 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, April 16, 2015
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

1. CITIZEN COMMUNICATION

2. CONSENT AGENDA

2.1 **Resolution No. 15-4620**, For the Purpose of Confirming the Appointment of Barbara Gibbs to the Investment Advisory Board

2.2 Consideration of Council Meeting Minutes for April 9, 2015

3. RESOLUTIONS

3.1 **Resolution No. 15-4617**, For the Purpose of Reallocating Unspent Transit Project Development Funds to Current Regional Priority Projects **Malu Wilkinson, Metro**

3.2 Metro Chief Operating Officer Acting as Budget Officer Presents the Proposed Fiscal Year 2015-16 Budget and Budget Message to the Metro Council, Acting as the Budget Committee **Martha Bennett, Metro
Tim Collier, Metro
Brian Evans, Metro**

3.2.1 **Resolution No. 15-4612**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2015-16, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan

3.2.2 Public Hearing on Resolution No. 15-4612

4. CHIEF OPERATING OFFICER COMMUNICATION **Martha Bennett, Metro**

5. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for April 16, 2015 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.
Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់ទស្សនាការសាធារណៈ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 2.1

Resolution No. 15-4620, For the Purpose of Confirming the
Appointment of Barbara Gibbs to the
Investment Advisory Board

Consent Agenda

Metro Council Meeting
Thursday, April 16, 2015
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 15-4620
APPOINTMENT OF BARBARA GIBBS TO THE)	
INVESTMENT ADVISORY BOARD)	Introduced by Martha Bennett, Chief
)	Operating Officer, in concurrence with Tom
)	Hughes, Council President

WHEREAS, Metro Code, Section 7.03.030(c) provides for the creation of the Investment Advisory Board and requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation; and

WHEREAS, the Metro Charter requires appointments to be made by the Council President subject to Council confirmation; and

WHEREAS, the Chief Operating Officer has recommended Barbara Gibbs, Portland Public Schools Treasury and Accounts Receivable Manager, to the Council President and the Council President has appointed Barbara Gibbs for a term beginning upon confirmation of the appointment and ending March 31, 2017; and

WHEREAS, the Metro Council desires to confirm the appointment; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Barbara Gibbs to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 16th day of April 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4620, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF BARARA GIBBS TO THE INVESTMENT
ADVISORY BOARD FOR THE 2015 TO 2017 TERM

Date: February 12, 2015

Prepared by: Calvin J. Smith
503-797-1612

BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council Confirmation. Metro Council President Tom Hughes, upon the recommendation of the Investment Officer, has appointed Barbara Gibbs to the board subject to Council confirmation.

Barbara Gibbs is the Treasury and Accounts Receivable Manager for the Portland Public Schools. Her responsibilities cover investment portfolio, banking relationships and all receivables for the Portland Public school district. Prior experience includes; Senior VP for Piper Jaffray securities, US Bank VP of Government banking, Bank of America VP Relationship manager public sector banking, Ben Franklin Savings and Loan Assistant Treasurer.

We are fortunate Barbara Gibbs is willing to devote her time and energy serving on the Metro Investment Advisory Board. Her experience and knowledge will provide a valuable resource for the Investment Advisory Board.

ANALYSIS/INFORMATION

1. **Known Opposition** None.
2. **Legal Antecedents** Metro code sections 2.19.150 and 7.03.030.
3. **Anticipated Effects** Confirmation of the appointment of Barbara Gibbs will provide directly related experience in investments and government finance to the Investment Advisory Board.
4. **Budget Impacts** There is no out-of-pocket expense created by the appointments of Barbara Gibbs to the volunteer position.

RECOMMENDED ACTION

Martha Bennett, Chief Operating Officer, in concurrence with Council President Tom Hughes, recommends the confirmation of Barbara Gibbs for the term expiring March 31, 2017.

