalent of one half of a new school by 2017.

From beginning to end, the process for constructing a new school takes several years to complete. This is because there is a series of steps that must be completed before an identified school facility need can be fulfilled:

- 1. The district must identify facility capacity needs along with the general area to be served.*
- 2. The district works with district stakeholders to shape a bond package to take to the voters.*
- 3. The district must have a school site that is within the UGB and zoned for development.*
- 4. The development plans for the school must be created and permits obtained.*
- 5. The school is constructed and opened.*

The district has identified the need (Step 1 above) as described in Section IV of the application and is beginning initial conversations with stakeholders (Step 2) about how to finance future school district improvements, including a middle school in Wilsonville. Experience with previous school construction projects suggests that the final three steps will take approximately four years to complete. Waiting to apply for a major amendment in 2015 would lead to a middle school not opening until 2019, meaning that the middle school overcrowding will plague the district well into the future.

The city has a Parks and Recreation Department, which is responsible for senior programs, adult and youth programs, special events, and parks planning and maintenance. The department operates a community center, a variety of parks, and sports fields. The Wilsonville Parks and Recreation Master Plan was created in 2007 to guide how the city provides recreational opportunities for its residents.

One of the “key overarching elements” of the plan is to “continue to provide sports field space for the growing needs of the community.” One of more significant projects highlighted in the plan is to “create shared use community/school parks at the Advance Road and Villebois school sites that include shared use gymnasium and sports field space.” This was partially implemented with the opening of Lowrie Primary School in Villebois in fall 2012. The city and district now intend to collaborate in a similar manner at the Advance Road site, as described in this application.

The city has three soccer fields and five baseball fields, which are all located in Memorial Park, south of the Town Center. Memorial Park is the city’s preeminent recreational facility. Because of limited space, the fields overlap so that only a maximum of five baseball games or three soccer games and one baseball game may be played at any given time. The last of these athletic fields was completed in 1999.

Since the completion of the last sports field, the city’s population has risen by over 40% from approximately 14,000 in 2000 to almost 20,000 in 2010 according to the US Census Bureau. The increase in the city’s population, coupled with the inability to utilize all athletic fields at once, has contributed to rising pressure to have more athletic fields in the city to accommodate baseball, soccer, lacrosse, and other field sports. The city and the school district have a long history of collaborating to gain maximum efficiency of park and school land for the benefit of district athletics and city recreation needs.

Hearings Officer’s Analysis

There are two criteria contained in Metro Code section 3.07.1440(A) that are analyzed separately below:

- 1) The proposal must be for a non-housing need.

Petitioner proposes to add land to the boundary for a public school and a public facility need, both of which are non-housing needs. No party to the case disputed this analysis or offered evidence or argument to the contrary. LUBA has held that a UGB expansion which is based on a specific land need must be

conditioned on the property being zoned and developed with the uses that are set forth in this UGB Amendment Petition. *See Concerned Citizens of the Upper Rogue v. Jackson County*, 33 Or LUBA 70, 109 (1997). The only uses allowed by this UGB Amendment are the uses set forth in the Application (middle School, primary school, and public park). A condition of approval is recommended to ensure that these are the only uses built.

2) The proposal must be intended to meet needs that cannot wait until the next analysis of land supply (December 2014).

Title 14 of Metro's Urban Growth Management Functional Plan includes the Major Amendment process to amend the UGB for a number of specific non-housing needs, including schools and public parks. This process is intended to provide an opportunity to meet these specific land needs outside of the Legislative process the Metro Council conducts on a five-year cycle as required by State law.

As part of the Legislative UGB Amendment process, Metro conducts an inventory of the current residential and employment capacity within the UGB, forecasts population and employment growth over a 20-year timeframe, determines the capacity of the current UGB to accommodate that growth and documents the results of these analyses in an urban growth report. The most recent urban growth report, completed in 2009, addressed both school and park land needs on a regional scale. Regarding schools, the 2009 Urban Growth Report ("UGR") noted that school districts own 1,000 acres of vacant land within the UGB region wide.

However, some of the regions school districts do anticipate growth, while others are experiencing declining enrollment. Apparently, none of the school districts have conducted a needs analysis which looks out to the same 20-year timeframe that the urban growth report considers. Depending on the particular physical, financial, and expected growth characteristics of each school district, plans for accommodating projected increases in enrollment vary.

The 2009 UGR notes that the Major Amendment process may be a more appropriate means of addressing specific school district needs that can be accommodated through UGB expansions. Similarly, the 2009 UGR estimated that 1,100 acres of vacant land inside the UGB would be used for future parks based on System Development Charge ("SDC") revenue for park providers. However, these 1,100 acres are not owned by specific park providers, it is an assumption that some vacant land will be developed into parks during the 20-year planning horizon. Thus, a line item in an urban growth report for parks will not necessarily result in parks being developed for citizens to enjoy where there currently is a park deficit; rather it simply reduces the vacant land supply assumption. Again, the 2009 UGR suggests that the Major Amendment process may be a more appropriate means of addressing specific park needs that can be accommodated through UGB expansions.

Petitioner has completed both long-term and short-term enrollment forecasts that identify potential inadequate school capacities, with the most pressing capacity shortfall to occur at the middle school level by 2017. It outlined a timeline and process for developing new school sites, and has shown that in order to alleviate the capacity shortfall expected in 2017 in a timely fashion, the planned school site must be available for construction of the school a few years prior to needed occupancy. In addition, a viable school site is necessary for the District to initiate the school bond financing process.

As noted above, the Metro Council is required to complete a 20-year forecast and analysis of land need to maintain a 20-year supply of residential and employment land inside the UGB on a five-year cycle. The next regional analysis of land supply or urban growth report will be finalized at the end of 2014, with a possible growth management decision occurring in 2015 or 2016. That process may or may not result in an expansion of the UGB, depending on a number of factors. Delaying the proposed amendment for

these specific school and park needs until that time, when these specific types of need are not necessarily addressed in the regional analysis, is not an appropriate or an efficient way to provide these needed services. Worse yet, it would result in the District experiencing overcrowding of its facilities, particularly at the middle school level.

Hearings Officer's Recommendation:

The petition meets the two criteria contained in Metro Code section 3.07.1440(A).

Metro Code section 3.07.1440(B), referring to 3.07.1425 (B, C, D, E, & F).

3.07.1425 (B) (1) Demonstrated need to accommodate future urban population, consistent with a 20-year population range forecast coordinated with affected local governments;

Petitioner Response

As described herein, the need for additional middle school capacity is well documented in the district's Long Range Plan (Appendix A in the petition) and in Attachment 2, which shows the existing and projected capacity deficit. The district's three middle schools are currently operating at or over capacity and substantial residential development is occurring or planned in the near-term within the existing UGB. The long-range outlook shows this growth will shift to the east side of the city as Frog Pond, Advance Road (UR 4H) and other Urban Reserve areas (Norwood and I-5 East Washington County) develop. The requested UGB amendment will allow the district and the city meet current as well as anticipated short- and long-term needs for educational and recreation capacity.

The district's Long Range Plan utilized Metro's 2035 Population and Employment Forecast Distribution (2012) which looked at urban reserve capacity and infrastructure timing to develop three scenarios to see how the District may change in the future as additional development and redevelopment occurs within the current UGB and the urban reserves within the district boundary. The scenarios are based upon adopted comprehensive plans and supporting information provided by the cities of West Linn, Wilsonville and Tualatin, Clackamas County and Metro.

The Wilsonville Parks and Recreation Master Plan was created in 2007 to guide how the city provides recreational opportunities for its residents. One of the "key overarching elements" of the plan is to "continue to provide sports field space for the growing needs of the community." Working cooperatively with the school district is a consistent theme throughout the plan. Creating "school parks", which include design features and amenities to facilitate harmonious sharing of facilities for school and city use, is a major component of the plan. A school community park is identified in the plan on the Advance Road site (Figure 3: Parks System Map and project P18 in Chapter 3 of the master plan). The city and district intend to create a school community park as described in the plan. Not only will this be more economical to build and maintain, it will maximize efficient use of land by sharing outdoor areas, indoor facilities, parking, and access.

The last of city's three soccer and five baseball fields were completed in 1999. Since the completion of the last sports field, the city's population has risen by over 40% from approximately 14,000 in 2000 to almost 20,000 in 2010 according to the US Census Bureau. The increase in the city's population, coupled with the inability to utilize all athletic fields at once, has contributed to rising pressure to have more athletic fields in the city to accommodate baseball, soccer, lacrosse, and other field sports.

Hearings Officer's Analysis

The Hearings Officer concurs with the Petitioner's analysis, as set forth above. Goal 14 allows Metro to approve a UGB amendment based on a specific land need. *BenjFran Development v. Metro Service Dist.*, 17 Or LUBA 30, 42 (1988), *aff'd*, 95 Or LUBA 22, 767 P2d 467 (1989). Therefore, it is appropriate to expand a UGB if a need is shown for additional school and park land.

The Metro Council adopted the 2009 UGR in 2010, and, based on that report, made a growth management decision in 2011 to accommodate a 20-year residential and large lot industrial need based on a range forecast. As noted above, the 2009 UGR did not address specific school and park land needs. Petitioner has provided information regarding a long-range and short range need for providing specific school facilities to meet present and future populations based on established methodologies for the proposed use. These forecasts were coordinated with the population and demographic projections used in West Linn, Wilsonville, Tualatin and Clackamas County's Comprehensive Plans and with Metro's 2035 Population and Employment Forecast Distribution.

With regard to park needs, Wilsonville's Park and Recreation Department has apparently been unable to keep up with the recreation needs of its citizens due to an increase in population growth of over 40% in the last 13 years. Supporting evidence for these figures is provided in its Parks Master Plan. The Parks Master Plan also identifies collaborative opportunities between the City and the District as a key way to meet the city's recreation needs, which this petition will accomplish.

No party challenged any of the data contained in the Application related to this topic. In light of both the facially reasonable conclusions set forth in the analysis submitted by the applicant, and the fact that no party has submitted evidence to the contrary, the Hearings Officer finds that the applicant's data and analysis constitutes substantial evidence. *Younger v. City of Portland*, 305 Or 346, 357, 752 P2d 262 (1988) (The term substantial evidence means evidence that a reasonable person could accept as adequate to support a conclusion); *Constant Velocity Corp v. City of Aurora*, 136 Or App 81, 901 P2d 258 (1995). *Contrast Dickas v. City of Beaverton*, 17 Or LUBA 574, 580-85 (1989) (Finding of adequate school capacity not supported by substantial evidence where report by school district's expert was contradicted by other evidence). Thus, Petitioner has shown there is a demonstrated land need to accommodate future urban populations with school and park services, consistent with a 20-year population range forecast coordinated with affected local governments.

Hearings Officer's Recommendation:

The petition meets this criterion, and a condition of approval is recommended to ensure that the identified land need is developed on the subject property.

Metro Code section 3.07.1425 (B) (2). Demonstrated need for land suitable to accommodate housing, employment opportunities, livability or uses such as public facilities and services, schools, parks, open space, or any combination of the foregoing in this paragraph;

Petitioner Response

There are currently nine primary schools, three middle schools, three high schools, and one charter school operated by the district. Of the nine primary schools, Lowrie and Trillium Creek primary schools are new facilities that opened in the fall of 2012. The existing school capacities are shown in Attachment 2. As shown in the table, school capacity is currently adequate with the exception of the district's three middle schools that are currently over capacity. The capacity problem is especially acute at Wilsonville's Wood Middle School where portable classrooms must remain until permanent facilities are funded and constructed.

As can be seen in Attachment 3, a significant amount of residential development (over 1,800 units) is anticipated in Wilsonville over the next five years. The short-term forecast conducted this year shows that the number of students will continue to climb, and the overall enrollment pressure will be the most pronounced at the middle school level (Attachment 2). With middle schools generally designed to accommodate approximately 700 students, the middle school enrollment deficit in Wilsonville will be the equivalent of one half of a new school by 2017.

It is worth noting that the primary school enrollment is also expected to increase markedly in the Wilsonville area over the next five years. The district will respond initially by adjusting school attendance areas, but this will only be an interim solution. Ultimately, additional primary school capacity in the Wilsonville area will be required to accommodate new residential growth within the current city limit and the identified Urban Reserve expansion areas.

The Wilsonville Parks and Recreation Master Plan was created in 2007 to guide how the city provides recreational opportunities for its residents. One of the “key overarching elements” of the plan is to “continue to provide sports field space for the growing needs of the community.” Working cooperatively with the school district is a consistent theme throughout the plan. Creating “school parks”, which include design features and amenities to facilitate harmonious sharing of facilities for school and city use, is a major component of the plan. Since the completion of the last sports field in 1999, the city’s population has risen by over 40% from approximately 14,000 in 2000 to almost 20,000 in 2010 according to the US Census Bureau. The increase in the city’s population, coupled with the inability to utilize all athletic fields at once, has contributed to rising pressure to have more athletic fields in the city to accommodate baseball, soccer, lacrosse, and other field sports.

Hearings Officer’s Analysis

In this case, the School District serves a broad area that extends from the rural land west of the City of Wilsonville west to the Willamette River and Northeast to include the City of West Linn. See Applicant’s PowerPoint Slide No. 9, presented at June 27, 2013. The petitioner has demonstrated a need for providing specific school facilities to meet present and future populations in the City of Wilsonville. Both the District’s long-range and short range forecasts show a need for additional middles schools and primary schools.

Petitioner presented data showing that Wood Middle School in particular currently is experiencing a capacity shortfall, and this shortfall will increase to an over-enrollment of 350 students by the year 2017. See Applicant’s PowerPoint Slide No. 17, presented at June 27, 2013. The long term projection further reinforces the need for additional school facilities in this area. See West Linn-Wilsonville School District Long Range Plan, dated February 6, 2013 (the LRP is hereby incorporated by reference as additional findings of fact). There was no evidence presented to the contrary. The Long Range Plan constitutes substantial evidence of the need for additional school facilities.

Furthermore, with regard to parks, the City of Wilsonville has seen a tremendous amount of growth over the last decade and has not been able to deliver the appropriate amount of park facilities to meet the demand from this growing population. Supporting evidence for these figures is provided in its Parks Master Plan. The Parks Master Plan (PMP) is hereby incorporated by reference as additional findings of fact. Working cooperatively with the District, as envisioned in the Parks Master Plan, presents the City of Wilsonville the opportunity to provide much needed sports fields.

Thus, the Petitioner has shown there is a demonstrated land need to accommodate both school and park services.

Hearings Officer’s Recommendation:

The petition meets this criterion.

Metro Code section 3.07.1425 (B)(3) A demonstration that any need shown under paragraphs (1) and (2) of this subsection cannot be accommodated on land already inside the UGB.

Petitioner Response

The majority of the residential growth in the city is presently occurring to the west of I-5 in Villebois. In addition, there are significant residential developments, including Jory Trail, located to the north of the city center. Looking to the future, residential development activity will shift to the east as Frog Pond and Advance Road (UR 4H) urbanize. Looking further ahead, there are several Urban Reserve areas located north of Frog Pond, which will contribute to long-term enrollment growth. This includes Norwood (UR 4D) and I-5 East Washington County (UR 4F and 4G).

Potential school sites selected for evaluation included sites of one or more properties which were vacant or underdeveloped with a minimum total area of 20 acres (the size guideline for a middle school) or larger. This search yielded seven potential sites (Attachment 4 - Figure 13 in petition). In evaluating the potential school sites, summarized in Attachment 5 (Table 4 in petition), the district considered several variables. The primary considerations include:

- *Plan Designation – Like all other developments, schools must be located on land that is designated to allow the uses proposed. These typically include land that is planned for residential or institutional uses. All properties of sufficient size were considered. However, residentially designated land is generally favored over commercial/industrial land because residential land will typically be located within the residential neighborhoods to be served by the school.*
- *Availability – The time required for site acquisition, permitting, and construction must allow completion of the school in time to meet the educational needs of the students in the district. One of the key issues relating to the seven potential sites is that four have owners who have been historically unwilling to sell, and of the four, two are designated for industrial and commercial use. These conditions lead to uncertainty and extra time to either acquire them and/or obtain the necessary plan and zoning amendment.*
- *Site Character – Important characteristics of the site include size, configuration, topography, environmentally sensitive areas, and surrounding land uses.*
- *Location – To provide efficient access to school facilities throughout the district, schools should be located close to where students live. While primary schools may be located relatively close together because of their relatively small attendance areas, middle and high schools should be located farther apart. For the Wilsonville area, which will ultimately have comparable amounts of residential development on both sides of I-5, it is important to “balance” the Wood MS facility with a middle school in the eastern side of the city. This also provides better access for students living in Clackamas County.*
- *Urban Facilities, Services, and Transportation – The availability of water, sanitary sewer, storm water facilities, and multi-modal transportation improvements are essential to successfully operate a school.*

In summary there are very limited possibilities for locating a middle school within the current UGB to serve the district’s target population. Six of the sites evaluated are not suitable for the reasons summarized in Attachment 5. Only the Advance Road site has all of the necessary qualities to enable the district to provide a middle school that could relieve the overcrowding at the middle school level. There are significant advantages associated with combining a primary/middle school campus and community park. When these additional elements are considered, the Advance Road site is the only one that will

accommodate this symbiotic combination of uses.

In addition, the Advance Road site is the best alternative considering:

- *Availability and the ability to construct a school on a reasonably predictable schedule once the UGB amendment is approved.*
- *Site characteristics including sufficient area to provide an efficient primary/middle school campus and community park complex.*
- *A location that will provide proper distribution of middle schools in Wilsonville. Considering future residential growth in the eastern Wilsonville area, the site is also well positioned to provide primary school capacity in addition to the middle school.*
- *Urban facilities and services may be planned, designed and provided on a schedule necessary to allow timely provision of much needed middle school capacity.*

The location of existing schools and their associated attendance areas leaves the eastern portion of Wilsonville as the only general area that makes sense in the context of Metro, Clackamas County, and Wilsonville planning directives. All things considered, the Advance Road site is the most desirable location for the primary and middle school campus and community park. The site represents a logical middle school location to complement Wood Middle School on the west side of I-5. The property is relatively self-contained by two roadways (Advance Road and 60th Avenue) and the Meridian Creek riparian corridor and existing urban development in the city, enabling the creation of a concept plan that is separate from the remainder of UR 4H.

The only other candidate site with reasonable potential is the Frog Pond area. The primary problems here revolve around property size/configuration and timing. At 25 acres, this site does not have sufficient land area for a primary/middle school campus. Perhaps more important, the configuration, with the two halves of the property touching at one corner, does not allow a cohesive arrangement of school improvements and access. In addition, a community park would not be possible on this property.

The uncertain timing associated with the necessary concept planning for Frog Pond is another major issue. When the district purchased the property prior to 2002, the housing market was booming, and a concept plan was expected to be completed shortly thereafter. A concept planning effort was initiated by the developers in Frog Pond, but when the market cooled, the concept plan evaporated. The city now hopes to re-initiate the concept planning work, but it is contingent on receiving a grant from Metro. The best case would be plan completion in approximately two years. However, this will be longer if funding is not available.

These considerations lead the district to conclude that the Advance Road site is clearly the best option available. Frog Pond, and district property in particular, is best suited as a potential future primary school site to accommodate anticipated enrollment growth coming from Frog Pond and the Urban Reserve areas to the north.

Hearings Officer's Analysis

In this case, the School District serves a broad area that extend from Rural Lands west of the City of Wilsonville west to the Willamette River and Northeast to include the City of West Linn. See Application at p. 20, Figure 11. The School District has demonstrated an acute, short-term need for additional middle-school capacity in the Wilsonville area. The existing middle school in Wilsonville is located in the western portion of Wilsonville, but draws students from the entire city. For this reason, it is readily apparent that the need is best served by providing a new middle-school facility in the eastern portion of the City of Wilsonville.

Compliance with this criterion requires the Petitioner to demonstrate that the need for a combined middle school and park facility cannot be met on land currently inside the UGB. Due to the wide geographic

range of the District, the Hearings Officer limited his scope of review of alternative sites to those that are within the City of Wilsonville UGB, because this is where the capacity shortfall is most acute. Land located within either the current West Linn UGB or the Tualatin UGB is too geographically remote to fulfill the needs for school capacity in the City of Wilsonville. Therefore, when considering alternative sites for purposes of Metro Code section 3.07.1425 (B)(3), alternative sites located inside of the West Linn or Tualatin UGBs are rejected without further analysis.

The School District completed an analysis of six sites within the UGB and one site outside the UGB (i.e. the subject Advance Road site property). The District identified a 20-acre minimum site size requirement for the analysis. The District looked at sites consisting of one or more lots that were vacant or underdeveloped. The Hearings Officer finds that these are reasonable threshold considerations that can be used to pare down potential sites for further analysis.

Recognizing the importance of timing for alleviating the expected enrollment deficit, the analysis included five primary considerations:

- Plan Designation;
- Availability;
- Site Character;
- Location; and
- Urban Facilities, Services and Transportation.

Although no law mandates the use of these particular five factors, the Hearings Officer finds that these five factors are reasonable considerations for the alternatives site analysis.

Applying the 5 factors, the District rated five of the six sites within the UGB as being “poor” locations, for various reasons, including: close proximity to existing middle and primary schools, located to the west of I-5 whereas middle school capacity is needed on the east side, and being isolated from residential areas.

The Hearings Officer agrees that that it makes little sense to select a second middle school site in the vicinity of the existing Inza Wood Middle School. *See* Petitioner’s Powerpoint dated June 27, 2013 at p. 11. The primary need for a middle school exists on the east side of the City of Wilsonville, not the west side. Furthermore, potential locations on the west side of I-5 are not practical and efficient to serve growth occurring on the east side of the City, due to the fact that it would put additional traffic pressure on the three major over / under passes crossing I-5. From a planning standpoint, it is imperative to reduce pressure on these key transportation “chokepoints” by balancing the availability of school and park facilities. This entails building the next middle school on the east side of I-5. Therefore, alternative sites 1 and 2 can be eliminated from further discussion on that basis.

The remaining four sites should be analyzed with regard to their suitability to accommodate both a combined primary and middle school site as well as the park facility. As the applicant noted at the June 27, 2013 hearing, a combined primary and middle school provides a number of efficiencies in terms of capital and operating costs. The ability to have shared facilities, such as auditoriums, cafeterias, libraries, athletic fields, access, and parking is a key reason to select a larger site. In these times of shrinking government budgets, Metro should be encouraging and rewarding this type of innovative approach to school facility planning.

Turning to the six alternative sites, it is readily apparent that none of the other potential sites can accommodate the stated need.