Agenda Item No. 3.1

**Resolution No. 15-4617, For the Purpose of Reallocating
Unspent Transit Project Development Funds to Current
Regional Priority Projects**

Resolutions

Metro Council Meeting
Thursday, April 16, 2015
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REALLOCATING) RESOLUTION NO. 15-4617
UNSPENT TRANSIT PROJECT DEVELOPMENT)
FUNDS ON CURRENT REGIONAL PRIORITY) Introduced by Councilor Craig Dirksen
PROJECTS)

WHEREAS, the Metro Council has made a commitment to Making a Great Place through its work with local leaders and residents throughout the region to create prosperous and sustainable communities for present and future generations; and

WHEREAS, the 2040 Growth Concept, the adopted long-range blueprint for the future, reflects that commitment and guides the region's land use and transportation development; and

WHEREAS, the Metro region is committed to developing a high capacity transit (HCT) system that supports the 2040 Growth Concept; and

WHEREAS, in 2008, the Metro Council adopted Resolution No. 08-3942 to provide a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds to support TriMet issued revenue bonds that raised funds for the Beaverton-Wilsonville Commuter Rail Project and the Portland-Milwaukie Light Rail Project; and

WHEREAS, in 2010, the Metro Council adopted Resolution No. 10-4185, providing a supplemental commitment of \$66 million of regional flexible funds to support TriMet's revenue bonds, which resulted in an additional \$27.4 million of funding for design and construction of the Portland-Milwaukie Light Rail Project (bringing the total contribution of bond proceeds to \$99 million), \$6 million in bond proceeds for preliminary engineering and environmental impact studies for the Lake Oswego-Portland Transit Project, and \$6 million in bond proceeds for alternatives analysis, preliminary engineering, and environmental impact studies for the Southwest Corridor; and

WHEREAS, a draft environmental impact statement for the Lake Oswego-Portland Transit Project was completed in 2010, a Locally Preferred Alternative was adopted in 2011, and after additional refinement and consideration by local partners, the project was effectively terminated with \$5,861,000 of bond funds remaining unspent; and

WHEREAS, on February 25, 2010, the Metro Council adopted Resolution No. 10-4119, identifying the Southwest Corridor as one of the next regional priorities for corridor refinement, and on October 31, 2013, the Metro Council adopted Resolution No. 13-4468, endorsing the Southwest Corridor Shared Investment Strategy; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, designating the Powell-Division Corridor as the next regional priority for corridor refinement following the Southwest Corridor; and

WHEREAS, in September 2014, the Powell-Division Steering Committee determined that Bus Rapid Transit would best meet the needs of the Powell-Division Corridor, and in June 2015, the Powell Division Steering Committee is anticipated to recommend an Action Plan that would, in part, propose that Metro and project partners begin study of high capacity transit for the Powell-Division Corridor in project development under the National Environmental Policy Act (NEPA); and

WHEREAS, that certain *Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects* between TriMet and Metro, dated February 10, 2011, regarding Metro's commitment of MTIP and regional flexible funds to support TriMet's bond sale, allows any unallocated and unspent bond proceeds to be reallocated to other regional projects, as recommended by the Chair of the Joint Policy Advisory Committee on Transportation (JPACT) and the TriMet General Manager, upon approval by JPACT and the Metro Council; and

WHEREAS, on _____, 2015, as proposed by the JPACT Chair and TriMet's General Manager, JPACT approved reallocating unspent Lake Oswego-Portland Transit Project funds to support improvements along the Willamette Shoreline right of way, the Powell-Division Transit Development Project, and the Southwest Corridor Transit Project; now therefore

BE IT RESOLVED that the Metro Council approves, consistent with the approval by JPACT, reallocation of unspent funds originally dedicated to the Lake Oswego-Portland Transit Project as follows: (a) \$861,000 for capital improvements along the Willamette Shoreline, (b) \$1.5 million to support the Powell-Division Transit Development Project through project development and NEPA, and (c) \$3.5 million to match partner funds for the Southwest Corridor Transit Project to allow completion of project development and to fund a portion of the environmental impact statement.

ADOPTED by the Metro Council this 16th day of April, 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4617, FOR THE PURPOSE OF REALLOCATING UNSPENT TRANSIT PROJECT DEVELOPMENT FUNDS ON CURRENT REGIONAL PRIORITY PROJECTS

Date: April XX, 2015

Prepared by: Malu Wilkinson, x1680

BACKGROUND

It is critical that the region continue to develop approaches to fund our planning processes locally in the face of unreliable federal funding. The region remains committed to developing a high capacity transit (HCT) system that supports the 2040 Growth Concept and the priorities defined in the 2010 HCT System Plan. In the Metro region, we have a solid track record of investing in HCT with a portion of the federal flexible funds we receive for transportation. However, to be successful, HCT projects must pass multiple hurdles and enjoy sustained local and regional support. The region is currently in the position of having set aside funds for a project (the Lake Oswego to Portland Transit Project, or LOPT) suspended at the request of one of the affected communities. In the intervening five years, other regional priority projects have progressed to the point of needing additional regional funding to leverage locally committed funds and move forward.