Site 3 is referred to by the applicant as the “North Wilsonville” site. This 32-acre site should be eliminated from further consideration because it is zoned for industrial uses and is located far away from the concentration of residential properties on the east side of town. It is surrounded by commercial development, which is not an ideal adjacent uses for a school. The site is not large enough to co-locate school and park facilities. This site is, therefore, not a good alternative to meet the need for a school and park under a short-term time horizon.

Site 4 can be eliminated from further consideration because zoned for industrial uses and are the owners have stated that are going to use the site for industrial and/or commercial purposes. This site is also not ideal because there is a significant drainage feature running through the site. This terrain feature makes it more difficult (and significantly more expensive) to build a school and park that feature good pedestrian and vehicular connectivity to one another. In addition, the planned completion of Canyon Creek road would further reduce the amount of buildable land available at this location. For these reasons, the site should not be considered available to meet the need for a school and park under a short-term time horizon.

Site number 5 consists of only 22 acres, and is therefore less than ideal for use as a combined site for a middle school and park. Furthermore, it is an oddly-shaped lot which reduces the efficiency of potential development. According to Petitioner, providing appropriate access could also be problematic. Furthermore, the owner of the property is not willing to sell it at this time. While it is possible for a City to exercise its condemnation authority to purchase a site from an unwilling seller, it is not clear that the City of Wilsonville would be willing to do so, particularly since the site is less than ideal. .

The sixth site, located in the Frog Pond area, is approximately 25 acres in size. It is owned by the school district, which has identified it as a primary school site. The presence of the Frog Pond site presents the biggest hurdle to the applicant, and represents a potential reason for denial of the application. Although this issue presents a close call, the Hearings Officer recommends approval of the application despite the presence of the Frog Pond site, for the reasons that follow.

Metro added the Frog Pond to the UGB in 2002 through the adoption of Metro Ordinance 02-969B. Exhibit M to Ordinance 02-969B - Conditions on Addition of Land to UGB directs the city or county with land use planning responsibility for the areas included in the UGB to complete the planning required by Urban Growth Management Functional Plan (Functional Plan) Title 11: Planning for New Urban Areas for the area. Exhibit M also contains conditions for specific areas; the conditions for Frog Pond (aka Area 45) are found on page 3 of Exhibit M. Wilsonville has planning responsibility for Frog Pond (Area 45).

As noted above, Functional Plan Title 11, entitled “Planning for New Urban Areas” is the Metro Code section that outlines the required planning components for areas brought into the UGB. See Code Section 3.07.1120 for these requirements. Metro Code Section 3.07.1120 requires comprehensive planning for the expansion areas. Before land that is added to the UGB can be developed, a local jurisdiction must complete a new urban area planning process consistent with Metro Urban Growth Management Functional Plan requirements. The UGMFP requires cities and developers to look at urban form and development of the entire area as a whole. Topics that must be addressed include street layout, density, as well as financing of local public facilities and services. These requirements cannot be completed for individual tax lots or small groups of tax lots. Page nine of the Metro staff report references these requirements.

The other local jurisdictions that had planning responsibility for areas added to the UGB in 2002 as well those areas added in 2004/2005 have completed the required new urban area planning

requirements for their entire expansion area prior to development occurring, consistent with the conditions of approval and Metro Code Section 3.07.1120. A similar planning process has not been initiated for the Frog Pond area. The record does not explain why planning for the Frog Pond area has not moved forward in a similar timely manner, other than a suggestion by the applicant that planning for Frog Pond ceased in 2008 when the housing bubble burst. See Supplemental Information and Findings, dated July 11, 2013, at p. 7.

Regardless, the City of Wilsonville's Long Range Planning Manager submitted a letter into the record that makes clear that even under a "best-case" scenario, Petitioner's Frog Pond site could not be planned and ready for development until well into 2016. See letter from Katie Mangle, dated July 10, 2013. These types of master planning projects have a lot of moving parts and tend to experience delays in their implementation. Based on the Hearings Officer's experience with similar planning projects throughout the region, the timeline set forth in Ms. Mangle's letter could very well be optimistic; the project could easily experience delays that push construction into 2017 or 2018. In the meantime, however, the children attending Wood Middle school will continue to experience overcrowding issues, which does not seem like a reasonable compromise.

Metro staff notes that the City of Wilsonville has requested grant funding from Metro to complete this required planning process. Nonetheless, Metro staff believes that allowing the new urban area planning to be completed solely for the school district's property in the Frog Pond area is inconsistent with the code requirements, and is not good planning practice. Thus, the planning process required by the Metro Code will delay the ability to begin any construction on the Frog Pond school site until at least 2016, depending on whether or not the city receives grant funding. This delay would not allow the district to meet its enrollment deficit by 2017. Because Petitioner is seeking to meet a short-term need for a middle school, the Frog Pond site cannot, as a practical matter, meet that short-term need.

In addition, the Frog Pond site's size and configuration is also problematic. As shown in the Applicant's Supplemental Information and Findings, dated July 11, 2013, at p. 7, the three lots owned by the School District are rectangular in shape and are contiguous only at one point. The current configuration of the Frog Pond does not lend itself to the concept of shared facilities between a primary school and middle school. The District would need to acquire additional property, and at this time, it is unknown whether the current owners of adjacent properties are willing to sell their lands to the School District. Without additional land acquisition, these lots do not lend themselves to the development of a combined primary/middle school campus, nor would they accommodate a city park facility. Due to the critical short-term need for additional middle school facilities, the Frog Pond site simply cannot be made shovel ready in a time period that alleviates the infrastructure shortage being experienced by the School District.

Mr. William Ciz testified at the hearing in opposition to the application, and followed up with written letters to the same effect. See Letter from William Ciz dated July 11, 2013; Undated letter summarizing testimony presented at the June 27, 2013 hearing. Mr. Ciz argues that the applicant has not met its burden to show that the identified land need cannot be met on the Frog Pond site. Mr. Ciz points out, correctly, that the School District has owned the Frog Pond property for over 12 years and has done little to prepare that site for development. Analogizing to variance law, Mr. Ciz views the School District's actions as a "self-imposed hardship," and argued that the School District's inaction should not be rewarded by granting them a UGB amendment.

While there is a degree of truth in what Mr. Ciz is stating, it is difficult to blame the School District for getting behind in their planning efforts, given the 2008 housing crash. Very few people accurately predicted the level of disruption caused by the collapse of the housing market in 2008. Furthermore, the resulting budget constraints affected all levels of government. Most planning efforts came to a screeching

halt throughout the region, and those that moved forward did so only on the basis of federal stimulus spending. So the fact that the School District finds itself a bit behind the curve in terms of planning can hardly be chocked up to inattention.

Moreover, the Hearings Officer agrees with the School District that “Mr. Ciz does not appear to appreciate that the school district does not have the authority or financial ability to unilaterally initiate a concept plan for the larger Frog Pond area.” See Applicant’s Final Rebuttal dated July 25, 2013. In truth, there are a lot of stake holders that will have their hand in formulating the concept plan for Frog Pond. The School District may be a spoke in that wheel, but it is not able to control the timing of that process. But regardless of that, the bottom line is that casting blame about how the situation got to the point it did is really not the purpose of this exercise. The question before the Hearing Officer is whether the Frog Pond site can accommodate the short-term need for additional school and park capacity to alleviate overcrowding at the Woods Middle School, among other things. And the answer to that question is “no.” The Hearings Officer is cognizant of the fact that the Frog Pond site is in a sort of “planning purgatory” at the moment, and until further funding is available, the timing of the availability of that site for development is uncertain. The needs of the school children to have adequate school facilities is a problem that should not be forced to remain in limbo pending the planning of Frog Pond, given that this alternative option is available.

In summary, the analysis set forth above demonstrates that the short term need for a middle school cannot be accommodated on land already inside the UGB. While it is certainly possible that the Frog Pond site could be used to meet the less time-sensitive needs for a primary school, the fact that the applicant wishes to co-locate these facilities to conserve financial resources should be sufficient reasons to bring in the entire 40-acre Advance Road site at this time.

Hearings Officer’s Recommendation:

The petition meets this criterion.

Metro Code section 3.07.1425 (C)(1). If the Council determines that there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering efficient accommodation of identified land needs;

As noted previously, Metro Code Sections 3.07.1425 (C) (1-9) are considered locational factors that are weighed and balanced to determine the most suitable location for the UGB expansion and not specific criteria that must be met. Thus, the relevant determination is whether or not the petition addressed the locational factor and a determination of which area better meets the need considering the factor.

Petitioner Response

In addition to Urban Reserve 4H Advance Road, there are seven other Urban Reserve areas, which are completely or partially within the West Linn-Wilsonville School District boundary (Attachment 6 – Figure 1-S in petition). Metro recently finalized its regional growth forecast for Urban Reserve areas in the region. Of the eight Urban Reserve (UR) areas in the district, 4H Advance Road and 5H Wilsonville Southwest are assumed in the Metro growth forecast to have urban infrastructure by 2025-2030. Understanding that urban facilities and services are a prerequisite for establishing a new school, the district has naturally focused its property acquisition attention in areas with the potential to be served in the near-term. In addition to availability, the district always strives to locate schools in areas that will be

proximate to the students they will serve. As described in the application, urban services and facilities are available to serve the 40-acre Advance Road site today. This infrastructure availability for UR 4H and

5H is well ahead of the remaining six Urban Reserve areas, which are expected to have urban infrastructure after 2035 (Attachment 7 – Appendix A-S in petition Metro Map “Urban Reserves Capacity and Infrastructure Timing”). A comparison of the Advance Road site with the other seven urban reserve areas is found in Attachment 8 – Table 1-S in supplemental findings of the petition.

The district and city have identified needs for additional school and park capacity to accommodate current residents and anticipated population growth. The West Linn-Wilsonville School District Long Range Plan (Appendix A in petition) documents this growing middle school capacity deficit. Relative to the existing school facilities in the Wilsonville area, the Advance Road site represents an efficient location because:

- *The other middle school in Wilsonville (Wood) is located on the west side of I-5, and a second middle school located in the eastern portion of the city will facilitate convenient access for students in Wilsonville and unincorporated Clackamas County to the east.*
- *City utilities are available to serve this site, which is adjacent to the city limit and only a short distance from utility lines that have sufficient capacity to accommodate a school campus/community park.*
- *Direct and efficient access will be available via major streets, which are intended to accommodate significant motor vehicle, pedestrian, bicycle, and transit needs. In addition, the Wilsonville TSP and Parks and Recreation Master Plan call for a pathway connection between Wilsonville Road and this site.*
- *It is in an optimal location to serve future development in UR 4H, Frog Pond, and other designated Urban Reserve areas (Norwood and I-5 East Washington County) to the north.*
- *Utilizing a 40-acre site to ultimately accommodate two schools and a community park will allow much greater efficiency than locating each use on a separate site. The proposed site will allow for shared parking and access, more efficient programming for school physical education and school/community sports, and reduced operations and maintenance costs. The district and city have long history of partnering to maximize public funding of educational and community programs.*

Relative to other Urban Reserve areas, which are potentially available, the Advance Road site is superior primarily due to location and timing. As noted in Attachment 8, UR 4A Stafford, 4B Rosemont, 4C Borland, and 4D Norwood are all appropriately served by two middle schools – Athey Creek (located in 4C) and Rosemont Ridge (located immediately south of 4B). The provision of urban services is over 20 years away, and waiting that long is simply not an option for the district given the current and forecast enrollment pressures.

UR 4F and 4G East Washington County are well served by Athey Creek Middle School. Perhaps more important, the north end of Wilsonville (and this portion of the district) is largely dedicated to commercial and industrial use, meaning there are few students to serve in this vicinity. With the eventual concept planning and urbanization of these Urban Reserve areas, this could change, but not for an estimated 20 years or more. UR 5H Wilsonville Southwest is in an area served by Wood Middle School, which is located nearby on the north side of Wilsonville Road. Another middle school in this location would not efficiently serve the students in the eastern portion of Wilsonville.

Hearings Officer’s Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary. Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB. Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the Oregon Department of Transportation (ODOT).

In addition urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F. The district's analysis showed that urban reserve areas 4A Stafford, 4B Rosemont, 4C Borland, 4D Norwood, and 4F and 4G East Washington County are not expected to urbanize for a number of years based on Metro's 2035 Population and Employment Forecast Distribution.

Furthermore, the cities adjacent to urban reserve areas 4A, B & C have indicated their opposition to providing any urban services to those areas, and the cities of West Linn and Tualatin have challenged the decision to designate those areas as urban reserves by filing appeals with the Oregon Court of Appeals. Knowing that the availability of urban facilities and services are needed for establishing a new school, locating a new school in these urban reserve areas that are not expected to urbanize for some time is not an efficient way to accommodate the identified need. In addition to land readiness, the district strives to locate schools in areas that will be proximate to the students they will serve. Since these six urban reserve areas are not geographically located near where the forecasted need is, they cannot efficiently accommodate the identified need. There are existing primary and middle schools adjacent to urban reserve area 5H and providing another middle school in this location would not satisfy the identified need that is projected for the eastern side of Wilsonville.

Based on the urban reserve areas that were analyzed, the analysis shows that the Advance Road property best meets the need considering efficient accommodation of identified land needs due to future timing of urban services in the other urban reserve areas, current lack of adjacent local government interest in providing urban services and the other urban reserve areas not being located near where the identified future enrollment need will occur.

Hearings Officer's Recommendation:

The petition adequately addresses this factor.

Metro Code section 3.07.1425 (C)(2). If the Council determines that there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering orderly and economic provision of public facilities and services;

Petitioner Response

In addition to Urban Reserve 4H Advance Road, there are seven other Urban Reserve areas, which are completely or partially within the West Linn-Wilsonville School District boundary (Attachment 6). Metro recently finalized its regional growth forecast for Urban Reserve areas in the region. Of the eight Urban Reserve areas in the district, 4H Advance Road and 5H Wilsonville Southwest are assumed in the Metro growth forecast to have urban infrastructure by 2025-2030. Understanding that urban facilities and services are a prerequisite for establishing a new school, the district has naturally focused its property acquisition attention in areas with the potential to be served in the near-term. In addition to availability, the district always strives to locate schools in areas that will be proximate to the students they will serve. As described in the application, urban services and facilities are available to serve the 40-acre Advance

Road site today. This infrastructure availability for UR 4H and 5H is well ahead of the remaining six Urban Reserve areas, which are expected to have urban infrastructure after 2035 (Attachment 7). A comparison of the Advance Road site with the other seven urban reserve areas is found in Attachment 8.

As noted in Section III of the petition, sufficient capacity is available to provide urban facilities and services:

- *Water and sanitary sewer facilities currently have adequate capacity to serve the site.*
- *Storm water capacity will be provided by on-site facilities releasing storm water into Meridian Creek according to city standards.*

- *Transportation facilities have adequate capacity to serve the site. As noted above and in the appendices, improvements will need to be made as the site is developed.*
- *Police/public safety services can be provided by the city and county.*
- *Fire/emergency services are available from TVFR.*
- *Park and recreation capacity will be greatly enhanced to address the significant population growth, which has occurred and will continue.*
- *School capacity is currently deficient at the middle school level, and additional pressure will be felt by the district at the primary and middle school level in the coming years. Securing and developing this site will address these short- and long-term issues.*

The Advance Road site fully satisfies this factor because urban facilities and services can be appropriately provided today. This is generally true of UR 5H Wilsonville Southwest, however, an expensive lift station would be required. Public facilities and services are a minimum of 20 years away for the remaining six Urban Reserve areas as noted in Attachments 7 & 8. Concept planning has not been initiated for these areas, and the adjacent cities in a position to provide urban facilities and services are not ready to plan these areas yet, let alone serve them.

Hearings Officer's Analysis

Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB. The School District undertook an analysis of seven other urban reserve areas that are within the district boundary and which are directly adjacent to the current UGB. These alternative sites are known as Stafford (4A), Rosemount (4B), Borland (4C), Norwood (4D), 15 East Washington County (4F and 4G) and Wilsonville SW (5H).

In reviewing these 6 other urban reserve areas, it is readily apparent that none are better suited to meet the short-term need for a middle school to serve students in the Wilsonville Area than UR 4H. Stafford (4A), Rosemount (4B), Borland (4C), Norwood (4D) are located too far away from the area needed to be served. Furthermore, urban reserve 5H is located too close to the existing Izra Woods Middle School to be a good location for a new middle school. It is important to balance out the City of Wilsonville by selecting a middle school site on the east side of town. As mentioned earlier, the City of Wilsonville has three key transportation chokepoints in the form of the I-5 overpasses and underpasses. Any decision which fails to account for these chokepoints and directs traffic away from them is simply irresponsible from a planning perspective.

Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT.

In addition urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F. This analysis showed that urban reserve areas 4A Stafford, 4B Rosemont, 4C Borland, 4D Norwood, and 4F and 4G East Washington County are not expected to urbanize for a number of years based on Metro's 2035 Population and Employment Forecast Distribution.

Furthermore, the cities adjacent to urban reserve areas 4A, B & C have indicated their opposition to providing any urban services to those areas, and the cities of West Linn and Tualatin have challenged the decision to designate those areas as urban reserves by filing appeals with the Oregon Court of Appeals. Since the availability of urban facilities and services are needed for establishing a new school, locating a new school in these urban reserve areas to accommodate the identified need would not result in the orderly and economic provision of public facilities and services.

The Advance Road site can be served with urban services now, as can urban reserve 5H, however urban reserve 5H would require a lift station. Based on the urban reserve areas that were analyzed, the analysis shows that the Advance Road property best meets the need considering orderly and economic provision of public facilities and services due to future timing of urban services in the other urban reserve areas, current lack of adjacent local government interest in providing urban services to these other areas, additional expense to serve 5H and the other urban reserve areas not being located near where the identified enrollment need will occur.

Hearings Officer's Recommendation:

The petition adequately addresses this factor.

Metro Code section 3.07.1425 (C)(3) If the Council determines that there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering comparative environmental, energy, economic and social consequences;

Petitioner Response

In addition to Urban Reserve 4H Advance Road, there are seven other Urban Reserve areas, which are completely or partially within the West Linn-Wilsonville School District boundary (Attachment 6). A comparison of the Advance Road site with the other seven urban reserve areas is found in Attachment 8.

The consequences of bringing the Advance Road site into the UGB compares favorably with the other candidate sites reviewed in Attachment 8.

- *Environmental Consequences. Other than the Meridian Creek corridor located on the extreme west edge of the site, it is devoid of any environmental constraints. Because of its location adjacent to the city, facilities and services can be efficiently provided, and the site is located to enable efficient transportation to and from the site for students and park users alike. The shared use of the site for schools and a community park allow for efficient use of land and reduced impervious surfaces – especially with shared access and parking.*
- *Energy Consequences. As noted above, the site is well-served by transportation facilities. With the development of the site additional improvements will be made to facilitate multi-modal access to the site, including street improvements, pathway improvements, and potential SMART bus service extension. As the remainder of UR 4H urbanizes, the site will be centrally located within a pedestrian- and bicycle-friendly neighborhood, reducing the need for motorized access to the school campus and the community park.*

- *Economic Consequences. The cost to develop this property, with its relatively flat topography, access to utilities, and the ability to share common facilities between two schools and a community park, make this site significantly more economical than any of the other potential sites. The cost of providing urban facilities and services are comparable to providing similar levels of service within the existing UGB. As noted in Section III, facilities and services are readily available to the site.*
- *Social Consequences. Quality education and recreational opportunities are essential elements for building and maintaining successful communities. The proposed UGB expansion site represents a location that can provide equitable access to quality educational and recreational facilities through the district and city of Wilsonville.*

The Advance Road site will be capable of providing positive consequences related to this factor. As explained in Attachment 8, the primary reason for this is the other Urban Reserve sites are removed from the areas where school capacity is needed. The northern Urban Reserve areas (4A-4D and 4F and 4G) are currently well-served by two middle schools in the vicinity. UR 5H is located in the southwestern portion of the district, within ½ mile of Wood Middle School and Boones Ferry Primary School. Similar to the other alternative Urban Reserve areas, UR 5H would fail to provide school capacity near the students to be served in the eastern portion of Wilsonville.

This school location/student disconnect, which characterizes all of the Urban Reserve alternatives to the Advance Road site, would lead to comparatively greater air quality/green house gas impacts due to the increased bussing and driving necessary to connect students, faculty, and parents from their homes to the school. The social benefits of having an easily accessible community center and park will not be fulfilled in the more distant Urban Reserve areas. Located adjacent to current students and future residential growth areas, the Advance Road site is superior to the alternative Urban Reserve locations.

Hearings Officer's Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary. Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB. Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT.

In addition, urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F. While there are some locations in urban reserve areas 4A Stafford, 4B Rosemont, 4C Borland, and 4G East Washington County that could be developed with little to no environmental consequences, these locations are relatively remote from the identified need. This would result in greater energy, economic and social consequences due to increases in bussing and driving that result in air quality degradation, higher operational costs for the district and the loss of a community center for the residential areas where the students reside.

Urban reserve 5H would have similar, but less substantial energy, economic and social consequences, as well as some potential environmental consequences as there are significant natural resources located in this urban reserve area. The Advance Road site contains the Meridian Creek corridor that is located on the very western edge of the property, which allows for the opportunity to develop the school campus without negatively impacting the natural resource area. The Advance Road location is also near the identified enrollment need, which will result in much less energy, economic and social consequences due to less driving and the opportunity to connect the new school campus to the existing high school campus through a planned walkway/bikeway (Community Walkway/Bikeway 19).

Finally, the city's transit service, SMART, currently runs limited service on Stafford Road to Advance Road, which could be expanded to serve the new school/park facilities.

Based on the urban reserve areas that were analyzed the analysis shows that the Advance Road site best meets the need considering comparative environmental, energy, economic and social consequences due to the need for less driving/bussing of students, the ability to develop the property without impacting natural resources and the opportunity to provide a social hub for nearby residences through the school and park facilities, especially in conjunction with the high school campus.

Hearings Officer's Recommendation:

The petition adequately addresses this factor.

Metro Code section 3.07.1425 (C)(4) If the Council determines that there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;

Petitioner Response

In addition to Urban Reserve 4H Advance Road, there are seven other Urban Reserve areas, which are completely or partially within the West Linn-Wilsonville School District boundary (Attachment 6). A comparison of the Advance Road site with the other seven urban reserve areas is found in Attachment 8.

As noted in the petition, the surrounding uses within UR 4H do not include significant active farming activity. This relative absence of agricultural value and activity along with proximity to the city of Wilsonville led to its designation as an Urban Reserve rather than a Rural Reserve. The larger parcels typically have grass fields single family residences. Several of the smaller acreages have limited agricultural use, such as nursery stock and Christmas trees. Other farm crops or livestock are not evident on any of the properties surrounding the subject site. As UR 4H is urbanized, the site will be within an urban neighborhood and not on the edge of a more permanent boundary between urban and agricultural activities.

As described in Attachment 8, the Advance Road site is not near any active farm or forest activities on the surrounding remainder of UR 4H. Ultimately, urban development will surround the site. UR 5H is

similarly buffered by urban and park/open space areas, but it will be immediately east of land designated as Rural Reserve. The remaining Urban Reserve areas (4A-4D and 4F and 4G) will generally not afford as many opportunities to separate a school from surrounding rural uses. Like the Advance Road site, these areas will eventually urbanize, but over a significantly long timeframe.

Hearings Officer's Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary. Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB. Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT.

In addition, urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F. As noted in the petition, the expectation is that the urban reserve areas will eventually urbanize over the long term, however the development of a school site in an urban reserve area could be incompatible with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal during the interim time. This is true for a portion of urban reserve 4G and the northern portion of 4A where there are agricultural activities occurring on resource designated land that is adjacent to the UGB. However the presence of two utility line easements through urban reserve 4G limits the potential for developing a school in this area. The remainder of the resource land in area 4A is located away from the UGB and the island provision in Metro Code eliminates any potential conflict.

Urban reserve areas 4B & C do not contain land designated for agriculture or forestry pursuant to statewide planning goals and thus a school facility in these areas would be compatible with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal. Nonetheless, these urban reserve areas are located some distance from the identified need based on population growth in the city of Wilsonville and a school located in these urban reserve areas would not efficiently satisfy that need.

All of the land in urban reserve 5H is designated for agriculture or forestry pursuant to a statewide planning goal with the vast majority in agricultural activity. Development of a school site in this urban reserve may impact these activities. Similarly, all of the land in the remainder of urban reserve area 4H, outside of the Advance Road site, is designated for agriculture or forestry pursuant to a statewide planning goal, although most of the adjacent land is not in agricultural use. There is a very small amount of agricultural activity occurring to the southeast of the Advance Road site within urban reserve 4H. It is possible that the development of the school may conflict with these limited agricultural activities; however given the location and the limited amount of agricultural activity occurring, the school/park use could be compatible as the majority of the activity will be focused to the north. As noted previously, the expectation is for these lands to be urbanized at some point in the future.

Based on the urban reserve areas that were analyzed the analysis shows that the Advance Road site property best meets the need for accommodating the enrollment deficit in the Wilsonville area, considering compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal.

Hearings Officer's Recommendation:

The petition addresses this factor.

Metro Code section 3.07.1425 (C)(5) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need, considering equitable and efficient distribution of housing and employment opportunities throughout the region;

Petitioner Response

This criterion is not directly relevant to the location of school and park facilities. However, the location of schools and a community park on this site will provide equitable and efficient distribution of school and park facilities to serve existing and future residential neighborhoods. As explained in Table 1-S, this equitable and efficient distribution would not be possible by locating in one of the alternative Urban Reserve areas.

Hearings Officer's Analysis

Petitioner notes the petition is not intended for housing or employment needs and therefore consideration of equitable and efficient distribution of housing and employment opportunities is not applicable.

Hearings Officer's Recommendation:

The petition does address this factor.

Metro Code section 3.07.1425 (C)(6) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering contribution to the purposes of Centers and Corridors;

Petitioner response

The site is not within a Center or Corridor but, it is near the Wilsonville Town Center, which is zoned to accommodate mixed use development. As a relatively low intensity use, this proposed school campus and community park is well located to support the more intensive uses that are more appropriately situated within the Town Center. The alternative Urban Reserve areas are all situated farther from a town center and would not be expected make any meaningful contribution to their development.

Hearings Officer's Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary. Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB.

Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT. In addition, urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F.

Urban reserve areas 5H and 4B, C & D are a significant distance from a designated Center or Corridor and a school located in these areas would not contribute to the purpose of Centers and Corridors as defined in the 2040 Growth Concept.

Having said that, the Advance Road site is also a significant distance from a designated Center or Corridor. A new school facility at this location, combined with the existing Wilsonville High School/Boeckman Creek Primary School campus does provide education and recreational facilities a relatively short distance from the Wilsonville Town Center, which could help attract the development of additional residences in the area.

In summary, none of the alternative areas strongly support the purposes of Centers and Corridors, but the Advance Road site, combined with the other nearby school facilities does have the best potential to support the Wilsonville Town Center.

Hearings Officer's Recommendation:

The petition does adequately address this factor.

Metro Code section 3.07.1425 (C)(7) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering protection of farmland that is most important for the continuation of commercial agriculture in the region;

Petitioner response

With the designation of the Advance Road area as an Urban Reserve area, Metro and Clackamas County have determined that this area is clearly not critical for the continuation of commercial agriculture in the region. As noted in this application, there is very little agricultural activity occurring on the properties surrounding the site. Bringing this site into the UGB before the remainder of UR 4H will have no impact upon the future or viability of agriculture in the county or the region.

By virtue of their designation, all of the Urban Reserve areas in the district are not regarded as being important farmland in the long-term. So from this viewpoint, the Advance Road site offers a similar degree of protection for commercial agricultural uses as a location in the other Urban Reserve areas. The Advance Road site will clearly provide both a short-term separation from agricultural uses in UR 4H, and it will ultimately be within an urban neighborhood and far removed from Rural Reserve areas and the farmland they contain.

Hearings Officer's Analysis

Staff points out that the regional urban and rural reserves process completed by Metro and Clackamas County designated the most important land for commercial agriculture in the county as rural reserve and the most suitable land for urbanization as urban reserve. Designation of all of the alternative areas as urban reserve means any farmland within these areas is not the most important for the continuation of commercial agriculture in the region.

Hearings Officer's Recommendation:

The petition adequately addresses the factor.

Metro Code section 3.07.1425 (C)(8) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering avoidance of conflict with regionally significant fish and wildlife habitat;

Petitioner response

As noted in this application, the property is well-suited for development because it is relatively flat with a minor drainage and environmentally sensitive area along the western edge of the site. The size and shape of the property will allow for development of school facilities, athletic fields, and a community park while keeping all of the identified sensitive areas intact.

As noted in this supplement, the district has not evaluated any potential school sites in the other Urban Reserve areas. For the purpose of these findings, it would be fair to assume that sites could be found in any of these areas that would also allow for appropriate habitat protection and enhancement.

Hearings Officer's Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary and is summarized in Attachment 8 to the Staff report. No party testified in opposition to the District's analysis, or otherwise suggested that any of the alternative urban reserve areas would better meet the needs while having less impact on fish and wildlife resources.

Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT. In addition urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F.

Much of the lands in urban reserves 4A & 4C that border the UGB contain some significant fish and wildlife habitat related to Saum Creek and tributaries to Pecan and Wilson Creeks. The northern portion of urban reserve area 4A adjacent to Lake Oswego does not contain any significant fish and wildlife habitat and could be developed with a school facility without impacting habitat areas. However as noted previously locating a school/park facility in this area does not help meet the identified enrollment need in the Wilsonville area.

A similar situation occurs in urban reserve 4B adjacent to West Linn; however the Rosemont Middle School is directly adjacent and locating a new middle school/park facility here would not meet the need identified for the Wilsonville area.

Urban reserve 4G also contains some fish and wildlife habitat mainly associated with Boeckman Creek. The portion of 4G north of SW Elligsen Road does provide the opportunity to develop a school/park facility without impacting habitat areas, but this area is adjacent to a significant commercial retail area and would not be ideal for locating the needed facilities. Boeckman Creek bisects the southern portion of the reserve area limiting the opportunity to develop a school/park facility without impact to the habitat area along the stream corridor, especially when considering the site impacts of the two power line easements.

Urban reserve 5H contains some identified significant fish and wildlife habit, mainly along the southern edge of the reserve area, which would allow for the opportunity to develop a school facility while avoiding the habitat areas. However as noted previously, the Boones Ferry Primary and Izra Wood Middle Schools are close by and locating a new school/park facility in this location is not ideal for meeting the enrollment need on the east side of Wilsonville.

The petition shows that a new school/park facility on the Advance Road site can be developed without impacting the habitat areas along Meridian Creek. For this reason, the Advance Road site location best meets the identified enrollment deficit need for the west side of Wilsonville while avoiding conflict with regionally significant fish and wildlife habitat.

Hearings Officer's Recommendation:

The petition addresses this factor.

Metro Code section 3.07.1425 (C)(9) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering a clear transition between urban and rural lands, using natural and built features to mark the transition.

Petitioner response

With its location adjacent to the Wilsonville city limit and its northern and eastern boundary largely defined by public roads, the site will have built features, which will provide a buffer and transition between an urban school campus/community park and nearby rural uses (Figure 2 in petition). Because UR 4H extends beyond the site, the significance of such a buffer will disappear as the remainder of this Urban Reserve area is transformed from rural to urban uses.

As noted in Attachment 8, retaining a clear distinction between urban and rural land will be more problematic in the alternative Urban Reserve areas. Establishing a school site in UR 4A and 4B will necessitate crossing the Rosemont Road “dividing line” into the rural area. Distinct boundaries, such as a road, tend to absent in UR 4C, 4D, 4F, and 4G, and therefore, a logical way to create an acceptable transition (also from the standpoint of urban facilities) would be to locate a school adjacent to the existing UGB. However, such locations would be far removed from the students who need to be served by the new educational facilities. Also, all of these northern Urban Reserve alternatives could not be used by Wilsonville to help satisfy demand for parks and recreational opportunities. A school in UR 5H could potentially provide a similar transition between urban and rural, but as indicated above, it would not be a good location for serving students.

Hearings Officer’s Analysis

The District undertook an analysis of seven other urban reserve areas that are within the district boundary and is summarized in Attachment 8. Metro Code does not allow for the creation of an island of urban land so the analysis must be limited to those properties that are directly adjacent to the current UGB.

Urban reserve 4D and the majority of urban reserve 4E are not logical locations to analyze as alternative sites as the UGB runs along the middle of the I-5 and I-205 right-of-way, essentially requiring the provision of urban services across this significant public right-of-way owned by the ODOT. In addition, urban reserve 4F is separated from the UGB by urban reserve 4G and would require land in 4G to be added to the UGB in addition to land in 4F. There are no clear natural or built features that provide for a transition from urban to rural land for the lands adjacent to the UGB and located in the remaining alternative urban reserve areas (4A, B & C, 4G and 5H). Boeckman Creek could provide somewhat of a transition area for a portion of area 4G, but the presence of two power lines severely limit the potential for locating a school and park facility there.

The Advance Road site is bounded by SW Advance Road and SW 60th Ave. Even assuming these two streets develop to urban standards in the future, the roadways will not provide a clear transition from urban to rural uses. It should be noted that the lands adjacent to all of the analysis sites are also within urban reserves and these lands are expected to be urbanized at some time in the future, which would then provide an opportunity to provide buffers if no natural feature is available to act as a transition area. Thus, none of the alternative sites best meets the need considering a clear transition between urban and rural lands, using natural and built features to mark the transition.

Hearings Officer’s Recommendation:

The petition adequately addresses this factor.

Metro Code section 3.07.1440 (D) The Council may consider land not designated urban or rural reserve for possible addition to the UGB only if it determines that:

1. Land designated urban reserve cannot reasonably accommodate the need established pursuant to subsection B of this section; or
2. The land is subject to a concept plan approved pursuant to section 3.07.1110 of this chapter, involves no more than 50 acres not designated urban or rural reserve and will help the concept plan area urbanize more efficiently and effectively.

Petitioner response

The proposed area for UGB is within an urban reserve.

Hearings Officer's Recommendation:

The proposed expansion is within an urban reserve. The petition meets this criterion.

Metro Code section 3.07.1440 (E) The Council may not add land designated rural reserve to the UGB.

Petitioner response

The proposed area for UGB expansion is not within a rural reserve.

Hearings Officer's Recommendation:

The proposed expansion is not within a rural reserve. The petition meets this criterion.

Metro Code section 3.07.1440 (F) The Council may not amend the UGB in such a way that would create an island of urban land outside the UGB or an island of rural land inside the UGB.

Petitioner response

The proposed area for UGB expansion will not create an island of urban land outside the UGB or an island of rural land inside the UGB.

Hearings Officer's Analysis

The hearings officer concurs with the applicant. The proposed expansion is adjacent to the current UGB and will not create an island of urban land outside the UGB or an island of rural land inside the UGB.

Hearings Officer's Recommendation:

The petition meets this criterion.

Metro Code section 3.07.1440 (B)(1) The proposed uses of the subject land would be compatible, or through measures can be made compatible, with uses of adjacent land.

Petitioner response

The proposed major amendment site is surrounded by land that is either within the city of Wilsonville or Urban Reserve 4H (Figure 2, p. 4 in petition). The land in the city is fully urbanized with single and multi-family residences. The Meridian Creek tributary and SROZ environmental overlay provide a permanent buffer between the subject property and nearby city properties.

The remaining properties within UR 4H are relatively large (2 acres and greater) and the existing homes have substantial setbacks from their respective property boundaries. The conceptual site plan (Figure 3, p.5 in petition) places school buildings and major activity areas away from adjoining properties. As is the district's standard practice, it will work closely with surrounding property owners as development plans are created to minimize any potential adverse impacts related to school construction and operation.

While the development of a school site and park would potentially be the first urban development in UR 4H, the regional and local plans anticipate redevelopment of this entire area. The early urban development projects always will cause some tension between existing residents who welcome the change and those who are content with its current rural character. So well-designed solutions to deal with compatibility issues may still feel like "encroachment" to rural residents. The development of the site will include public involvement during the design development and permit approval process, allowing ample opportunity for the neighbors to help address specific compatibility issues. In the long term, establishing the school and park first will provide the opportunity for subsequent urban developments to be oriented and designed to optimize their physical relationship with the school and park. This will allow the Advance Road Urban Reserve properties to "grow up together" compared to inserting a large public facility into an established residential neighborhood.

Hearings Officer's Analysis

Metro Code section 3.07.1440 (F) requires the decision-maker to adopt findings demonstrating that "the proposed use of land would be compatible, or through measures can be made compatible, with uses of adjacent land." This criterion requires the hearings officer to apply concepts of "compatibility" as it relates to a school and park site and adjacent rural residential use. Thus, the correct meaning of the term "compatible" becomes paramount. It also requires the hearings officer to determine what is meant by the phrase "adjacent." The Hearings Officer addresses both issues below.

The meaning of the term "adjacent" is critical to the proper resolution of this criterion. The Metro Code does not define the term "adjacent." It is unclear if the term "adjacent" only includes properties that direct abut the subject property, or if the term "adjacent" also considers properties that are "nearby." There is no information in the record as to how the Metro interprets the term "adjacent" in this context.

Nonetheless, in other cases LUBA has found that an interpretation of the term "adjacent" that equates it with the term "nearby" is "a reasonable and correct interpretation of the meaning of the term." *Stephan v. Yamhill County*, 21 Or LUBA 18 (1991). In light of the ambiguity inherent in the term, the hearings officer will err on the side of caution and interpret the term broadly to mean "nearby," which includes both the property which "abuts" the subject property to the South, as well those properties that are separated by right-of-way such as 60th Ave.

Employing this definition, adjacent land uses include urban-density residences to the west, and rural-density residences and vacant land to the north, east and south. There is no agricultural activity located directly adjacent to the subject property. Looking beyond the first row of rural residential houses to the east of 60th Ave., there does appear to be some harvesting of hay occurring on fields nearby the subject property. Aerial photography suggest that an orchard to the east of the first row of houses abutting the western boundary of 60th Ave.

The definition of "compatible" is also critical to a proper interpretation of this criterion. The term is not defined in the Metro Code. Turning to Webster's Third New International Dictionary, the term "compatible" is defined as follows:

“Capable of existing together in harmony.” Capable of existing together without discord or disharmony.

Webster 's Third New International Dictionary, 1993. See generally Vincent v. Benton County, 5 Or LUBA 266 (1982), aff'd, 60 Or App 324, 653 P2d 279 (1982) (noting this definition). The same dictionary offers the following definitions of the terms used in the definition above.

Harmony: “Correspondence, accord” <lives in *harmony* with her neighbors>

Correspondence: “the agreement of things with one another, a particular similarity.”

Accord: “to bring into agreement : reconcile.”

LUBA has stated that even though compatibility is defines as there being an “agreement,” it does not require that the surrounding landowners necessarily agree that the proposed use is compatible. *Clark v. Coos County, 53 Or LUBA 325 (2007)*. Rather, it is up to the decision-maker to make a determination, based on the evidence in the record, whether the proposed use is compatible with its surroundings. In other words, neighbors do not necessarily have “veto” power over an application. Nonetheless, neighbor testimony is important when evaluating whether two land uses are going to be able to live in harmony with one another.

LUBA has considered a number of cases where the “compatibility” standard has been an issue, and a set of rules for analysis has emerged from the case law:

- Compatibility is measured by assessing both the characteristics and scale of the use and the surrounding uses. *Hannan v. Yamhill County, 6 Or LUBA 83, 92 (1982)*. “For example, how intensive is the use, how much traffic it will generate and are these characteristics ‘compatible’ with existing structures and uses.” *Ruef v. City of Stayton, 7 Or LUBA 219 (1983)*.
- The compatibility analysis is not a balancing test of need versus impact. *Vincent v. Benton County, 5 Or LUBA 266 (1982)*.
- Compatibility does not necessarily mean that *all* negative impacts of the proposed use be eliminated. *Clark v. Coos County, 53 Or LUBA 325 (2007)*; *Knudsen v. Washington County, 39 Or. LUBA 492 (2001)*. However, it does, by its very definition, preclude such negative impacts that prevent the proposed and existing uses from existing in harmony or agreement with each other.
- When codes use the phrase “surrounding uses,” the focus of the analysis is on the “status of those living nearby:”

“Here, the ordinance does not call for evaluation of the impacts on surrounding land uses. Compatibility with scenic views is the issue. The difference is significant. When surrounding land uses are protected under particular ordinance provisions, the status of those living nearby is given special significance.” *Marineau v. City of Bandon, 15 Or. LUBA 375 (1987)*. (Emphasis added).

- The compatibility standard extremely subjective, and the fact that there is conflicting evidence

will not necessarily create an issue requiring remand, since LUBA is not allowed to substitute its judgment for the decision-maker. *Corbett/Terwilliger Neigh. Assoc. v. City of Portland*, 25 Or LUBA 601, 617 (1993). *See also Knudsen v. Washington County*, 39 Or. LUBA 492 (2001).

- The decision-maker “is entitled to appropriate deference in selecting the factors it chooses to consider and how it weights those factors.” *Clark v. Coos County*, 53 Or LUBA 325 (2007). Thus, the result of the analysis may hinge on which relevant factors the local decision maker felt deserved emphasis. *Knight v. City of Eugene*, 41 Or LUBA 279 (2002).
- The manner on with the term “surrounding uses” is defined can have an influence on the outcome of the analysis. *Id.*
- What is critical is that the decision-makers findings, as a whole, respond to the compatibility issues raised below. *Id.*

When the issue of “compatibility” is discussed at the UGB amendment level, the term is generally used broadly as a means of discouraging sensitive uses, such as residential uses or places of public gathering, from being placed next to obviously incompatible uses such as heavy industrial uses, junkyards, or commercial uses that create strong odors, vibrations, or noise etc. However, uses such as primary education schools (K-12) schools and parks are the types of land uses which are generally assumed to be compatible with residential uses. In fact, virtually every urban zoning code in Oregon lists primary education schools as a “conditional use” in residential zones. *See, e.g., Jaqua v. City of Springfield*, 193 Or App. 573, 91 P3d 817 (2004); *Damascus Community Church v. Clackamas County*, 45 Or App 1065, 610 P2d 273 (1980). This fact is a legislative recognition at the local level that schools and parks can live in harmony and co-exist in residential neighborhoods.

That fact, of course, does not mean that *every* school or park proposal will *automatically* be compatible with adjacent residential uses. In fact, the very nature of the conditional use process is an acknowledgement that a specific proposal may not be a good fit at the location under consideration. Conditional uses, by their very nature, can and do create impacts that need to be evaluated on a case by case basis with the benefit of a specific detailed proposal. Certainly, the scale of a particular proposal may create impacts that the surrounding infrastructure is incapable of handling. Nonetheless, as a generalization, schools and parks are almost always going to be capable of being compatible if measures and limitations (in the form of conditions of approval) are imposed to ensure such compatibility.

Mr. William Ciz, a resident living at 28300 SW 60th Ave, Wilsonville, Or 97070, opposes the application on a number of separate grounds, most of which relate to traffic impacts upon the rural residential uses and farm uses in the areas. He also argues that the UGB expansion will change the rural character of the surrounding properties, and that the night skies will no longer be as bright. The school and park will also bring increased levels of noise to the area.

Before getting into the specifics of his arguments, the hearings officer feels obliged to point out that there will always be some degree of impact that occurs as land in an urban reserve area makes the transition from rural land to urban land. No matter which land is ultimately chosen for urbanization, there will always be a certain amount of “impact” on the residents living on the adjacent rural lands. Whether that impact takes the form of increase traffic, increase noise, and reduction of dark nighttime skies, etc., it does go without saying that the area will change in character. Because some degree of impact and change will occur regardless of which site is chosen for urbanization, decision-maker such as the Metro Council must focus only in those incompatibilities that are more extraordinary in nature. To consider every “incompatibility” with existing rural residences, however slight, as a reason for denial of a UGB amendment would quickly lead to paralysis by analysis. Thus, compatibility does not necessarily mean

that *all* negative impacts of the proposed use be eliminated. *Clark v. Coos County*, 53 Or LUBA 325 (2007); *Knudsen v. Washington County*, 39 Or. LUBA 492 (2001). The focus must be on those types of incompatibilities that will make a given unit of land poorly suited for the uses which are being proposed, when compared to existing uses on adjacent lands. As an example, if the land in question were adjacent to rural lands that have historically been used to industrial activity or active mining or landfill operations, then it would be likely that significant incompatibilities would exist that it would make the proposed land poorly suited for a school and a park.

With that introduction in mind, the hearings officer turns to the specific allegations of incompatibility. First, Mr. Ciz argues that traffic impacts associated with the proposed 40-acre site will be incompatible with rural residential and farm properties adjacent to 60th Ave. Letter of William Ciz, dated July 11, 2013, at p. 2. He states that “there will be traffic safety and congestion impacts if 69th avenue is used in its current configuration.” *Id.* These allegations are very general in nature, and are not developed well enough or backed up with sufficient evidence to take them out of the realm of speculation. In particular, with regard to farm uses in the area, Mr. Ciz did mention at the hearing that farm vehicles use 60th Ave to access farm properties located to the South. However, there is no information provided as to the nature and frequency of these travels, or any explanation as to how continued farm-related travel would be prevented or hampered by the inclusion of the subject property into the UGB. While the applicant maintains the burden to show compatibility, the hearings officer finds that these allegations of inconsistency are not presented with sufficient specificity as to merit detailed discussion or analysis.