In September 2010, the Joint Policy Advisory Committee on Transportation (JPACT) approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match required for the construction of the Portland Milwaukie Light Rail project, and which allowed the next two HCT projects to move forward: the LOPT Project and the Southwest Corridor Project. In June 2011, TriMet sold bonds based on this multi-year commitment, allowing for the region's partners to move toward implementing a long-term region-wide vision of increased HCT to support the 2040 Growth Concept. A portion of the bonds were sold as tax exempt, which limits expenditure of bond proceeds to capital expenses, such as the design, environmental analysis, and engineering that occurs once a transit project is in "Project Development" with the Federal Transit Administration (FTA). While a draft environmental impact statement (DEIS) for the LOPT Project was completed in 2010 and project partners adopted a Locally Preferred Alternative in 2011, the project was suspended at the request of Lake Oswego in 2011 with \$5.861 million remaining unspent from TriMet's bond proceeds dedicated to the LOPT Project.

This staff report describes the agreed upon approach to reallocate the \$5.861 million in unspent transit project development funds to further promote implementation of HCT project development.

TriMet and Metro proposal for reallocation

TriMet and Metro entered into a Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects between TriMet and Metro, dated February 10, 2011, which memorialized Metro's commitment of metropolitan transportation improvement program (MTIP) and regional flexible funds to support TriMet's bond sale. This agreement allows any unallocated and unspent bond proceeds to be reallocated to other regional projects, as recommended by the JPACT Chair and the TriMet General Manager, upon approval by JPACT and the Metro Council.

Consistent with the policy in the 2012-2013 regional flexible funds allocation (RFFA) process, TriMet and Metro propose to reallocate the transit project development funds that had been targeted for the terminated Lake Oswego to Portland Transit Project to regional HCT priority projects that are moving forward. These funds will supplement locally committed dollars. The project partners for each of the three project areas described below will agree on how to spend the funds, consistent with the RFFA policy direction and the legal limits on these types of bond proceeds. The proposal includes three elements:

1. Capital improvements along the Willamette Shoreline.

- Dedicate approximately \$861,000 to early implementation projects along the Willamette Shoreline to address safety and stormwater concerns.
- Examples include: capital improvements along the Willamette Shoreline right of way to maintain vintage trolley operations between Portland and Lake Oswego.

2. Powell Division Transit and Development Project.

- Dedicate \$1.5 million to complement project partner funds and complete the finances to move the Powell Division bus rapid transit (BRT) project through FTA Project Development.
- The BRT project is anticipated to enter into Project Development as soon as July 2015, at which point all dollars spent will count as match for the overall project cost. Funding would leverage additional dollars through FTA's Small Starts program.
- TriMet, Metro, ODOT, Portland and Gresham are each committed to contribute to the Project Development phase, and will work together with the region to agree upon a funding strategy for construction of the BRT project.
- Transit project development funds would be spent on: engineering design, environmental approvals under the National Environmental Policy Act (NEPA), and finalizing a finance plan and would represent about 20 percent of the total FTA Project Development cost. This 2-year phase is intended to result in completed environmental approvals, approximately 60 percent design completion, and a project ready for final design and construction.

3. Southwest Corridor.

- Dedicate \$3.5 million to match project partner funds to move the Southwest Corridor Transit Project through the FTA Project Development process.
- Project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County) have already committed funds to create a Preferred

Package that includes a specific HCT project (mode, terminus, and alignments), a prioritized set of roadway, bicycle and pedestrian improvements, and a development strategy, as well as completing a DEIS for the transit project (approximately \$10 million total costs).

- This reallocation of transit project development funds will allow the HCT component of the Southwest Corridor Plan to move forward into Project Development following completion of the DEIS by providing a portion of the funding to complete the final environmental impact statement (FEIS).