In addition, the applicant points out, correctly, that both Clackamas County of the City of Wilsonville have adopted road standards that would require the School District to improve 60th Ave when the subject property is developed. This is particularly true to the extent that the applicant proposes to take access from (and thereby increase the usage of) 60th Ave. For this reason, the streets will likely be improved sufficiently to adequately handle the traffic anticipated by the proposed use. Certainly, at the “UGB amendment” level of analysis, the fact the streets may not be currently built to standards sufficient to handle increased amount of urban traffic is not a reason to deny a UGB amendment.

Mr. Ciz then states, that in the alternative, if 60th Ave is improved, that “there will be impacts to adjacent properties and driveways with grade and locational changes for the new road.” Letter of William Ciz, dated July 11, 2013, at p. 2. Mr. Ciz mentions that such work will require right-of-way acquisition and the relocation of existing driveways. Without a specific proposal presented, it is admittedly difficult to anticipate the precise nature of such impacts. Even if Mr. Ciz is correct that such impacts will occur, however, these are fairly routine types of issues that occur in virtually all cases, regardless of which land is brought into the UGB. These are certainly not the type of impacts that would give pause to deny a UGB amendment on the basis of “incompatibility.”

Furthermore, Mr. Ciz does not provide any specific information that suggests that such problems will be insurmountable or that they cannot be cured via engineering solutions and the impositions of conditions of approval. In fact, the topography is relatively flat in this area, and therefore it is difficult to conceive of problems for which engineering solutions do not exist. Thus, for purposes of this UGB amendment, these potential problems are not reasons for denial. The Hearings Officer finds that whatever potential access and grade issues may occur in the future, those issues will be worked out when the applicant brings forth a specific development plan and undergoes future land use review. At that time, the City and/or County will require the applicant to propose specific mitigation measures to ensure that adjacent property owners maintain adequate and safe access to their properties. In addition, when the applicant comes forth with a specific development proposal, there will be an opportunity to address specific traffic related concerns as well. The applicant will have the burden to demonstrate compliance with specific site plan review criteria set forth the Wilsonville Development Code. See Wilsonville Code 4.400-4.450.

Mr. Ciz further asks the hearings officer to propose one of two conditions of approval aimed at limiting traffic impacts to 60th Ave. *See* Letter of William Ciz, dated July 11, 2013, at p. 2. First, he requests that the 60th Ave right-of-way not be included in the UGB amendment. Second, he requests that access to the proposed middle school and park not be allowed until such time as the properties east of 60th Ave and South of Advance Road are brought into the UGB. The hearings officer does not agree that such conditions of approval would be needed to ensure “compatibility” between the proposed school / park and adjacent residential uses.

60th Ave will, to some degree, create a modest buffer between the park uses to the west and the rural residential uses to the east. However, the Court of appeals has recognized that “highways and a BPA right of way do not, under all circumstances, automatically create a barrier between properties that prevents any effects on adjacent properties.” *Dimone v. City of Hillsboro*, 182 Or App. 1, 47 P3d 529 (2002). The applicant has prepared a conceptual site plan (Figure 3, p.5 in petition) places the middle school building and major activity areas away from adjoining properties. The hearings officer that this design, and the possible addition of landscaping and similar measures will be sufficient to create a compatible environment for neighboring rural residential uses. The hearings officer incorporates by reference the applicant’s discussion of this criterion, as set forth above.

The petitioner, in conjunction with the city of Wilsonville completed the Advance Road Site Report that included a conceptual site plan that indicates there are opportunities to place the buildings and athletic fields away from adjoining properties in an effort to make the proposed use compatible with adjacent rural residential land uses. Development of the site will be subject to the city’s design development and permit approval process, which includes a public hearing before the Development Review Board that will provide for public involvement opportunities to help address compatibility issues. Therefore, the proposed uses of the site can be made compatible, through measures, with the uses of the adjacent land.

As a final point, it is also worth noting that Mr. Ciz is undoubtedly correct that the school and park will bring some incremental increases in noise and activity, and, over the long term, the rural character of surrounding land will change. However, Metro’s Code is not aimed at preserving the status quo in every particular; urbanization will always result in incremental increases in noise etc, and urbanization will always change the character of the surrounding area. If Metro were trying to preserve the status quo, it would not allow any UGB amendments in any locations. But that is simply not realistic, especially in light of current U.S. immigration policy and the fact that the birth rate exceeds the death rate in the United States. These factors lead to population growth, and such growth leads to the need to expand the UGB periodically. As mentioned above, compatibility criteria are not intended to ensure that *all* negative impacts of the proposed use be eliminated. Nonetheless, much of that impact on the rural residential neighbors is mitigated by the fact that land in urban reserve areas invariably becomes more valuable, esp. when the land in close proximity to existing urban land and when the land is capable of being served efficiently with urban services.

Hearings Officer’s Recommendation.

The petition meets this criterion.

Metro Code section 3.01.1440 (B)(2) If the amendment would add land for public school facilities, the coordination required by subsection C(5) of section 3.07.1120 of this chapter has been completed.

Petitioner response

Metro Code Section 3.07.1120C(5) states: "Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110." This requirement is satisfied as described in this application. The district has had a long range plan since the mid-90s, and it is completing an update of the plan with a focus on enrollment demands and facility needs. The district and city have been coordinating their planning regarding this site for years as demonstrated by the identification of this site for future school and park use in the West Linn-Wilsonville School District Long Range Plan and the Wilsonville TSP and Parks and Recreation Master Plan.

Hearings Officer's Analysis

The West Linn-Wilsonville School District prepared its first long range plan in 1996 and has updated the plan several times, including a revision that is nearing completion. The District and the City of Wilsonville have a long standing record of coordination and the subject site has been identified in planning documents for both the District and the City.

Hearings Officer's Recommendation.

This petition meets this criterion.

Metro Code section 3.01.1440 (B)(3) If the amendment would add land for industrial use pursuant to section 3.07.1435, a large site or sites cannot be reasonably be created by land assembly or reclamation of a brownfield site.

Petitioner response

The proposed UGB expansion area will not add land for industrial use.

Hearings Officer's Analysis

The proposed expansion is not for industrial use.

Hearings Officer's Recommendation.

This criterion is not applicable.

/// /// ///

SECTION V: SUMMARY AND RECOMMENDATION

The petitioner seeks to amend the UGB to include 40 acres for a primary and middle school campus and a city park facility. The petitioner has provided sufficient evidence to demonstrate that the criteria are satisfied and the locational factors have been addressed. As detailed herein, the Petitioner has demonstrated that there is a long-range need for the school and park facilities, specifically identifying an enrollment deficit at the middle school level by 2017. Delaying the decision to await a legislative amendment of the UGB by the Metro Council which may or may not occur in the 2015-16 timeframe would not allow the district the time to construct a school facility to meet the expected deficit by 2017. Approving the expansion allows the school district to continue with its process to construct a new school and park facility, which takes several years to complete. The petitioner provided adequate comparison of the proposed UGB expansion area with other possible expansion areas in seven other urban reserve areas and a determination that the need cannot be met on land currently within the city limits. In addition, the petitioner has shown the proposed use can be made compatible with adjacent uses through site design and the city's development design review process provides for public involvement.

Based upon information available in the record, the Hearings Officer forwards a recommendation for ***approval*** to the Metro Council, with the following two conditions.

1. The subject property shall only be developed with a middle school, a primary school, and a public park.
2. The City of Wilsonville shall zone the subject property with a designation, such as Public Facility (PF), that requires Site Plan Review for the subject property. *See* Wilsonville Development Code 4.400 – 4.450.

Respectfully submitted this 12th day of August, 2013.

ANDREW H. STAMP, P.C.

Andrew H. Stamp

Andrew H. Stamp

AHS:ahs

Agenda Item No. 3.0

**FOURTH QUARTER FINANACIAL
REPORT**

Metro Council Work Session
Tuesday, September 17, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 17, 2013 **TIME:** 2:45PM **LENGTH:** 15 minutes

PRESENTATION TITLE: Fourth 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 fourth quarter financial report, and update Council on how Metro's actual financial results compared to the 2012-13 budget.
- Outcome: Information for Council

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The fourth quarter financial report is important to deliver the preliminary financial results for the 2012-13 budget year:

1. Why the fourth quarter report now instead of waiting for the CAFR when numbers will be finalized?

The presentation of the fourth quarter report in September gives the Council a preliminary report on how we did on a financial basis for 2012-13. If we had any issues or shortfalls, it would be easier for the Council to adjust the 2013-14 budget early in the year as opposed to later in the year.

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

Overall we finished the 2012-13 fiscal year close to projections. Only minor adjustments should be necessary to meet 2013-14 budget obligations, with no impact to programs.

3. Lastly, this report fulfills a requirement of Metro's financial policies for monitoring and regular reporting to the Council of the year's financial 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 X No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? 3rd Quarter Report

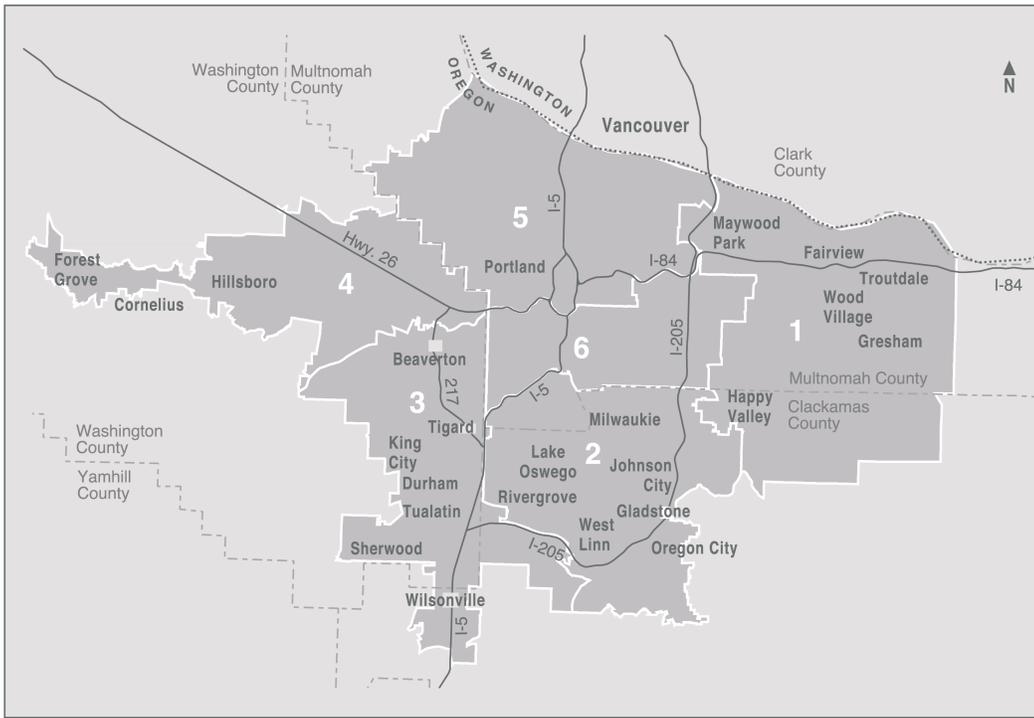


2012-13

FOURTH QUARTER REPORT
April through June



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

FOURTH QUARTER REPORT

April through June

printed on recycled content paper

**FY 2012-13
Quarterly
Report**

**Fourth
Quarter**

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September 17, 2013

Dear President Hughes and Members of the Metro Council:

On behalf of the Finance Team, I am today delivering Metro’s Fourth Quarter Financial Report for FY 2012-13. The fourth quarter report is useful for two very important reasons. First, it lets us know if there need to be any adjustments to the projected beginning fund balance for the FY 2013-14 budget year, which could require Council action. Second, it gives a preliminary picture on how well we met budget objectives for the year.

Revenue				
	Budget	Year-End Actuals	% of Budget	3-Yr Average
Program Revenues	139,969,796	136,750,833	97.7%	92.8%
General Revenues	83,457,319	82,978,067	99.4%	98.8%
Other Financing Sources	0	13,174,331	0%	49.6%
All Revenue	\$223,427,115	\$232,903,230	104.2%	135.7%
Expenditures				
	Budget	Year-End Actuals	% of Budget	3-Yr Average
Personal Services	79,750,353	75,457,497	94.6%	95.1%
Materials and Services	120,649,452	98,350,723	81.5%	69.6%
Total Operating Expenditures	200,399,805	173,808,220	86.7%	79.3%
Total Capital Outlay	64,245,699	22,794,006	35.5%	44.3%
Total Renewal and Replacement	3,829,260	3,282,533	85.7%	68.4%
Total Expenditures	\$268,474,764	\$199,884,759	74.5%	72.3%

Revenues continue to outpace projections

Revenues tracked budget pretty closely and were higher in some areas, particularly the venues. Record attendance at the zoo has continued the zoo’s upward revenue trend. The Oregon Convention Center had revenue records in seven of 12 months. Food and beverage revenues at the venues continued to outpace estimates. Transient lodging tax and construction excise tax have returned to prerecession levels and are showing continued growth. Property tax collections are slightly above target and ended the year above budget.

However there are some areas we need to continue to be watchful. Parks and Property stewardship program revenues ended the year below budget, particularly in the cemeteries program and at Glendoveer. Solid waste tonnage in the region continues to slowly climb (up 2.4 percent for FY 2012-13), but we are finding those returning tons are going to private facilities (increase of 8.2 percent) and not to Metro’s transfer stations (decrease of 5.8 percent).

Expenditures continue to track closely to budget

Operating department expenditures came in below budgeted levels, but at higher rate than the three year trend, (87.7 percent compared to 84.3 percent). We will continue to monitor the trend going forward to see if it was a blip or if we will have to adjust spending projections in the future.

Construction Excise Tax on the upswing

Construction excise tax collections continue to show improvement. Collections through the end of the year came in at \$2.4 million, a rate not seen since the highs of 2008.

The full CET report is included in the appendix.

Capital Improvement Plan year-end update

At the fourth quarter we report on the progress of the Capital Improvement Plan (CIP). The review at the fourth quarter is particularly helpful in seeing the projects completed and on going during the year.

The five-year CIP includes 52 projects. The greatest spending is anticipated for acquisition of land under the Natural Areas bond program and intensive construction at the zoo under the Oregon Zoo Infrastructure and Animal Welfare bond program. The fourth quarter saw the completion of the M. James Gleason Boat Ramp project and the PCPA cooling tower. The zoo has begun the Elephant Lands with a project completion date in 2015.

The full report is included in the appendix.

Fourth quarter prognosis: positive

As with the previous three quarters, generally the news has been positive. Venue activity continues to do well, zoo attendance continues to be on the rise and property taxes and TLT are above projections. We will have to continue to review our projections and the trends with parks revenues as we move into the FY 2014-15 budget cycle.

How does this impact the FY 2013-14 budget?

Our projections for how we would end FY 2012-13 are about what we were anticipating for the development of the FY 2013-14 budget. The amount that we are short from projections should be able to be made up through budget adjustments throughout the year without impact to programs. The current trends are very positive and continue to show improvement, but we are uncertain whether that trend will continue. We will monitor trends through the current year and will keep you updated on any potential impacts to our budget.

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	Year-End Actuals	% of Budget	3-Year Average
All Revenue				
Program Revenues	139,969,796	136,750,833	97.7%	92.8%
General Revenues	83,457,319	82,978,067	99.4%	98.8%
Other Financing Sources	0	13,174,331	NA	NA
All Revenue	\$223,427,115	\$232,903,230	104.2%	135.7%

Agency revenues totaled \$232.9 million through the fourth quarter, or 104.2 percent of the annual budget, which is very close to the amount predicted. Revenues continued to be strong at the Oregon Convention Center (OCC) and the Portland Center for the Performing Arts (PCPA). The Sustainability Center met with a delay in the implementation of the Blue Lake Trail section of the 40-Mile Loop Trail, which pushed down the final quarter's revenues, relative to original projections. Tonnage at Metro solid waste facilities continues to fall below budgeted figures, impacting both departmental revenues and excise tax collections.

Program Revenues

	Budget	Year-End Actuals	% of Budget	3-Year Average
Program Revenue				
Charges for Services Revenue	118,903,968	118,079,690	99.3%	94.2%
Internal Charges for Svcs-Rev	530,292	530,292	100.0%	96.4%
Licenses and Permits	380,000	375,160	98.7%	95.0%
Miscellaneous Revenue	340,261	1,030,870	303.0%	135.6%
Grants	12,328,058	10,314,706	83.7%	73.0%
Contributions from Governments	3,753,036	3,803,556	101.3%	186.7%
Contributions - Private Source	1,841,927	689,428	37.4%	83.6%
Capital Grants	1,892,254	1,927,130	101.8%	472.0%
Program Revenues	\$139,969,796	\$136,750,833	97.7%	92.8%

Revenues ended the year near budget

PROGRAM REVENUE BY OPERATING UNIT

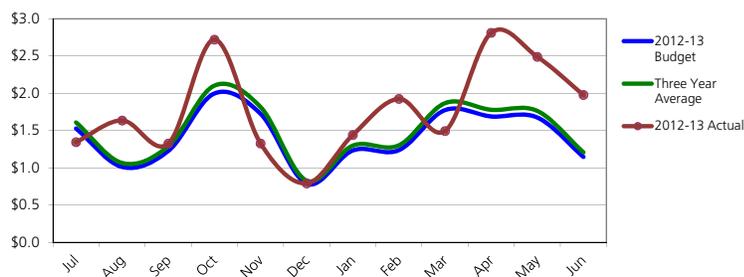
Finance and Regulatory Services

Contractors' Business License revenues through the end of the year came to 98.7 percent (\$375,160) of the amount originally budgeted.

Metropolitan Exposition Recreation Commission by Venue

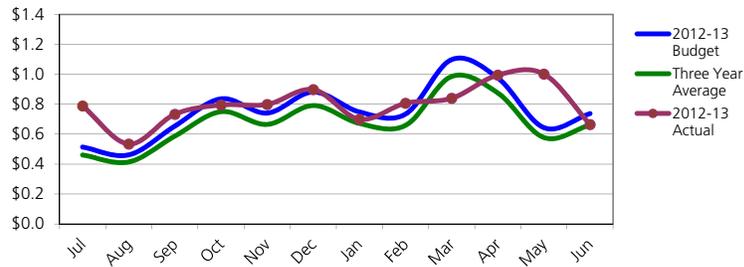
Oregon Convention Center- Program Revenues by Month

shown in millions



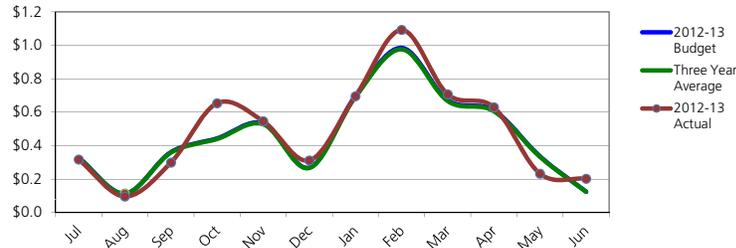
Portland Center for the Performing Arts- Program Revenues by Month

shown in millions



Portland Exposition Center- Program Revenues by Month

shown in millions



MERC operating revenues reached \$36.6 million as compared to \$33.3 million in prior fiscal year and were \$4.2 million beyond the amount budgeted. Each of the three venues had strong years, and met or exceeded the original revenue goals.

Expo operating revenue is \$5.8 million as compared to \$6.1 million in FY 2011-12 and \$130,000 greater than the amount budgeted. The largest grossing events in the fourth quarter were the Portland Auto Swap (\$292,000); two Collectors West Gun & Knife Shows (\$101,000); Vans Warped Tour (\$84,000); Rock & Roll Marathon (\$63,000); and Discover the Dinosaurs (\$61,000).

OCC operating revenue was \$21.3 million as compared to \$18.2 million in FY 2011-12, which was \$3.1 million greater than budgeted. Seven new events were added after the budget was adopted, which contributed to record breaking revenues in several months during the year. OCC benefited from the types of events booked, with food and beverage sales of \$1.9 million greater than budgeted, AV sales \$449,000 greater than budgeted, and utility services sales and rental revenues each exceeding the budget by \$374,000. The largest grossing events for the fourth quarter included the IEEE Conference on Computer Vision & Pattern (\$755,000), DrupalCon 2013 (\$744,000), OpenStack summit (\$639,000), and the Rails Convention (\$466,000).

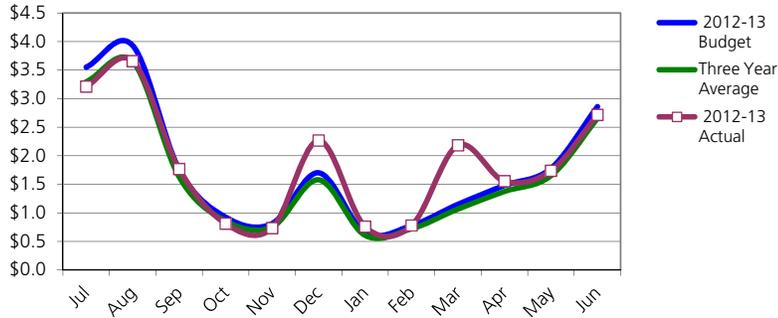
PCPA operating revenue was \$9.6 million as compared to \$9.0 million in the prior fiscal year and was \$464,000 greater than budgeted. PCPA's trend for FY 2012-13 was due to a combination of two factors, including a strong commercial schedule with better than anticipated food and beverage sales, and the use of a new ticketing system. Ticketing commissions are greater than prior years as PCPA collects the full service charge then pays the ticketing company their ticket agency fee and pays the credit card expense reflected in materials and services, which reflects an offsetting increase. Under the old system, the former ticketing company took its fees out prior to sending ticket commissions to MERC. The largest grossing performances in the fourth quarter were *Rock of Ages* (\$214,000), *Flashdance* (\$210,000), and *The Addams Family* (\$125,000).

**MERC
performance
improves over
last year**

Oregon Zoo

Oregon Zoo- Program Revenues by Month

shown in millions



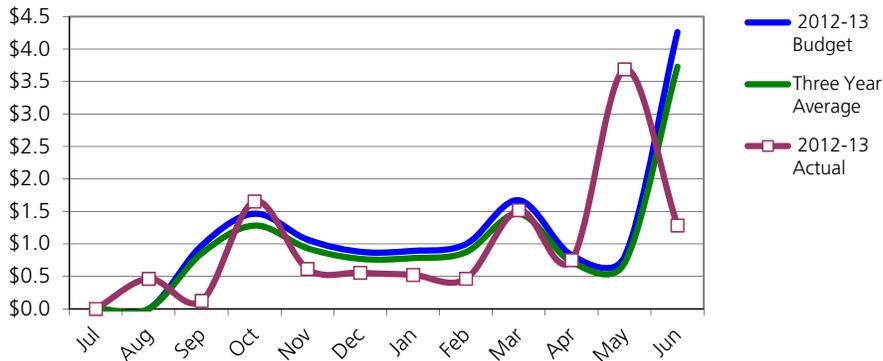
Attendance for FY 2012-13 reached a record high of 1,683,442 visitors, a 5 percent increase over the prior year. The un-audited numbers show year-to-date revenue for Guest Services exceeding the adopted budget by 4.1 percent, with a 9.5 percent increase over the prior fiscal year. Attendance and revenue numbers were bolstered by strong results from ZooLights, from the birth of Lily the elephant in December, and from the opening of the new flamingo exhibit during Spring Break in March. Per capita spending for food services stayed flat year-on-year. Overall revenues increased from \$10.91 to \$11.23 per visitor, primarily due to the increase in ticket prices.

Zoo sets attendance record in FY 2012-13

Planning and Development/Research Center

Planning and Development/Research Center- Program Revenues by Month

shown in millions



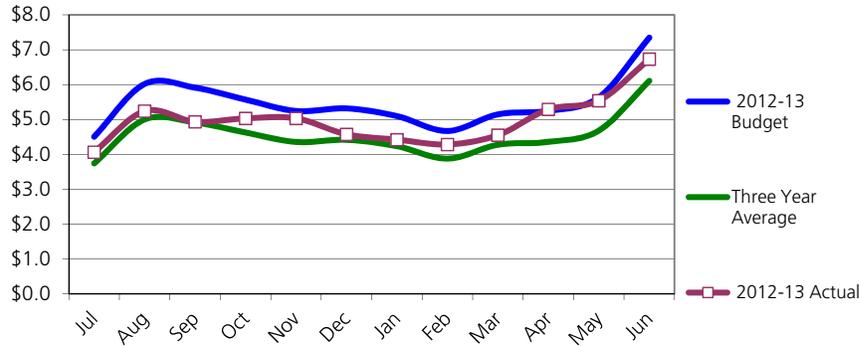
Planning revenues ended the year at nearly 9.8 percent (\$1.3 million) below budget, in part due to both the effects of Data Resource Center staff having been tasked with more internal work than originally anticipated and the first quarter re-scoping of the Southwest Corridor project. Delayed grant funding includes \$218,000 for the Powell-Division Bus Rapid Transit project (which is scheduled to begin in FY 2013-14), as well as the underspending and delay of \$576,000 in Regional Travel Options projects. Additionally, grant revenues were reduced by \$102,000 because of a staffing gap for the Streetcar Technical Methods project. The department received the expected \$501,000 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

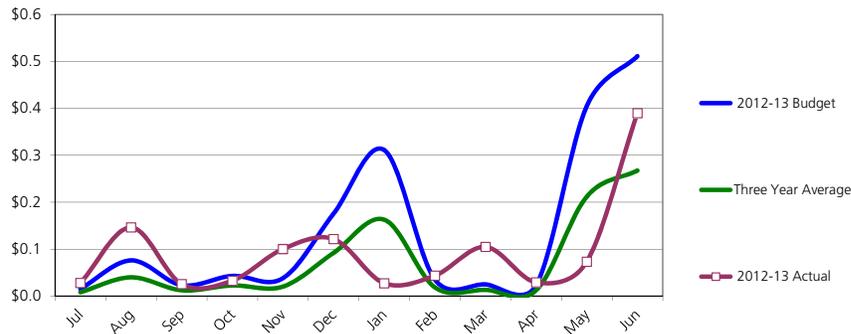


Total Parks and Environmental Services program revenues ended the year 9.1 percent (\$6.0 million) lower than budgeted, mainly due to Solid Waste Operations. Parks and Property Stewardship program revenues ended the year at 16.7 percent (\$827,000) lower than budgeted, compared to a third quarter estimated year-end shortfall of \$513,000. The shortfall is partially made up of Glendoveer Golf Course revenue shortfall of \$179,000, cemeteries revenue shortfall of \$247,000 and park admissions revenue shortfall of \$126,000. Admission fees were up 5.4 percent (\$38,000) compared with the prior fiscal year. Park admissions and cemeteries experienced year-end budget shortfalls despite increases in revenue during the fourth quarter. These shortfalls were anticipated, and we adjusted the FY 2013-14 budget to better reflect the new trends.

Solid Waste program revenues, consisting primarily of tonnage fees, paint sales, service fees for the state PaintCare program and government grants, finished the year 8.6 percent (\$5.2 million) lower than budgeted. Tonnage delivered to Metro facilities for FY 2012-13 was 11.9 percent less than forecasted, and 5.8 percent less than in FY 2011-12. Meanwhile, tonnage at non-Metro facilities was 1.5 percent higher than forecasted and 8.2 percent higher than for the prior fiscal year. The Metro year-end tonnage figures for FY 2012-13 reflect a continued shift from Metro facilities to private facilities and, to a lesser degree, changes in the waste stream (i.e. the Portland residential organics program). Actual figures for the end of the year include higher than budgeted revenues (\$194,000) for the PaintCare program.

Sustainability Center

Sustainability Center- Program Revenues by Month



Sustainability Center program revenues ended the year 34.0 percent lower than budget, primarily due to the continued delay in implementation of the Blue Lake Trail section of the 40-Mile Loop Trail. The Natural Areas program budget anticipated completion of this project during FY 2012-13 and the recognition of the expenditures made directly by the Oregon Department of Transportation as revenue (\$836,000) upon completion of the project. A successful bid and construction contract is in place and the project is expected to be completed during FY 2013-14. The peak observed in June is due mainly to grants received for restoration projects in the Science and Stewardship program.

General Revenues

	Budget	Year-End Actuals	% of Budget	3-Year Average
General Revenue				
Real Property Taxes	51,157,728	51,366,004	100.4%	101.5%
Excise Taxes	15,639,971	15,334,508	98.0%	95.4%
Construction Excise Tax	1,760,000	2,301,995	130.8%	107.6%
Other Derived Tax Revenues	75,000	28,792	38.4%	120.3%
Local Govt Shared Revenues	13,671,720	12,960,793	94.8%	85.1%
Interest Earnings	1,152,900	985,975	85.5%	78.5%
General Revenue	\$83,457,319	\$82,978,067	99.4%	98.8%

Property Taxes– Revenues ended the year at 100.4 percent (\$51.4 million) of the amount budgeted.

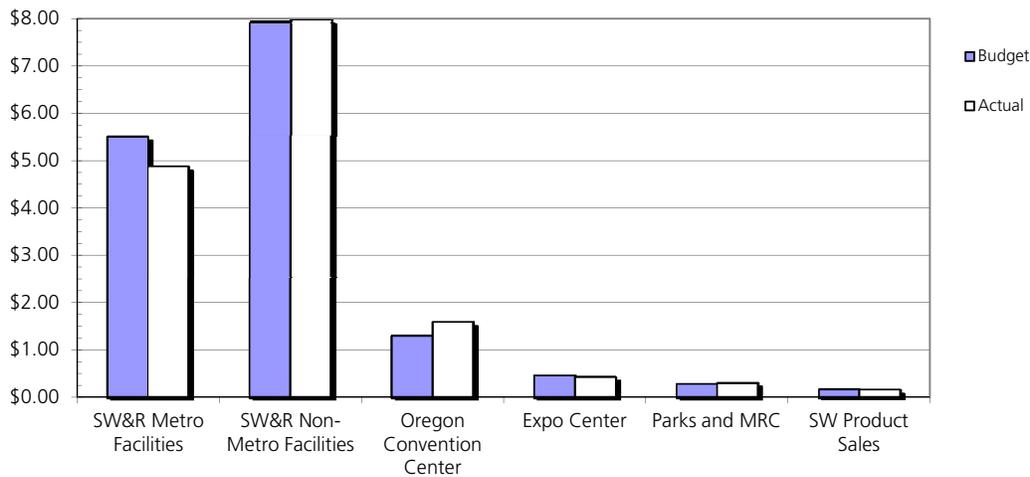
Transient Lodging Tax– Receipts provide fundamental operating and marketing financial support for OCC and PCPA. The year to date sums collected are \$9.3 million as compared to \$8.6 million in July 2012, which translates to a year-on-year rise of 8.2 percent (\$706,000). Metro will receive at least one more transfer of tax collections to be accrued to FY 2012-13. The final transfer has ranged from \$1 million to \$1.8 million in prior fiscal years.

Interest Earnings– Total interest earnings ended the year below budget; interest rates remain extremely low.

Excise Tax

Excise Tax Received Through June 30, 2013, Budget vs. Actual

shown in millions



Property Tax collections exceeded projections

Non-tonnage excise tax ended the year 11.8 percent above budget. Solid waste excise tax ended at 4.2 percent below budget. For more information, see the Parks and Environmental Services revenues narrative (above), or refer to the Excise Tax Appendix.

METRO EXPENDITURES– OPERATING DEPARTMENTS

Metro Operating Departments

	Budget	Actual YTD	Year-End % of Budget	3-Year Average
Personal Services	62,080,349	58,827,544	94.8%	95.5%
Materials and Services	109,474,631	91,612,753	83.7%	78.4%
Total Operating Expenditures	171,554,980	150,440,297	87.7%	84.3%
Total Capital Outlay	63,723,093	22,517,222	35.3%	44.9%
Total Renewal and Replacement	2,944,383	2,879,966	97.8%	71.3%
Total Expenditures	\$238,222,456	\$175,837,484	97.8%	71.8%

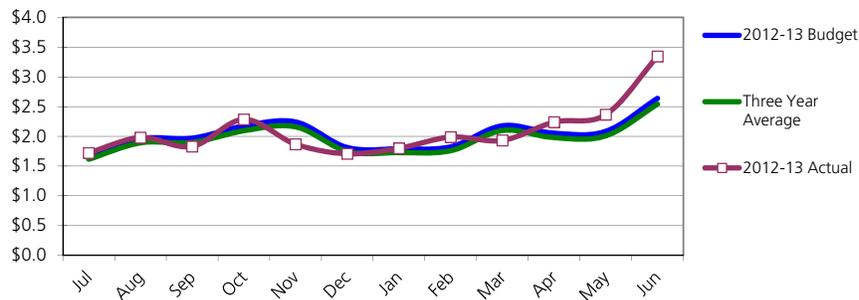
EXPENDITURES BY DEPARTMENT

MERC

	Budget	Actuals YTD	Year-End % of Budget	3-Year Average
Personal Services	17,403,962	16,558,158	95.1%	94.3%
Materials and Services	26,785,381	24,759,012	92.4%	95.9%
Total Operating Expenditures	44,189,343	41,317,170	93.5%	95.1%
Total New Capital	3,299,077	2,787,539	84.5%	63.6%
Total Expenditures	\$47,488,420	\$44,104,709	92.9%	95.1%

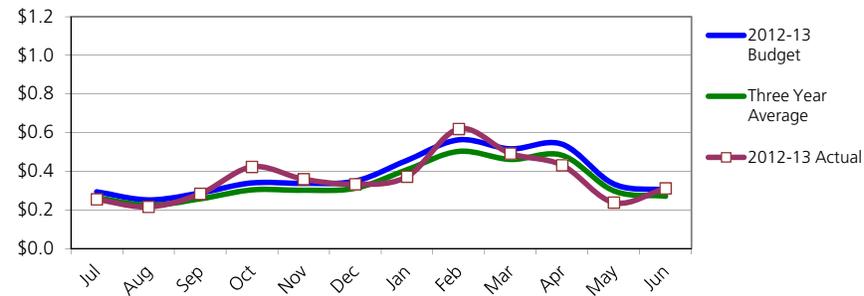
OCC- Operating Expenditures by Month

shown in millions



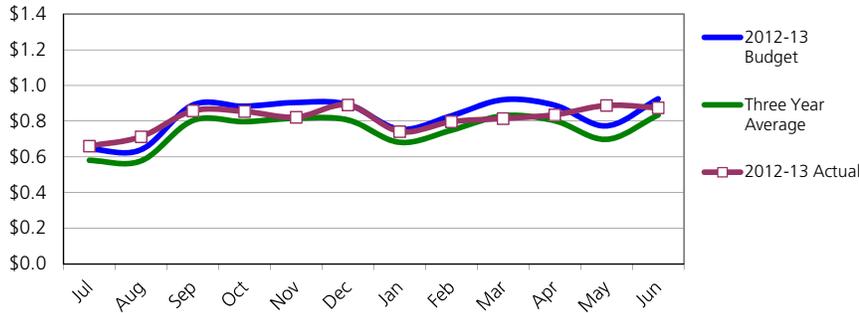
EXPO- Operating Expenditures by Month

shown in millions



PCPA- Operating Expenditures by Month

shown in millions



MERC operating expenditures reached \$41.6 million compared with \$39.5 million in FY 2011-12 and \$371,000 less than budgeted. Some additional costs were offset by resolution 13-08, which increased appropriation for MERC. Expo had several operating projects that carried forward into FY 2013-14 which contributed to underspending in FY 2012-13.

OCC experienced savings from several vacant positions; however, the increased food and beverage sales offset the savings with an increase in the cost of goods sold.

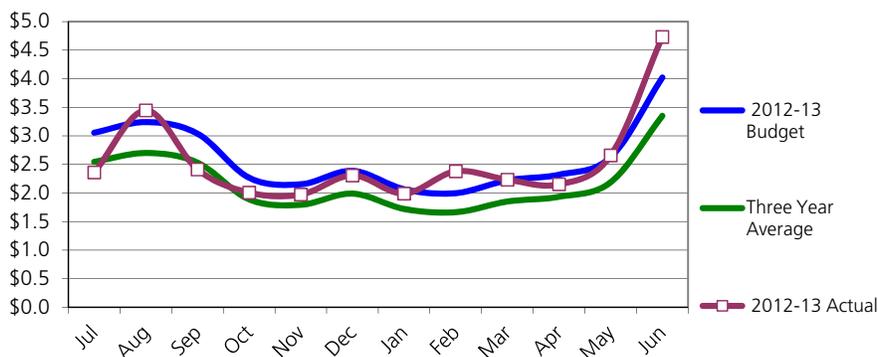
PCPA had a good commercial schedule, which generated strong food and beverage sales, but also increased event labor costs. The City of Portland has delayed invoicing for the Eastside Streetcar local improvement district assessment (LID) levied by the City of Portland on Metro Regional Center and the Oregon Convention Center. The OCC assessment is approximately \$2.2 million and is to be paid from an interfund loan from the General Fund, repaid by OCC over a ten-year period. A budget amendment was approved in June, which carried forward all budget items related to the loan into FY 2013-14. This carry forward allows payment of the LID assessments when they are received in late July or early August 2013.

Oregon Zoo

	Budget	Year-End Actuals	% of Budget	3-Year Average
Personal Services	18,639,755	17,604,959	94.4%	95.0%
Materials and Services	12,587,756	12,894,083	102.4%	87.8%
Total Operating Expenditures	31,227,511	30,499,042	97.7%	92.1%
Total New Capital	3,012,929	994,374	33.0%	72.5%
Total Renewal and Replacement	797,754	513,882	64.4%	70.6%
Total Expenditures	35,038,194	32,007,297	91.3%	90.8%

Oregon Zoo- Operating Expenditures by Month

shown in millions



The zoo has continued its very close monitoring of expenditures, with a focus on managing seasonal, temporary, and overtime staffing. Partly because of these staffing management efforts, which include leaving some positions unfilled, personal services ended FY 2012-13

at 5.6 percent (\$1.0 million) under budget. Materials and services finished the fiscal year at \$300,000 over budget as the zoo sought to utilize savings from the vacant positions to make one-time purchases in strategic areas. The fourth quarter results also reflect a seasonal increase in spending due to higher summer attendance, the start of the premium summer concert series and fulfillment of planned expenditures.

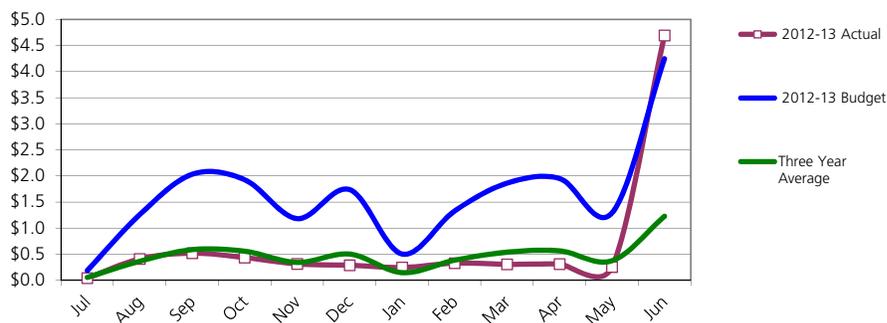
Key capital and renewal and replacement projects completed during the year include the installation of the new Flamingo exhibit in the Africa Lagoon, the installation of new aviary mesh in the Cascade Marsh and the repair of the penguin-building roof. Overall spending in these areas is down from historical numbers due to the substantial impact of bond related activity on zoo grounds and the added challenges of coordinating resources.

Oregon Zoo Infrastructure and Animal Welfare Bond

	Budget	Actual YTD	Year-end % of Budget	3-Year Average
Personal Services	533,850	440,682	82.5%	90.5%
Materials and Services	14,753	16,053	108.8%	0%
Total Operating Expenditures	548,603	456,734	83.3%	108.0%
Total Capital Outlay	18,963,162	7,683,456	40.5%	51.1%
Total Expenditures	\$19,511,765	\$8,140,191	41.7%	54.6%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



Elephant Lands project begins in earnest

Construction has begun in earnest on infrastructure for the Elephant Lands project. Tiger Plaza was demolished and converted into a catering area and picnic space, the new Wild Life Live building renovation is underway and the new service road construction is in progress. Elephant Lands bid documents are scheduled to be issued early in the first quarter of FY 2013-14 and construction is set to begin in mid-September. Site preparation, demolition and clearing for the new Condor habitat started in early June. Substantially higher expenditures in the fourth quarter reflect the increased construction activity.

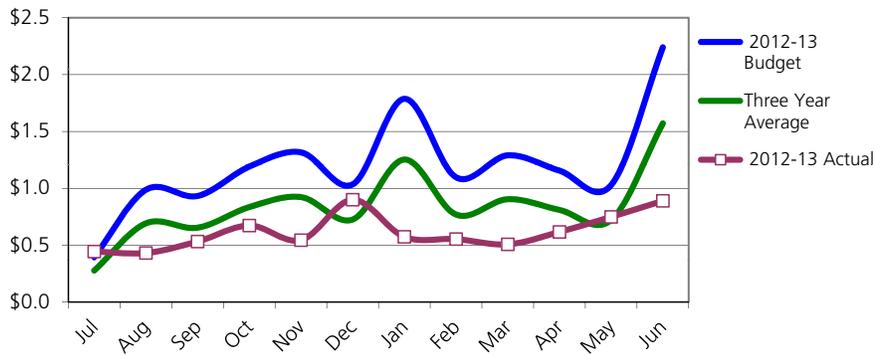
The Metro Council directed staff to exercise the property purchase option for the Roslyn Lake property for the Remote Elephant Center. Land-use planning options and strategies are being developed as well as funding sources for long-term operating costs.

Planning and Development

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	5,590,211	5,218,129	93.3%	94.5%
Materials and Services	8,866,159	2,201,472	24.8%	40.9%
Total Expenditures	14,456,370	7,419,602	51.3%	61.0%

Planning and Development- Operating Expenditures by Month

shown in millions



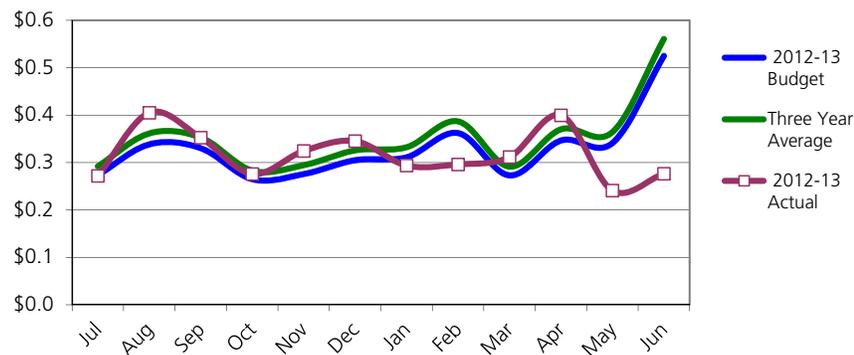
The re-scoping of the Southwest Corridors project resulted in an underspend of \$1.3 million. The Development Opportunity Fund spent 21 percent of its materials and services budget, and carried forward \$434,000 in small construction grants. An underspend figure of \$3.6 million in the Transit Oriented Development program was carried forward to fund projects in future years.

Research Center

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	3,327,876	3,302,530	99.2%	96.3%
Materials and Services	617,779	490,015	79.3%	87.7%
Total Expenditures	3,945,655	3,792,545	96.1%	94.2%

Research Center- Operating Expenditures by Month

shown in millions



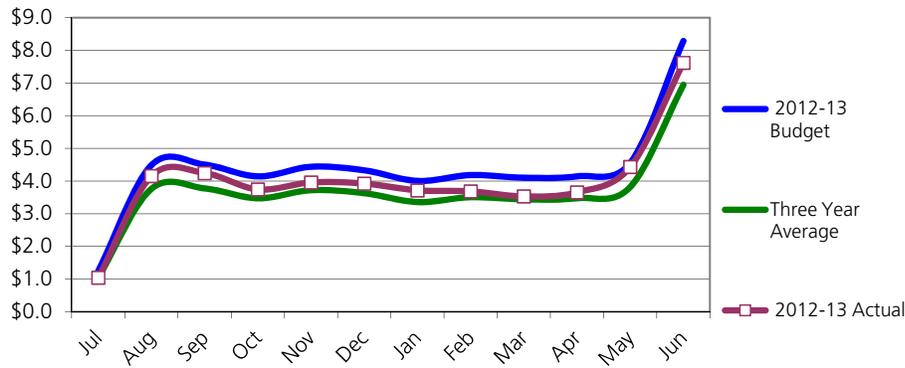
Research Center spending ended the year very close to historical levels of spending, although materials and services spending that usually peaks in June was spread across the entire year in FY 2012-13.

Parks and Environmental Services

	Budget	YTD Actuals	YTD % of Budget	
General Fund	\$7,965,869	7,512,386	94.3%	
Solid Waste Revenue Fund	\$49,645,731	40,525,955	81.6%	
General Asset Management Fund	\$2,887,769	2,511,164	87.0%	
All Funds	Budget	YTD Actuals	YTD % of Budget	3-year Average
Personal Services	9,942,860	9,342,157	94.0%	94.1%
Materials and Services	42,486,884	38,345,412	90.3%	91.5%
Total Operating Expenditures	52,429,744	47,687,569	91.0%	92.0%
Capital Outlay	6,126,381	1,003,846	16.4%	23.3%
Renewal and Replacement	2,123,169	2,320,381	109.3%	
Total Expenditures	60,679,294	51,011,796	84.1%	85.1%

Parks and Environmental Services- Operating Expenditures by Month

shown in millions



Parks and Environmental Services monthly operating expenditures in FY 2012-13 reflected normal seasonal patterns of Parks and Property Stewardship and Solid Waste Operations spending. Operating expenses were 9.0 percent (\$4.8 million) below budgeted amounts, attributable primarily to Solid Waste Operations.

Parks and Property Stewardship's total operating expenditures for FY 2012-13 were lower than budgeted by about \$620,000, a substantial change from the \$254,000 shortfall anticipated in the third quarter. This is due mainly to extended vacancies, delays in hiring, and lower than budgeted expenditures under the new Glendoveer Golf Course operating contract, which went into effect on 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 addition, contracted professional services during the fourth quarter in the Cemetery Program for grave open and closing services were lower than projected. The year-end expenditure budget shortfall offsets about 75 percent of the Parks and Property Stewardship year-end program revenue budget shortfall.

In Solid Waste Operations, solid waste tonnage delivered to Metro facilities for FY 2012-13 was 11.9 percent less than budgeted and 5.8 percent less than in FY 2011-12. The tonnage decline reflects a continued shift from Metro facilities to private facilities and, to a lesser degree, changes in the waste stream, e.g., the Portland residential organics program. The shortfall in budgeted tonnage revenue was not fully offset by a reduction in tonnage related materials and services expenditures because Metro's operations contracts contain fixed costs that must be paid regardless of tonnage. Actual expenditures to process residential organics waste were \$1.1 million less than budgeted, which, together with underspending in non-tonnage materials and services, caused actual year-end materials and services expenditures to be 10.6 percent (\$4.1 million) lower than budgeted.

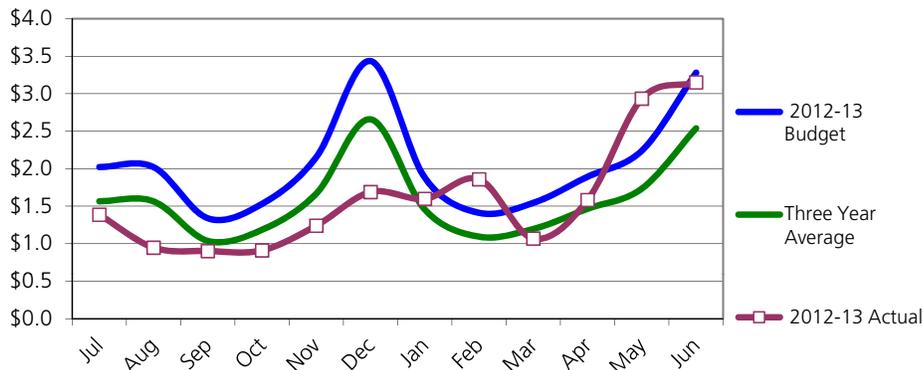
Parks and Environmental Services capital expenditures were 64.0 percent (\$5.2 million) lower than budgeted during FY 2012-13. Actual capital expenditures in Solid Waste Operations were \$4.7 million below the budgeted amount. The Gas to Energy Project (\$1.1 million) was cancelled and several transfer stations projects and the St. Johns Landfill Remediation project (\$1,000,000) were all carried forward to FY 2013-14 due to design considerations, permitting and feasibility studies. Actual expenditures for Parks and Property Stewardship are related to fleet vehicle replacements (\$159,000), the Asphalt Pavement at Gleason Boat Ramp (now completed, came to \$1.7 million), and Glendoveer Golf Course projects (\$329,000). Several projects during the fourth quarter have been carried forward to FY 2013-14.

Sustainability Center

	Budget	Year-end Actuals	Year-End % of Budget	
General Fund	\$4,332,136	\$4,142,502	95.6%	
Solid Waste Revenue Fund	\$6,352,539	\$5,088,206	80.1%	
Natural Areas Fund	\$45,177,698	\$19,737,259	43.7%	
All Funds	Budget	Year-end Actuals	Year-End % of Budget	3-year Average
Personal Services	6,641,835	6,360,929	95.8%	98.5%
Materials and Services	18,115,919	12,906,706	71.2%	67.3%
Total Operating Expenditures	24,757,754	19,267,635	77.8%	74.8%
Debt Service	-	-	0%	0.0%
Capital Outlay	32,321,544	10,048,008	31.1%	45.1%
Renewal and Replacement	23,460	45,703	194.8%	24.6%
Total Expenditures	57,102,758	29,361,346	51.4%	57.3%

Sustainability Center- Operating Expenditures by Month

shown in millions, excluding capital acquisitions



Sustainability Center operating and capital expenditures were 22.2 percent and 68.8 percent below budgeted amounts, respectively. Actual expenditures during FY 2012-13 exhibited large variations from month to month primarily due to the Local Share and the Acquisition programs under the Natural Areas Bond program.

Several projects in the Parks Planning and Development program remained under review, land use process, or in the scoping phase during the fourth quarter. The budget anticipated completion of the Blue Lake Trail section of the 40-Mile Loop Trail (\$836,000) during FY 2012-13 and the recognition of the expenditures made directly by the Oregon Department of Transportation as a Metro asset value. The project was not completed during FY 2012-13 due to permitting issues and has been carried forward to the FY 2013-14 Capital Improvement Plan.

Resource Conservation and Recycling operating expenditures ended the year 19.9 percent (\$1.3 million) below budget. The Metro Clean Refuse Fleet project was \$360,000 below budget mainly due to larger fleets adopting compressed natural gas (CNG) fueling options and therefore opting out of the diesel filters device provided under this project. Multiple projects in various program areas (construction and demolition, measurement, new waste reduction approaches) were not undertaken, in large part due to delays associated with partners, further refining of scopes of work, extra time spent on tasks, and work-plan reprioritization. The majority of these projects were carried forward to FY 2013-14. In addition, vacancies and delays in hiring contributed to project delays and to lower than budgeted personnel services costs.

During FY 2012-13, Metro's Natural Areas program acquired an additional 471 acres of land, bringing the total area acquired under the 2006 Bond Program to 4,586 acres. Capital (land) expenditures were 68.3 percent lower than budgeted; however, the land acquisition budget is set high to ensure that adequate appropriation exists to cover a large number of potential acquisitions. Materials and services expenditures from the Local Share and Capital Grants were

31.7 percent below the amount budgeted. As Metro does not control the timing and amount of reimbursement requests in these programs, the budget is set high to ensure adequate appropriation exists when requests do come in. The peaks observed in May and June are due to reimbursements under the Local Share Program.

EXPENDITURES– SUPPORT DEPARTMENTS

All Support Departments

	Budget	Year-end Actuals	Year-End % of Budget	3-Year Average
Personal Services	17,590,204	16,559,388	94.1%	96.1%
Materials and Services	6,487,259	4,786,145	73.8%	78.8%
Total Operating Expenditures	24,077,463	21,345,533	88.7%	89.3%
Total Capital Outlay	303,781	261,905	86.2%	43.3%
Total Renewal and Replacement	884,877	402,568	45.5%	48.9%
Total Expenditures	\$25,266,121	\$22,010,006	87.1%	87.2%

Council Office

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	3,358,319	3,196,573	95.2%	96.6%
Materials and Services	796,921	388,008	48.7%	49.1%
Total Expenditures	4,155,240	3,584,582	86.3%	87.8%

Office of the Auditor

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	673,290	624,133	92.7%	95.4%
Materials and Services	44,474	32,515	73.1%	58.3%
Total Expenditures	717,764	656,648	91.5%	93.2%

Office of the Metro Attorney

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	1,848,005	1,735,674	93.9%	94.2%
Materials and Services	65,200	50,631	77.7%	86.2%
Total Expenditures	1,913,205	1,786,305	93.4%	93.9%

Communications

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	2,335,825	2,353,390	100.8%	99.2%
Materials and Services	291,500	193,950	66.5%	64.8%
Total Expenditures	2,627,325	2,547,339	97.0%	95.7%

Finance and Regulatory Services

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	4,959,500	4,475,286	90.2%	94.1%
Materials and Services	3,482,773	2,661,605	76.4%	79.5%
Total Operating Expenditures	8,442,273	7,136,892	84.5%	86.1%
Total New Capital	293,781	250,440	85.2%	31.2%
Total Renewal and Replacement	30,000	1,513	5.0%	53.7%
Total Expenditures	\$8,766,054	\$7,388,844	84.3%	85.0%

Human Resources

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	1,732,402	1,671,224	96.5%	95.1%
Materials and Services	902,431	681,221	75.5%	83.4%
Total Expenditures	2,634,833	2,352,445	89.3%	92.7%

Information Services

	Budget	Year-end Actuals	Year-end % of Budget	3-Year Average
Personal Services	2,682,863	2,503,107	93.3%	95.6%
Materials and Services	903,960	778,215	86.1%	81.2%
Total Operating Expenditures	3,586,823	3,281,322	91.5%	92.0%
Total New Capital	10,000	11,465	114.7%	87.3%
Total Renewal and Replacement	854,877	401,055	46.9%	45.6%
Total Expenditures	\$4,451,700	\$3,693,842	83.0%	81.8%

EXPENDITURES– NON-DEPARTMENTAL

Non-departmental

	Budget	Actual YTD	Year-End % of Budget	3-Year Average
Personal Services	79,800	70,565	88.4%	0%
Materials and Services	4,687,562	1,951,826	41.6%	27.9%
Total Operating Expenditures	4,767,362	2,022,390	42.4%	27.9%
Total Debt Service	54,769,223	67,285,032	122.9%	127.9%
Total Capital Outlay	218,825	14,879	6.8%	0%
Total Expenditures	\$59,755,410	\$69,322,301	116.0%	117.1%

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

- \$301,000 in Construction Excise Tax grant reimbursements.
- \$104,000 in costs for the May 2013 special election.
- \$60,700 in Nature in Neighborhoods grant reimbursements.
- \$37,500 of \$75,000 budgeted for sponsorship of The Intertwine Alliance.
- \$30,000 of \$60,000 budgeted for the Greater Portland Pulse.
- \$19,000 of \$150,000 expected for Metro's external financial audit.
- \$15,000 to First Stop Portland.
- \$3,000 of \$15,250 in general agency sponsorships. Spending in this category through year-end totaled \$14,925.







APPENDIX A – Fund Tables, year to year comparison

General Fund (consolidated), as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	27,621,707		31,796,742	
Program Revenues	40,959,885	13,894,432	38,755,541	94.6%
General Revenues	30,051,190	6,761,898	30,308,061	100.9%
Transfers	46,925,816	7,269,148	35,199,034	75.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	11,230	13,230	0.0%
Subtotal Current Revenues	117,936,891	27,936,708	104,275,865	88.4%
Total Resources	145,558,598		136,072,607	
Requirements				
Operating Expenditures	85,945,212	21,563,650	72,767,470	84.7%
Debt Service	1,654,290	1,089,645	1,654,289	100.0%
Capital Outlay	244,325	383,973	419,395	171.7%
Interfund Transfers	7,814,625	1,994,504	5,551,443	71.0%
Intrafund Transfers	33,762,699	3,908,680	23,259,492	68.9%
Contingency	1,684,319	0	0	
Subtotal Current Expenditures	131,105,470	28,940,452	103,652,089	79.1%
Unappropriated Balance	14,453,128		32,420,519	
Total Requirements	145,558,598		136,072,607	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	25,619,555		28,964,227	
Program Revenues	40,401,436	13,172,172	37,910,912	93.8%
General Revenues	29,133,718	6,010,076	28,603,636	98.2%
Transfers	47,242,596	5,969,576	38,632,979	81.8%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	4,700	24,400	0.0%
Subtotal Current Revenues	116,777,750	25,156,525	105,171,927	90.1%
Total Resources	142,397,305		134,136,154	
Requirements				
Operating Expenditures	84,526,381	20,262,477	70,901,861	83.9%
Debt Service	1,588,215	1,011,607	1,588,214	100.0%
Capital Outlay	47,000	54,947	130,131	276.9%
Interfund Transfers	5,053,606	1,122,578	5,045,607	99.8%
Intrafund Transfers	32,830,111	3,370,895	24,673,599	75.2%
Contingency	3,562,142	0	0	
Subtotal Current Expenditures	127,607,455	25,822,504	102,339,412	80.2%
Unappropriated Balance	14,789,850		31,796,742	
Total Requirements	142,397,305		\$134,136,154	

General Asset Management Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	7,058,047		7,507,546	
Program Revenues	2,932,474	1,189,291	3,064,115	104.5%
General Revenues	27,800	8,046	29,320	105.5%
Transfers	2,496,700	1,302,247	2,496,700	100.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	14,400	17,886	0.0%
Subtotal Current Revenues	5,456,974	2,513,983	5,608,021	102.8%
Total Resources	12,515,021		13,115,567	
Requirements				
Operating Expenditures	497,235	464,619	674,542	135.7%
Debt Service	0	0	0	0.0%
Capital Outlay	7,622,563	2,364,771	4,053,593	53.2%
Interfund Transfers	19,681	0	0	0.0%
Intrafund Transfers	0	0	0	0.0%
Contingency	4,169,222			
Subtotal Current Expenditures	12,308,701	2,829,389	4,728,136	38.4%
Unappropriated Balance	206,320		8,387,432	
Total Requirements	12,515,021		13,115,567	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	6,689,948		7,453,961	
Program Revenues	974,514	32,500	929,245	95.4%
General Revenues	33,298	14,946	48,304	145.1%
Transfers	2,193,368	705,166	2,194,716	100.1%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	19,100	19,100	0.0%
Subtotal Current Revenues	3,201,180	771,712	3,191,365	99.7%
Total Resources	9,891,128		10,645,326	
Requirements				
Operating Expenditures	898,483	466,326	702,486	78.2%
Debt Service	0	0	0	0.0%
Capital Outlay	5,081,063	1,025,230	2,435,293	47.9%
Interfund Transfers	0	0	0	0.0%
Intrafund Transfers	0	0	0	0.0%
Contingency	3,911,582			
Subtotal Current Expenditures	9,891,128	1,491,556	3,137,779	31.7%
Unappropriated Balance	0		7,507,546	
Total Requirements	9,891,128		10,645,326	

MERC Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	Year-End Actuals	% of Budget
Resources				
Beginning Fund Balance	23,776,767		26,226,573	
Program Revenues	33,498,790	11,441,259	37,879,832	113.1%
General Revenues	13,268,045	5,699,259	12,592,909	94.9%
Transfers	2,768,633	531,130	568,633	20.5%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	0	0.0%
Subtotal Current Revenues	49,535,468	17,671,648	51,041,374	103.0%
Total Resources	73,312,235		77,267,947	
Requirements				
Operating Expenditures	44,189,343	12,563,358	41,317,170	93.5%
Debt Service	0	0	0	0.0%
Capital Outlay	3,299,077	1,261,420	2,787,539	84.5%
Interfund Transfers	4,806,913	1,008,081	4,548,947	94.6%
Intrafund Transfers	0	0	0	0.0%
Contingency	7,247,655			
Subtotal Current Expenditures	59,542,988	14,832,859	48,653,656	81.7%
Unappropriated Balance	15,467,765		28,614,292	
Total Requirements	75,010,753		77,267,947	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	24,615,569		26,357,848	
Program Revenues	32,244,985	10,286,274	33,391,154	103.6%
General Revenues	11,409,231	4,112,874	13,531,611	118.6%
Transfers	594,822	0	594,822	100.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	0	0.0%
Subtotal Current Revenues	44,249,038	14,399,148	47,517,587	107.4%
Total Resources	68,864,607		73,875,435	
Requirements				
Operating Expenditures	38,758,663	10,763,266	39,467,408	101.8%
Debt Service	0	0	0	0.0%
Capital Outlay	3,116,366	1,361,606	2,044,279	65.6%
Interfund Transfers	6,162,880	962,984	6,137,175	99.6%
Intrafund Transfers	0	0	0	0.0%
Contingency	7,081,762			
Subtotal Current Expenditures	55,119,671	13,087,856	47,648,862	86.4%
Unappropriated Balance	20,826,698		26,226,573	
Total Requirements	68,864,607		\$73,875,435	

Natural Areas Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	98,184,870		98,783,002	
Program Revenues	866,000	92	271,539	31.4%
General Revenues	416,894	(87,586)	180,451	43.3%
Transfers	19,681	0	0	0.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	500,000	0.0%
Subtotal Current Revenues	1,302,575	(87,493)	951,989	73.1%
Total Resources	99,487,445		99,734,991	
Requirements				
Operating Expenditures	13,739,938	4,806,477	9,781,319	71.2%
Debt Service	0	0	0	0.0%
Capital Outlay	31,437,760	1,092,803	9,955,941	31.7%
Interfund Transfers	1,783,226	416,986	1,749,140	98.1%
Intrafund Transfers	0	0	0	0.0%
Contingency	25,000,000	0	0	0.0%
Subtotal Current Expenditures	71,960,924	6,316,266	21,486,400	29.9%
Unappropriated Balance	27,526,521		78,248,592	
Total Requirements	99,487,445		99,734,991	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	36,715,000		36,469,224	
Program Revenues	866,000	643,247	950,828	109.8%
General Revenues	183,575	59,118	139,417	75.9%
Transfers	13,176	0	13,176	100.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	90,015,894	90,015,894	0.0%
Subtotal Current Revenues	1,062,751	90,718,259	91,119,314	8573.9%
Total Resources	37,777,751		127,588,539	
Requirements				
Operating Expenditures	13,725,133	2,732,050	11,026,441	80.3%
Debt Service	0	0	0	0.0%
Capital Outlay	20,939,000	3,064,094	16,261,986	77.7%
Interfund Transfers	1,780,005	355,596	1,517,109	85.2%
Intrafund Transfers	0	0	0	0.0%
Contingency	1,333,613	0	0	0.0%
Subtotal Current Expenditures	37,777,751	6,151,740	28,805,537	76.3%
Unappropriated Balance	0		98,783,002	
Total Requirements	37,777,751		\$127,588,539	

Oregon Zoo Infrastructure and Animal Welfare Bond Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	78,374,866		77,630,727	
Program Revenues	0	0	0	0.0%
General Revenues	225,000	94,141	330,934	147.1%
Transfers	0	0	0	0.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	0	0.0%
Subtotal Current Revenues	225,000	94,141	330,934	147.1%
Total Resources	78,599,866		77,961,661	
Requirements				
Operating Expenditures	548,603	125,022	456,734	83.3%
Debt Service	0	0	0	0.0%
Capital Outlay	18,963,162	5,133,764	7,683,456	40.5%
Interfund Transfers	292,677	72,932	292,677	100.0%
Intrafund Transfers	0	0	0	0.0%
Contingency	3,963,195		0	
Subtotal Current Expenditures	23,767,637	5,331,717	8,432,868	35.5%
Unappropriated Balance	54,832,229		69,528,793	
Total Requirements	78,599,866		77,961,661	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	9,649,239		8,876,891	
Program Revenues	0	22	66	0.0%
General Revenues	24,648	6,274	32,364	131.3%
Transfers	3,735	0	3,735	100.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	75,705,459	75,705,459	0.0%
Subtotal Current Revenues	28,383	75,711,755	75,741,623	266855.6%
Total Resources	9,677,622		84,618,514	
Requirements				
Operating Expenditures	628,075	410,066	885,264	140.9%
Debt Service	0	0	0	0.0%
Capital Outlay	6,432,825	1,574,294	5,804,545	90.2%
Interfund Transfers	365,414	75,616	297,978	81.5%
Intrafund Transfers	0	0	0	0.0%
Contingency	2,251,308	0	0	
Subtotal Current Expenditures	9,677,622	2,059,976	6,987,787	72.2%
Unappropriated Balance	0		77,630,727	
Total Requirements	9,677,622		\$84,618,514	

Risk Management Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	2,344,251		2,732,345	
Program Revenues	585,292	84,257	872,134	149.0%
General Revenues	10,000	3,227	12,466	124.7%
Transfers	1,591,592	267,132	1,588,077	99.8%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	0	0.0%
Subtotal Current Revenues	2,186,884	354,616	2,472,676	113.1%
Total Resources	4,531,135		5,205,022	
Requirements				
Operating Expenditures	2,641,276	353,929	1,751,653	66.3%
Debt Service	0	0	0	0.0%
Capital Outlay	0	0	0	0.0%
Interfund Transfers	295,207	50,148	271,557	92.0%
Intrafund Transfers	0	0	0	0.0%
Contingency	500,000			
Subtotal Current Expenditures	3,436,483	404,077	2,023,210	58.9%
Unappropriated Balance	1,094,652		3,181,812	
Total Requirements	4,531,135		5,205,022	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	2,364,250		2,629,579	
Program Revenues	627,807	663,852	669,072	106.6%
General Revenues	25,000	5,820	18,187	72.7%
Transfers	1,819,183	307,542	1,818,311	100.0%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	0	0	0.0%
Subtotal Current Revenues	2,471,990	977,214	2,505,571	101.4%
Total Resources	4,836,240		5,135,149	
Requirements				
Operating Expenditures	2,815,266	447,497	1,531,054	54.4%
Debt Service	0	0	0	0.0%
Capital Outlay	0	0	0	0.0%
Interfund Transfers	875,210	(3,460)	871,750	99.6%
Intrafund Transfers	0	0	0	0.0%
Contingency	382,680			
Subtotal Current Expenditures	4,073,156	444,037	2,402,804	59.0%
Unappropriated Balance	763,084		2,732,345	
Total Requirements	4,836,240		5,135,149	

Solid Waste Revenue Fund, as of June 30, 2013

FY 2012-13

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	40,199,273		39,731,933	
Program Revenues	60,743,758	15,962,422	55,607,950	91.5%
General Revenues	197,749	31,655	131,819	66.7%
Transfers	208,778	145,596	145,596	69.7%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	437	637	0.0%
Subtotal Current Revenues	61,150,285	16,140,109	55,886,002	91.4%
Total Resources	101,349,558		95,617,935	
Requirements				
Operating Expenditures	52,796,867	15,148,715	46,938,583	88.9%
Debt Service	0	0	0	0.0%
Capital Outlay	5,361,781	134,145	712,448	13.3%
Interfund Transfers	8,187,903	2,180,201	7,281,785	88.9%
Intrafund Transfers	0	0	0	0.0%
Contingency	15,075,279	0	0	
Subtotal Current Expenditures	81,421,830	17,463,061	54,932,816	67.5%
Unappropriated Balance	19,927,728		40,685,119	
Total Requirements	101,349,558		95,617,935	

FY 2011-12

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	June 30 % of Budget
Resources				
Beginning Fund Balance	39,914,107		42,792,555	
Program Revenues	54,686,255	15,289,505	53,254,478	97.4%
General Revenues	196,526	70,349	235,712	119.9%
Transfers	267,625	33,287	257,744	96.3%
Special Items	0	0	0	0.0%
Extraordinary Items	0	0	0	0.0%
Other Financing Sources	0	19,800	22,750	0.0%
Subtotal Current Revenues	55,150,406	15,412,942	53,770,685	97.5%
Total Resources	95,064,513		96,563,240	
Requirements				
Operating Expenditures	53,868,448	15,748,797	47,522,223	88.2%
Debt Service	0	0	0	0.0%
Capital Outlay	3,606,000	816,879	1,588,721	44.1%
Interfund Transfers	7,798,880	1,747,755	7,720,363	99.0%
Intrafund Transfers	0	0	0	0.0%
Contingency	10,949,736	0	0	
Subtotal Current Expenditures	76,223,064	18,313,431	56,831,307	74.6%
Unappropriated Balance	18,841,449		39,731,933	
Total Requirements	95,064,513		\$96,563,240	

APPENDIX B – Excise Tax Annual Forecast, as of June 30, 2013

Total Excise Tax Collections

7.5% Excise Tax

Facility/Function	FY 2012-13 Budget	Year-end Total	Difference	% Difference
Oregon Convention Center	1,295,334	1,585,421	290,087	22.39%
Expo Center	460,226	429,998	(30,228)	-6.57%
Planning Fund	14,675	6,665	(8,010)	-54.58%
SW Product Sales	170,250	158,052	(12,198)	-7.16%
Parks and MRC	284,701	306,803	22,102	7.76%
Total	2,225,186	2,486,939	261,753	11.76%

Solid Waste Per Ton Excise Tax

	FY 2012-13 Budget	Year-end Total	Difference	% Difference
Solid Waste and Recycling Metro Facilities	5,494,968	4,872,920	(622,048)	-11.32%
Solid Waste and Recycling Non Metro Facilities	7,919,817	7,972,469	52,652	0.66%
Total Solid Waste Per Ton Excise Tax	13,414,785	12,845,389	(569,396)	-4.24%
Grand Total Excise Tax	15,639,971	15,332,328	(307,643)	-1.97%

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	994,286

Beginning Balance from FY 2011-12	\$ 1,087,575
Projected FY 2012-13 Contribution	\$ 994,286
Projected FY 2012-13 Spending*	\$ 1,100,000
Projected FY 2012-13 Ending Balance	\$ 981,861

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

Collections continue to improve over prior years

Construction excise tax collections for the fourth quarter, representing permit activity for April, May and June, resulted in a significant improvement over last year's fourth quarter (a 41.8 percent increase over fourth quarter FY 2011-12) and brought the year to an excellent close. Collections for FY 2012-13 are 33.1 percent higher than last year and were near the levels of FY 2007-08, the last year prior to the recession. It appears that at least in the short term we have turned the corner with regard to collections.

4th Quarter history (rounded)		Annual Collections (rounded)	
FY2013	\$729,700	FY2013	\$2,349,000
FY2012	514,600	FY2012	1,766,000
FY2011	373,600	FY2011	1,441,000
FY2010	429,000	FY2010	1,428,000
FY2009	383,000	FY2009	1,720,000
FY2008	655,000	FY2008	2,461,000
FY2007 (start-up)	716,600	FY2007 (start-up)	1,807,000

Portland has very productive quarter

Among the top producing jurisdictions, Portland, Hillsboro and Clackamas County are in the top 1-2-3 spots for the quarter. Portland had a particularly active quarter, 55 percent higher than the same quarter a year ago.

Collections for the year improved in nearly every jurisdiction, with Portland (\$1,000,000), Hillsboro (\$225,000) and Washington County (\$169,000) leading the way.

Cummulative collections

Cumulative collections since July 2006 are now nearly \$13.0 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 \$166,000, \$62,000 of which was used to offset costs for outside legal services.

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

Under the initial CET legislation Metro awarded \$6.3 million dollars to 14 jurisdictions for 24 discrete projects. These projects had been selected prior to the time the legislation was enacted and influenced the sizing of the initial tax. As of June 30, 2013, almost \$5.4 million has been expended and 18 projects have been completed; almost \$900,000 remains obligated for six ongoing projects. Funds are distributed when specific performance benchmarks are reached.

With the continuation of the CET in June 2009, Metro awarded \$3.7 million for 17 projects in June 2010. The legal challenge to the extension of the CET did delay full implementation. Jurisdictions willing to share with Metro the risks associated with moving forward in the absence of a final court decision proceeded with ten of 17 projects. As of June 30, 2013, \$1.7 million has been expended. Two projects, the Aloha-Reedville study and the Lake Oswego Funding Strategy to Implement the Lake Grove Village Center Plan, have been completed.

In August 2013 the Metro Council approved another round of Community Development and Planning Grants for \$4.3 million funding 20 projects. Council also approved to set aside \$100,000 for a performance audit of the program. Because the awards were made so recently, no spending has occurred as of this date.

Charts provide additional detail

Following this report are charts detailing information about both collections and expenditures of Metro's Construction Excise tax. The expenditure information is included with the assistance of Sarah Erskine, FRS program analyst assigned to CET; Gerry Uba, Project Manager for Round II Community Development and Planning Grants funded by the CET; and Ray Valone, Project Manager for Round I grants.

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.

Community Development and Planning Grants Round One update

Jurisdiction	Project	Total Contract	Balance	Comment (Ray Valone, Project Manager)
Beaverton	Scholls Ferry/Loon Drive (portion of Area 64)	\$ 3,750	\$ -	
Cornelius	East Baseline Project	\$ 7,500	\$ -	
Cornelius	North Holladay Project	\$ 18,000	\$ -	
Forest Grove	Forest Grove Swap Project	\$ 8,422	\$ -	
Gresham	Springwater Project	\$ 977,129	\$ -	
Gresham	Kelly Creek Headwaters (Area13)	\$ 90,000	\$ -	
Happy Valley	Damascus/Boring Concept Plan	\$ 168,631	\$ -	
Hillsboro	South Hillsboro Community Plan Project (Areas 69 and 71)	\$ 157,500	\$ -	IGA deliverables completed and invoices paid.
Hillsboro	Helvetia & Evergreen Project	\$ 345,000	\$ -	
Hillsboro				
Hillsboro	Shute Road Concept Plan	\$ 30,000	\$ -	
Oregon City	Beavercreek	\$ 117,000	\$ -	
Oregon City	Park Place	\$ 292,500	\$ -	
Oregon City	South End	\$ 292,500	\$ 146,250	Planning underway. 2 of 4 milestones complete and invoices paid. Waiting for request to extend deadlines for final 2 milestones.
Sherwood				
Sherwood	Brookman Road Project	\$ 168,524	\$ -	
Sherwood	Area 48 (Tonquin Employment Area) Concept Plan	\$ 208,440	\$ -	
Tualatin	NW/SW Concept Plans	\$ 52,194	\$ -	
Tualatin	Tualatin Southwest Concept Plan Implementation Project	\$ 30,908	\$ -	
Tualatin				
Tualatin	Basalt Creek (South Tualatin/North Wilsonville)	\$ 365,277	\$ 335,000	IGA executed November 2010. Project delayed pending key roadway study recently completed. City staff estimates work to begin in fall of 2013.
Wilsonville				
Clackamas Cty	Damascus-Boring Concept Plan	\$ 202,701	\$ -	
Washington Cty	N. Bethany Project	\$ 1,170,000	\$ -	
Washington Cty	West Bull Mountain Concept Plan/River Terrace Community Plan	\$ 670,500	\$ 74,100	Planning responsibility transferred to Tigard for last 2 milestones. City planning effort on renamed River Terrace plan now underway, with IGA completion date of 12/31/14.
Washington Cty	Area 67 (Cooper Mtn)	\$ 191,700	\$ 127,800	Planning responsibility transferred to Beaverton. Planning underway with 2 of 6 milestones completed and invoiced.
Multnomah Cty	Bonny Slope West Concept Plan	\$ 202,500	\$ 82,500	Planning responsibility transferred to Wash. County; planning to begin fall 2013.
Damascus	City of Damascus	\$ 524,724	\$ 131,181	City has extension until 7/31/2014 to complete last deliverable.
		\$ 6,295,400	\$ 896,831	

Funds Collected	\$ 6,300,000
Set up Fees	\$ 2,500
Expenditures	\$ 5,398,569
Balance CET 1	\$ 898,931

Community Development and Planning Grants Round Two update

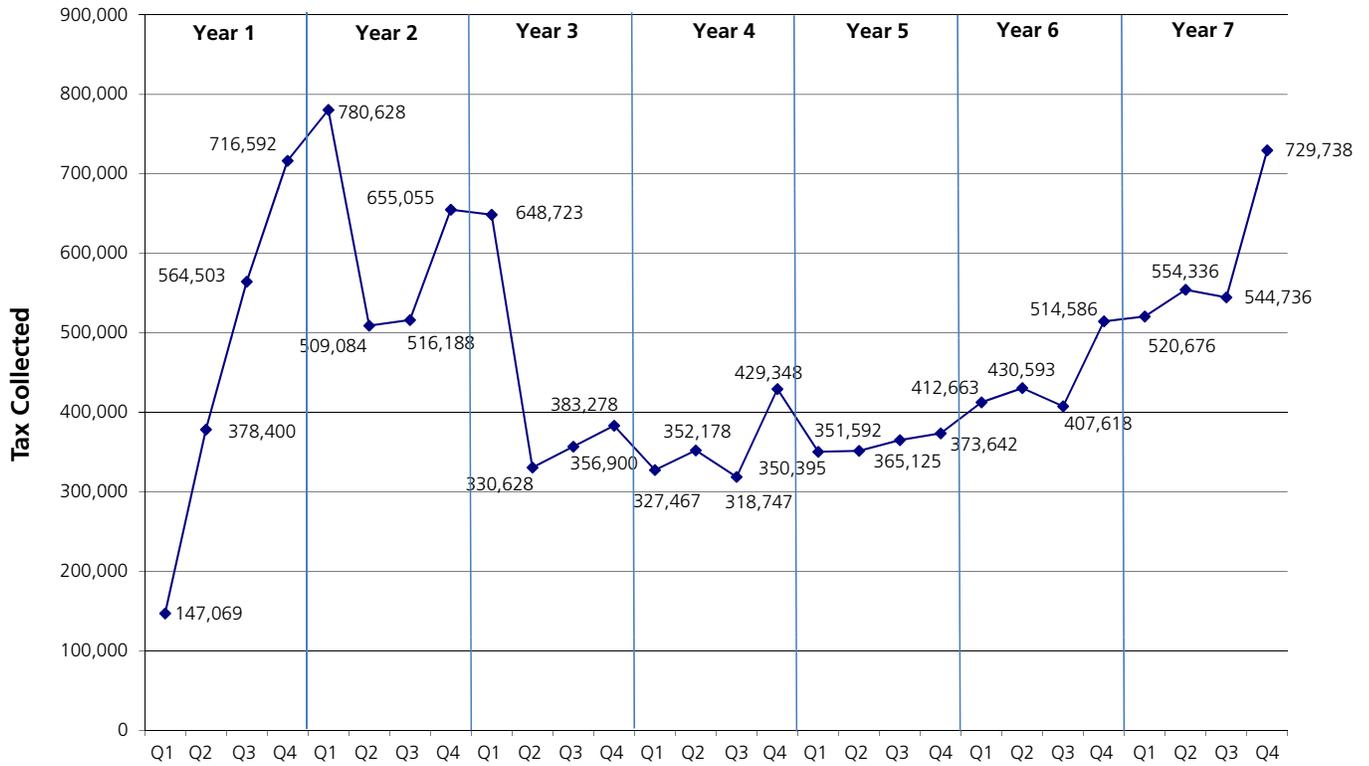
*Green means no IGA

Jurisdiction	Project	Total Contract	Balance	Comment (Gerry Uba, Project Manager)
Cornelius	Holladay Industrial Park Planning	\$ 79,000	\$ 63,000	Completed 2 of five Milestones (no match)
Forest Grove	Redevelopment Planning	\$ 85,000	\$ 3,625	Completed 4 of 6 Milestones. (local match: \$20,000)
Gresham	TriMet Site Redevelopment Plan	\$ 70,000	\$ 52,500	IGA signed 12/20/12; completed 1 of 4 deliverables (local match: \$18,211)
Happy Valley	Industrial Pre-Certification Study	\$ 32,600	\$ 26,080	IGA signed 10/23/12; completed 1 of 4 deliverables (local match: \$21,400)
Hillsboro	Tanasbourne/AmberGlen Regional Center Implementation	\$ 275,000	\$ 135,000	Completed 2 of 5 Milestones. (local match: \$341,000)
Hillsboro	Old Town Hillsboro Refinement Plan	\$ 90,000	\$ 15,000	Completed 2 of 4 Milestones. (local match: \$68,000)
Lake Oswego	Foothills District Framework Plan	\$ 295,000	\$ 93,650	Project completed (local match: \$1,327,800)
Lake Oswego	Funding Strategy to Implement the LGVC Plan	\$ 50,000	\$ -	Project completed (local match: \$20,000)
Milwaukie	Town Center Urban Renewal Plan	\$ 224,000	\$ 224,000	IGA signed 5/21/13; completed 1 of 7 deliverables (local match: \$83,521)
Portland	Portland-Milwaukie LRT Project: E-TOD Plan	\$ 485,000	\$ 485,000	IGA signed 5/5/13; completed 1 of 7 deliverables (local match: \$175,000)
Portland	Foster Lents Integration Partnership	\$ 250,000	\$ 125,000	Completed 3 of 4 Milestones. (local match: \$135,792)
Portland	Portland Brownfield Redevelopment Assessment	\$ 150,000	\$ -	Completed 5 of 6 Milestones. (local match: \$49,998)
Portland	South Waterfront: South Portal Partnership Plan	\$ 250,000	\$ 250,000	IGA signed 4/17/13; completed 1 of 4 deliverables (local match: \$150,000)
Portland	Barbur Corridor Concept Plan	\$ 700,000	\$ 150,000	Completed 5 of 6 Milestones. Deadline adjusted due to delay in the SW Corridor Planning process and change in leadership on Portland City Council (local match: \$330,516)
Tualatin	Southwest Urban Renewal Plan	\$ 70,000	\$ 70,000	
Tualatin	Highway 99W Corridor Plan	\$ 181,000	\$ 27,550	Completed 6 of 8 Milestones. (local match: \$33,200)
Washington County	Aloha-Reedville Study	\$ 442,000	\$ -	Project completed. [Note: Metro funded portion of the Aloha-Reedville Livable Community Plan] (local match: \$663,600)
		\$ 3,728,600	\$ 1,720,405	(local match for projects underway: \$2,989,906)

Funds committed for CET II	\$ 3,728,600
Expenditures through June 30, 2013	\$ 1,995,945
Balance CET II	\$ 1,732,655

2.5% Collection Fee \$ 93,215

Construction Excise Tax by Quarter – July 1, 2006 - June 30, 2013



CET quarter collections for FY 2012-13

	FY 2013				Total FY13
	Year 7				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	
Beaverton	\$22,245.00	\$19,628.00	\$43,007.00	\$36,715.00	\$121,595.00
Clackamas Cnty	0.00	16,866.65	46,830.00	44,365.84	108,062.49
Cornelius	389.00	0.00	195.00	2,877.00	3,461.00
Durham	359.00	18,660.00	180.00	0.00	19,199.00
Fairview	429.78	0.00	777.48	646.38	1,853.64
Forest Grove	5,041.00	9,671.00	15,298.00	22,071.00	52,081.00
Gresham	11,622.69	13,028.16	18,841.47	8,385.73	51,878.05
Happy Valley	20,512.00	18,828.00	32,049.00	27,910.00	99,299.00
Hillsboro	45,343.75	73,059.02	55,846.30	51,723.65	225,972.72
King City	6,638.00	5,016.00	4,304.00	9,567.00	25,525.00
Lake Oswego	15,999.52	9,868.14	10,760.35	13,106.24	49,734.25
Milwaukie	827.94	2,528.12	705.20	2,473.12	6,534.38
Oregon City	29,803.38	17,336.84	0.00	36,614.04	83,754.26
Portland	209,998.00	251,228.00	210,646.00	328,291.00	1,000,163.00
Sherwood	0.00	6,816.00	0.00	32,937.57	39,753.57
Tigard	14,736.69	13,927.47	21,239.71	32,867.52	82,771.39
Troutdale	1,145.87	285.00	664.13	637.62	2,732.62
Tualatin	32,001.92	15,729.03	0.00	22,434.14	70,165.09
Washington Cnty	32,605.79	47,327.31	56,354.40	33,098.66	169,386.16
West Linn	6,874.20	6,738.78	5,527.75	8,406.60	27,547.33
Wilsonville	64,102.29	7,402.02	21,510.53	14,610.00	107,624.84
Wood Village	0.00	392.95	0.00	0.00	392.95
TOTAL	\$520,675.82	\$554,336.49	\$544,736.32	\$729,738.11	\$2,349,486.74

CET Cummulative totals by year

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Cumulative Total and Percent by jurisdiction	
	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	Total FY13		
Beaverton	\$61,219.00	\$115,220.00	\$102,927.00	\$100,198.00	\$86,537.00	\$88,108.00	\$121,595.00	\$675,804.00	5.2%
Clackamas Cnty	168,233.17	224,759.90	89,754.68	74,991.54	97,563.70	73,595.05	108,062.49	836,960.53	6.5%
Cornelius	9,978.00	9,251.00	954.00	14,382.00	852.00	1,534.00	3,461.00	40,412.00	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	1,853.64	41,912.62	0.3%
Forest Grove	41,432.00	45,424.00	15,270.00	29,137.00	25,144.00	59,946.00	52,081.00	268,434.00	2.1%
Gresham	99,370.61	151,841.17	79,002.39	42,574.43	59,650.53	81,459.03	51,878.05	565,776.21	4.4%
Happy Valley	71,282.00	63,786.00	47,950.00	27,935.00	39,398.00	81,828.00	99,299.00	431,478.00	3.3%
Hillsboro	191,271.01	277,149.12	186,838.97	176,094.70	196,101.39	188,752.18	225,972.72	1,442,180.09	11.1%
King City	16,841.00	3,315.63	9,731.04	4,289.36	1,521.00	27,172.00	25,525.00	88,395.03	0.7%
Lake Oswego	49,731.54	57,914.80	38,662.53	32,190.17	55,926.76	47,895.07	49,734.25	332,055.12	2.6%
Milwaukie	10,107.24	6,412.37	8,627.75	3,574.72	11,117.88	4,213.21	6,534.38	50,587.55	0.4%
Oregon City	94,519.10	50,392.80	43,468.55	45,105.48	43,188.87	60,467.44	83,754.26	420,896.50	3.2%
Portland	508,950.00	918,491.00	743,200.00	564,526.00	508,835.00	662,917.00	1,000,163.00	4,907,082.00	37.8%
Sherwood	25,008.00	36,924.02	42,083.00	10,019.00	11,099.00	7,849.00	39,753.57	172,735.59	1.3%
Tigard	86,650.00	67,737.00	20,629.51	57,115.09	50,441.43	51,232.86	82,771.39	416,577.28	3.2%
Troutdale	19,689.91	12,032.62	34,587.58	10,869.12	3,524.28	8,625.26	2,732.62	92,061.39	0.7%
Tualatin	74,738.00	79,258.00	31,913.00	23,139.75	33,923.42	35,810.93	70,165.09	348,948.19	2.7%
Washington Cnty	155,795.34	222,808.32	152,753.10	143,689.83	119,824.93	140,354.55	169,386.16	1,104,612.23	8.5%
West Linn	36,305.39	37,401.81	31,040.94	32,129.63	39,719.29	39,642.45	27,547.33	243,786.84	1.9%
Wilsonville	59,258.44	72,334.54	29,931.59	30,988.59	51,630.21	98,954.87	107,624.84	450,723.08	3.5%
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	\$2,349,486.74	\$12,970,489.50	100.0%

APPENDIX D – Capital Budget Year-end Status

SUMMARY

The following pages present the status of all capital projects with anticipated spending of greater than \$100,000, including a comparison of budgeted projects with activity and expenditures through June 30, 2013.

This year's budget included 52 capital projects greater than \$100,000. Through June 30, 2013, 22 projects are complete. Two projects were canceled and the remainder were carried forward to FY 2013-14 (or beyond) or are ongoing projects: those that require substantial capital maintenance over time or that consist of a department's grouped renewal and replacement projects under \$100,000 each.

Completed projects:

- Budget Module
- IS Enterprise Storage
- Expo Portable Bleacher Replacement
- Expo Roof Repair, Hall D
- OCC Energy Conservation Upgrades
- OCC Electrical Sub Metering
- OCC Lighting Upgrade Phase II
- OCC Main Kitchen Walk-in Coolers and Freezer
- PCPA Antoinette Hatfield Hall Cooling Tower
- PCPA Antoinette Hatfield Hall Exterior Insulation
- Zoo Aviary Marsh Mesh
- Zoo Africa Lagoon Aviary
- Zoo Updated Conditional Use Master Plan and Land Use Reviews
- Metro Regional Center Front Plaza Planters
- Glendoveer Tennis Center Roof Replacement
- M. James Gleason Boat Ramp Phase IV
- Metro Central Organics/Food Handling Area Improvements
- Metro South Household Hazardous Waste- Extend Canopy
- Metro Central Household Hazardous Waste Roof Replacement
- Metro South Control Room Roof
- Metro South Front Entry Roof
- Natural Areas Information System



Finance and Regulatory Services

FY 2012-13 Capital Projects status through June 30, 2013

Solid Waste Information System (SWIS)

This project will implement a state of the art system of data collection and reporting to support Metro's responsibility to collect regional system fees and excise taxes.

Comments: This contract has been amended to provide ongoing warranty support, within the original project budget.

FY 2012-13 Adopted Budget	\$113,781
Dollars spent as of 06-30-13	52,964
CIP estimated cost	693,965
Completion date	12/31/2013

Budget Module

This project will implement software to make budget development and monitoring more efficient.

Comments: This project is complete.

FY 2012-13 Adopted Budget	\$180,000
Dollars spent as of 06-30-13	197,476
Completed project	307,000
Completion date	06/30/2013

Information Services

FY 2012-13 Capital Projects status through June 30, 2013

Metro Web Improvement Project

This project will upgrade Metro's website content and migrate the site to the Drupal platform.

FY 2012-13 Adopted Budget	\$367,125
Dollars spent as of 06-30-13	137,332
CIP estimated cost	592,000
Completion date	06/30/2014

Comments: The project is on budget and is scheduled to be completed during FY 2013-14.

Information Technology R&R Projects

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

FY 2012-13 Adopted Budget	\$433,169
Dollars spent as of 06-30-13	150,348
CIP estimated cost	n/a
Completion date	Ongoing

Comments: Several projects were carried forward to FY 2013-14.

Data Center

This project will create a more robust consolidated Metro data center at the Oregon Convention Center.

FY 2012-13 Adopted Budget	\$156,500
Dollars spent as of 06-30-13	13,776
CIP estimated cost	286,500
Completion date	06/30/2014

Comments: This project has been carried forward to FY 2013-14 due to design issues.

Enterprise Storage

Includes the replacement of the Net Appliance Alex File Server.

FY 2012-13 Adopted Budget	\$245,243
Dollars spent as of 06-30-13	242,849
Completed project cost	242,849
Completion date	06/30/2013

Comments: This project is complete.

Metropolitan Exposition Recreation Commission

FY 2012-13 Capital Projects status through June 30, 2013

Expo - Roof Repair Hall D

Repair of the roof at Hall D.

FY 2012-13 Adopted Budget	\$150,000
Dollars spent as of 06-30-13	137,095
Completed project cost	137,095
Completion date	06/30/2013

Comments: This project is complete.

OCC - Close Circuit TV Replacement

Replacement of security cameras and development of master plan for overall security.

FY 2012-13 Adopted Budget	\$275,000
Dollars spent as of 06-30-13	19,970
CIP estimated cost	275,000
Completion date	06/30/2014

Comments: Design phase is complete. Project carried forward to FY 2013-14.

OCC - Energy Conservation Upgrades

Includes Energy Trust of Oregon incentives of \$60,000.

FY 2012-13 Adopted Budget	\$150,000
Dollars spent as of 06-30-13	124,570
Completed project cost	124,570
Completion date	06/30/2013

Comments: This project is complete.

OCC - Electrical Sub Metering

Add additional meters.

FY 2012-13 Adopted Budget	\$191,383
Dollars spent as of 06-30-13	106,857
Completed project cost	106,857
Completion date	06/30/2013

Comments: Scope was refined to provide basic submetering for the main meters in the facility. Project is complete.

OCC - Lighting Upgrade Phase II

Lights and dimmers for Exhibit Halls and ABC Meeting Rooms.

FY 2012-13 Adopted Budget	\$500,000
Dollars spent as of 06-30-13	599,866
Completed project cost	599,866
Completion date	06/30/2013

Comments: Project is complete. Energy Trust credits of \$200,000 offset a portion of the final cost.

Metropolitan Exposition Recreation Commission (continued)

FY 2012-13 Capital Projects status through June 30, 2013

OCC - Main Kitchen Walk-in Coolers and Freezer

The coolers are inefficient and contain refrigerant that is no longer compliant with regulations.

Comments: During the course of the project, prior site damage and structural issues were discovered that increased costs significantly. A winter budget amendment addressed a portion of the increase. The remainder was covered under existing appropriations.

FY 2012-13 Adopted Budget	\$332,560
Dollars spent as of 06-30-13	403,129
Completed project cost	403,129
Completion date	06/30/2013

OCC - Original Roof Replacement

The roof of the original side of the Convention Center is old and has leaks. Phase I through FY 2013-14 includes design and engineering.

Comments: The design, engineering and project management phase will continue into FY 2013-14.

FY 2012-13 Adopted Budget	\$100,000
Dollars spent as of 06-30-13	97,789
CIP estimated cost	1,227,789
Completion date	06/30/2014

OCC - Replace Chrome Entry Doors

Replacement of entry doors on the original side of the convention center.

Comments: A required change in scope pushed this project into FY 2013-14 and increased the total budget to \$225,000.

FY 2012-13 Adopted Budget	\$125,000
Dollars spent as of 06-30-13	6,911
CIP estimated cost	225,000
Completion date	12/31/2013

PCPA - AHH Cooling Tower

Replacement of the Cooling Tower and associated piping at Antoinette Hatfield Hall.

Comments: Bids came in higher than initially expected, and the budget was amended. The project is complete.

FY 2012-13 Adopted Budget	\$255,000
Dollars spent as of 06-30-13	249,199
Completed project cost	249,199
Completion date	06/30/2013

PCPA - AHH Exterior Insulation

Includes design, demolition and construction.

Comments: Project is complete.

FY 2012-13 Adopted Budget	\$100,000
Dollars spent as of 06-30-13	117,637
Completed project cost	117,637
Completion date	12/31/2012

Oregon Zoo

FY 2012-13 Capital Projects status through June 30, 2013

Zoo Renewal and Replacement Projects

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

Comments: Completed projects include the Penguin Roof and HVAC and replacement of multiple fleet vehicles.

FY 2012-13 Adopted Budget	\$541,695
Dollars spent as of 06-30-13	490,919
CIP estimated cost	Ongoing
Completion date	Ongoing

Roof Replacement AfriCafe

Regular replacement of the roof on the AfriCafe.

Comments: Due to a much higher than budgeted cost to replace this roof, the roof will be reconditioned instead. The project will be completed in FY 2013-14.

FY 2012-13 Adopted Budget	\$128,593
Dollars spent as of 06-30-13	12,104
CIP estimated cost	139,265
Completion date	12/30/2013

Commissary Renovation

Improvements are needed to the walk-in cooler and freezer, as well as storage and handling areas.

Comments: This project is underway and will be completed in FY 2013-14.

FY 2012-13 Adopted Budget	\$200,000
Dollars spent as of 06-30-13	95,442
CIP estimated cost	200,000
Completion date	06/30/2014

Stage Renovation Phase I

The current stage size, alignment and configuration are outdated and inefficient. Phase I of the project will include a pre-schematic facility design.

Comments: This project will be implemented primarily in FY 2013-14.

FY 2012-13 Adopted Budget	\$100,000
Dollars spent as of 06-30-13	6,767
CIP estimated cost	100,000
Completion date	06/30/2014

Cascade Grill Improvements

This project will provide an upgrade of the outdated dining space.

Comments: The project was carried forward to FY 2013-14.

FY 2012-13 Adopted Budget	\$150,000
Dollars spent as of 06-30-13	21,394
CIP estimated cost	150,000
Completion date	06/30/2014

Oregon Zoo (continued)

FY 2012-13 Capital Projects status through June 30, 2013

Aviary Marsh Mesh

The Aviary Marsh Mesh exhibit will undergo a full renovation and structural replacement.

Comments: Project is complete.

FY 2012-13 Adopted Budget	\$295,876
Dollars spent as of 06-30-13	224,333
Completed project cost	269,000
Completion date	03/31/2013

Africa Lagoon Aviary

Renovation of the Africa Lagoon Aviary to enhance visitor experience and the introduction of a new species (flamingos).

Comments: Project is complete.

FY 2012-13 Adopted Budget	\$573,479
Dollars spent as of 06-30-13	485,254
Completed project cost	545,000
Completion Date	03/31/2013

Oregon Zoo Bond Projects

FY 2012-13 Capital Projects status through June 30, 2013

Condor Exhibit

The new exhibit will highlight the Oregon Zoo's successful breeding program.

FY 2012-13 Adopted Budget	\$1,985,057
Dollars spent as of 06-30-13	454,254
CIP estimated cost	2,628,952
Completion date	02/06/2014

Comments: Construction began in June with site preparation, demolition and clearing.

Improving Elephant On Site Facilities

This project includes the new elephant habitat, as well as Wildlife Live facilities, zoo train rerouting and new service building, construction of the perimeter service road, and new utilities from the central to east hubs along the main zoo pathway.

FY 2012-13 Adopted Budget	\$15,363,237
Dollars spent as of 06-30-13	6,663,735
CIP estimated cost	57,561,443
Completion date	08/15/2015

Comments: In June 2013, construction of the exhibit kicked off with an official groundbreaking. In late June, permit documents were submitted to the City of Portland.

Remote Elephant Center

The 2008 bond called for an assessment of the feasibility of an off-site facility. Staff is developing the capital and operating costs for a facility, assessing property, and reviewing ideas for funding sources.

FY 2012-13 Adopted Budget	\$1,775,000
Dollars spent as of 06-30-13	866
CIP estimated cost	7,200,000
Completion date	TBD

Comments: The Metro Council has directed staff to exercise the property purchase option for the Roslyn Lake property. Project plan development continues. Major components include planning and design, funding strategy, securing land use approvals and communications.

Updated Conditional Use Master Plan and Land Use Reviews

Prepare and achieve land use approvals from the city of Portland for the updated master plan, bond program projects and other improvements at the zoo campus.

FY 2012-13 Adopted Budget	\$50,000
Dollars spent as of 06-30-13	17,071
Completed project cost	847,630
Completion date	01/31/2013

Comments: This project is complete; final approval of the updated Conditional Use Master Plan was received in January.

Parks and Environmental Services

FY 2012-13 Capital Projects status through June 30, 2013

MRC Front Plaza Planters

Project to repair and prevent leaks in the plaza planters.

FY 2012-13 Adopted Budget	\$65,000
Dollars spent as of 06-30-13	50,802
Completed project cost	126,000
Completion date	08/30/2012

Comments: This project is complete.

Regional Parks Renewal and Replacement

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

FY 2012-13 Adopted Budget	\$482,547
Dollars spent as of 06-30-13	347,381
CIP estimated cost	n/a
Completion date	Ongoing

Comments: Completed projects include cemetery signage, an irrigation control system at Glendoveer and a number of fleet vehicle replacements.

Blue Lake Wetland, Pathway, Trail

Regular replacement of existing trail and pathway.

FY 2012-13 Adopted Budget	\$195,595
Dollars spent as of 06-30-13	-
CIP estimated cost	195,595
Completion date	TBD

Comments: This project remains on hold due to permitting issues.

Glendoveer Golf Course Improvements

Improvements in this project include a new cart barn, bathroom renovations and irrigation planning.

FY 2012-13 Adopted Budget	\$331,000
Dollars spent as of 06-30-13	95,117
CIP estimated cost	331,000
Completion date	06/30/2014

Comments: The cart barn project has been carried forward to FY 2013-14.

Glendoveer Tennis Center Roof

Will replace roof that is currently leaking.

FY 2012-13 Adopted Budget	\$129,000
Dollars spent as of 06-30-13	151,000
Completed project cost	151,000
Completion Date	06/30/2013

Comments: Project is complete.

Parks and Environmental Services (continued)

FY 2012-13 Capital Projects status through June 30, 2013

M. James Gleason Boat Ramp - Phase IV		
Represents the cost of repaving the existing parking lot.	FY 2012-13 Adopted Budget	\$1,285,900
	Dollars spent as of 06-30-13	1,692,905
Comments: Grant funding supported additional costs. The project is complete.	Completed project cost	1,692,905
	Completion Date	06/30/2013
Oxbow Park Capital Improvements		
Project will include improvements identified by the Oxbow Park Master Plan to be completed in FY 2012-13.	FY 2012-13 Adopted Budget	\$363,600
	Dollars spent as of 06-30-13	-
Comments: This project has been carried forward to FY 2013-14.	CIP estimated cost	363,600
	Completion Date	6/30/2014
Solid Waste Renewal and Replacement		
All solid waste renewal and replacement projects under \$100,000.	FY 2012-13 Adopted Budget	\$705,000
	Dollars spent as of 06-30-13	394,000
Comments: Completed projects include the HHW roof at Metro Central and the radiation detection systems at both transfer stations. Several projects were carried forward to FY 2013-14.	CIP estimated cost	n/a
	Completion Date	Ongoing
Improvement to Metro South Truck Entrance/Exit		
The project scope involves adding landscaping and a new automatic gate.	FY 2012-13 Adopted Budget	\$100,000
	Dollars spent as of 06-30-13	-
Comments: Since the road realignment work is still installing landscaping, this project will be carried forward to FY 2013-14.	CIP estimated cost	100,000
	Completion Date	06/30/2014
Metro Central Organics/Food Handling Area Improvements		
Project to improve food handling capabilities.	FY 2012-13 Adopted Budget	\$250,000
	Dollars spent as of 06-30-13	178,972
Comments: This project is complete.	Completed project cost	178,972
	Completion Date	6/30/2013

Parks and Environmental Services (continued)

FY 2012-13 Capital Projects status through June 30, 2013

Metro Central Stormwater Improvements

This project will improve the removal of solids from our storm water discharge.

FY 2012-13 Adopted Budget	\$150,000
Dollars spent as of 06-30-13	2,226
CIP estimated cost	425,000
Completion Date	06/30/2014

Comments: Some equipment has been purchased but the scope is still dependent on DEQ and new permit requirements.

Metro South HHW - Extend Canopy

This project expands the covered work area for unloading vehicles and reduces rainfall entering the spill containment tank.

FY 2012-13 Adopted Budget	\$75,000
Dollars spent as of 06-30-13	40,728
Completed project cost	50,000
Completion Date	06/30/2013

Comments: Project is complete.

St. Johns Landfill-Gas to Energy Conversion

The project proposed to implement the conversion of the excess gas into either electricity or a compressed gas suitable for use in vehicles.

FY 2012-13 Adopted Budget	\$1,150,000
Dollars spent as of 06-30-13	-
CIP estimated cost	n/a
Completion Date	n/a

Comments: Project was not deemed feasible and as been canceled.

St. Johns - Landfill Remediation

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

FY 2012-13 Adopted Budget	\$1,000,000
Dollars spent as of 06-30-13	-
CIP estimated cost	3,000,000
Completion Date	06/30/2015

Comments: This project has not been implemented, and none of the budget has been expended. Depending on regulatory developments, implementation will occur in either FY 2013-14 or FY 2014-15.

Metro Central - Replace Metal Wall System

Replace deteriorated metal siding as needed throughout the site buildings.

FY 2012-13 Adopted Budget	\$170,000
Dollars spent as of 06-30-13	-
CIP estimated cost	n/a
Completion Date	n/a

Comments: This project was forecast through a renewal and replacement study several years ago. It has not been necessary to this point.

Parks and Environmental Services (continued)

FY 2012-13 Capital Projects status through June 30, 2013

Metro Central - Replace Slow Speed Shredder

This project will replace the slow speed shredder used to grind wood debris at Metro Central Transfer Station.

FY 2012-13 Adopted Budget	\$600,000
Dollars spent as of 06-30-13	-
CIP estimated cost	600,000
Completion Date	06/30/2015

Comments: This project will be moved out until organics and wood debris issues are resolved, to be completed in FY 2014-15.

Metro Central HHW - Roof Replacement

This project replaces the roof at the Metro Central HHW facility.

FY 2012-13 Adopted Budget	\$40,000
Dollars spent as of 06-30-13	50,220
Completed project cost	136,000
Completion Date	09/30/2012

Comments: This project is complete.

Metro South - Roof Replacement

The metal roofing at the South Transfer Station will reach the end of its expected life in 2013.

FY 2012-13 Adopted Budget	\$335,000
Dollars spent as of 06-30-13	-
CIP estimated cost	n/a
Completion Date	n/a

Comments: This project has been canceled. The two areas of roof that need replacement are being completed under separate projects approved for green roof consideration.

Metro South - Bays 1 and 2 Ventilation System

Replaces exhaust fans that were part of the original construction in 1993.

FY 2012-13 Adopted Budget	\$110,000
Dollars spent as of 06-30-13	4,920
CIP estimated cost	110,000
Completion Date	06/30/2016

Comments: During the engineering phase, it was determined that recent maintenance improvements would extend the equipment life a few more years. Project moved to FY 2015-16.

Metro South Control Room Green Roof

This project will evaluate feasibility of replacing the membrane roof with a green roof.

FY 2012-13 Adopted Budget	\$150,000
Dollars spent as of 06-30-13	43,000
Completed project cost	43,000
Completion Date	06/30/2013

Comments: Green roof was determined infeasible, and a membrane roof replacement was completed June 2013.

Parks and Environmental Services (continued)

FY 2012-13 Capital Projects status through June 30, 2013

Metro South Front Entry Roof

This project will evaluate feasibility of replacing the built-up roof with a green roof.

Comments: Green roof was determined infeasible, and a standard built-up roof replacement was completed June 2013.

FY 2012-13 Adopted Budget	\$120,000
Dollars spent as of 06-30-13	43,000
Completed project cost	43,000
Completion Date	06/30/2013

Sustainability Center

FY 2012-13 Capital Projects status through June 30, 2013

40-Mile Loop Trail Construction at Blue Lake Park

This section of the 40-Mile Loop Trail will close a key gap along Marine Drive. The trail will be built on Metro-owned property in Blue Lake Park.

FY 2012-13 Adopted Budget	\$1,087,760
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Dollars spent as of 06-30-13	57,668
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CIP estimated cost	1,087,760
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Comments: This project was carried forward to FY 2013-14.

Completion Date	06/30/2014
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Natural Areas Acquisition

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

FY 2012-13 Adopted Budget	\$30,000,000
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Dollars spent as of 06-30-13	9,900,000
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CIP estimated cost	138,000,000
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Comments: Project is ongoing.

Completion Date	06/30/2016
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Natural Areas Information System

Database project to track acquisitions from 1995 and 2006 bond programs.

FY 2012-13 Adopted Budget	\$350,000
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Dollars spent as of 06-30-13	406,180
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Completed project cost	740,000
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Comments: This project is complete, although an additional phase will be proposed.

Completion Date	06/30/2013
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Canemah Bluff Improvements

The project includes trail improvements, signage installation, and an overlook/safety fence design and construction.

FY 2012-13 Adopted Budget	\$119,350
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Dollars spent as of 06-30-13	61,867
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CIP estimated cost	119,350
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Comments: Project is underway but carried forward to FY 2013-14.

Completion Date	06/30/2014
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Materials following this page were distributed at the meeting.



Potential Countywide Vehicle Registration Fee for Road Maintenance

Frequently Asked Questions

Updated August 29, 2013

A history of success

Washington County has a history of being proactive on transportation funding issues. The Major Streets Transportation Improvement Program (MSTIP) and Transportation Development Tax (TDT) are two notable examples. Through these programs, taxpayers and developers have invested more than \$800 million since 1986 to improve our countywide transportation system. It is critical that we maintain that investment.

Challenges on the horizon

Recent surveys indicate many Washington County residents rank road system maintenance as a high or very high transportation priority. You've probably seen a road in need of maintenance and wondered why it hasn't been addressed. While we are working to maximize the effectiveness of our current maintenance resources, those resources are simply not keeping up with increasing system needs and escalating costs. Therefore, the Board of County Commissioners is initiating a public discussion about raising additional revenue for road maintenance through a Vehicle Registration Fee.

What's the need?

- Our current maintenance resources are not keeping up with increasing costs and the needs of an expanding and increasingly complex road system—which includes pavement, bridges, culverts, traffic signals, lighting, signs and landscaping.
- We need to act now to avoid a maintenance crisis. The county's current deferred (unfunded) maintenance needs are about \$10 million. Based on current spending trends, this amount is projected to double within 10 years.
- If the county does not keep up preventive maintenance on its 3000 lane miles of public roadways, major rehabilitation or reconstruction will be required in the future—at 5 to 10 times the cost. Each city within the county also maintains certain roads within their boundaries. The same preventive maintenance needs also exist on the cities' road systems.
- Poor road maintenance also costs drivers extra money. The American Society of Civil Engineers' *2013 Report Card for America's Infrastructure* found that driving on roads in need of repair costs Oregon motorists \$495 million a year in extra vehicle repairs and operating costs – \$173 per motorist.

Why a Registration Fee?

- The Board of County Commissioners considered several potential funding sources. A countywide vehicle registration fee is the preferred option for four reasons:
 - ◆ Funds are generated by road users.
 - ◆ Vehicle registrations are relatively stable over time. Gas taxes fluctuate significantly, and are anticipated to decline as more fuel efficient vehicles are introduced.
 - ◆ Revenues would be shared between the county (60%) and cities (40%); and
 - ◆ It is relatively simple to implement and administer.
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Potential Countywide Vehicle Registration Fee for Road Maintenance
Frequently Asked Questions
Updated August 29, 2013

How much would it cost?

- At this time, no decision has been made about the potential fee amount.
- Current state law allows the *maximum* county registration fee to equal the current state registration fee of \$43 per year for passenger vehicles and light-duty trucks. It is possible to set the county fee amount lower. Two options being considered are \$22 per year (half the maximum allowed) or \$43 per year (maximum).
- Certain vehicles are exempt under state law from the county fee, including farm vehicles, antique vehicles, campers and travel trailers, trucks weighing over 26,000 pounds, government and school vehicles, and those owned by disabled veterans.

How much would the fee generate?

- It will depend on the fee amount. Based on 2012 passenger vehicle registration data, the fee could generate up to \$18 million each year if implemented at the maximum rate of \$43 a year. If implemented at a lower rate, revenues would be reduced accordingly.
- Revenues would be shared by the county and cities. If implemented at the maximum rate, approximately \$10.8 million would go to the county and \$7.2 million to cities based on population. The six largest cities and projected revenues at the maximum rate are: Hillsboro and Beaverton (about \$2 million each); Tigard (about \$1 million); and Tualatin, Forest Grove, and Sherwood (about \$500,000 each).

How would the funds be used?

- Oregon's Constitution requires taxes and fees on motor vehicle fuel and use, including vehicle registration fees, to be used exclusively for the construction, reconstruction, improvement, repair, maintenance and operation or use of public highways, roads, streets and roadside rest areas in this state.
- If adopted, the County would allocate its share of this fee to the maintenance and operation of its road system—including pavement, bridges, culverts, signals, signs, landscaping, and other elements of the road system.

When would the fee take effect?

- At this time, the Board of Commissioners is seeking public discussion about the idea.
- State law allows the Board to adopt the fee on or after July 1, 2013. If adopted, the fee would take effect no sooner than January 1, 2014.

How would it work?

- Oregon DMV would collect the county fee along with state registration renewal fees—typically once every two years for most vehicles.
- DMV would distribute funds to the county monthly. The county would distribute funds to the cities.

Questions?

For more information on the potential vehicle registration fee, please visit www.co.washington.or.us/vrf or contact Stephen Roberts, Communications Coordinator in the Department of Land Use and Transportation, at 503-846-4963 or stephen_roberts@co.washington.or.us