Timeline for Expenditure of Transit Project Development Funds



Background on recent high capacity transit projects

The status of recent HCT projects is as follows:

Portland Milwaukie Light Rail Project:

- Construction is mostly complete and the project is scheduled for opening in September 2015.

Lake Oswego to Portland Transit Project:

- A DEIS was completed in 2010, and a locally preferred alternative was adopted in 2011. Subsequently, the project was suspended and effectively terminated. At the time of termination, project partners had spent a small portion of the MTIP bond proceeds allocated towards the project.
- Approximately \$5.861 million of bond proceeds remains.

Southwest Corridor:

- The Southwest Corridor Plan project partners are continuing implementation of a Shared Investment Strategy, of which an element is to determine the appropriate HCT investment for the corridor.

- The bond proceeds are currently being used to fund a portion of that work, with the remainder of the work funded by nine project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County).
- The corridor from downtown Portland to Tualatin with connections to Sherwood, Lake Oswego, and Beaverton is significantly lacking in transportation options.
- Work in this corridor began with each city creating a land use vision to guide transportation investment decisions, a strategy aimed at aligning regional investments with local community visions to make the most of limited public resources.
- Project partners will build on a solid foundation of locally developed land use visions to create a preferred package of transportation solutions (including roads, sidewalks, crossings, and a Preferred Alternative for HCT) to meet the varied needs of residents and businesses in the corridor by spring 2016. Local funds will be insufficient for the next phase of Project Development and the FEIS.

Powell Division Transit and Development Project:

- This project began in 2013 and has been funded so far with limited regional dollars and successful local grant applications, as well as local partner investments in staff time.
- Partners have narrowed the HCT option to Bus Rapid Transit (BRT) and are poised to submit an application to the FTA to enter into Project Development.
- Scope and budgets are being developed, and it is anticipated that project partners (TriMet, Metro, ODOT, Portland and Gresham) will contribute a significant portion of the funds necessary.
- The effort needs additional funding to close the funding gap and meet FTA financial requirements to enter Project Development.

Regional and local funds support moving forward on transit project development

The Southwest Corridor partner jurisdictions have supported HCT in the corridor through their local budget commitments and commitments set forth in intergovernmental agreements to fund further study of HCT alignment options and to create a preferred package of transit and transportation investments for the corridor. The partner jurisdictions aim to agree upon a development strategy by May 2016 and to subsequently study a Preferred HCT Alternative in a DEIS under NEPA. This show of financial support for investments that support the locally driven Southwest Corridor Land Use Vision demonstrates collaboration at a local and regional scale and the alignment of local and regional investments in the corridor.

The Powell-Division partner jurisdictions are working on a collaborative funding approach to move the BRT project forward into FTA Project Development under NEPA in summer 2015.

The Willamette Shoreline Consortium manages limited funds to protect the safety and long-term viability of the corridor for the trolley and other potential uses.

JPACT support

XXXX

Next steps

If the Metro Council approves this resolution, it directs staff to work with TriMet to implement intergovernmental agreements to distribute the funds as defined in the resolution.

ANALYSIS/INFORMATION

Known Opposition

At this time there is not any known formal opposition to the reallocation of transit project development funds as defined in the resolution.

Legal Antecedents

The proposal for reallocation of the transit project development funds was developed in accordance with the following legislation:

- Metro Council Resolution No. 08-3942 to provide a multi-year commitment of MTIP funds to support TriMet issued revenue bonds that raised funds for the Beaverton-Wilsonville Commuter Rail Project and the Portland-Milwaukie Light Rail Project
- Metro Council Resolution No. 10-4185, providing a supplemental commitment of \$66 million of regional flexible funds to support the issuance of TriMet's revenue bonds
- Metro Council Resolution No. 10-4119, identifying the Southwest Corridor as one of the next regional priorities for corridor refinement
- Metro Council Resolution No. 13-4468, endorsing the Southwest Corridor Shared Investment Strategy
- Metro Council Resolution No. 12-4345, designating the Powell-Division Corridor as the next regional priority for corridor refinement following the Southwest Corridor

Anticipated Effects

Upon Metro Council action and the completion of intergovernmental agreements for the funding for each of the projects described in the resolution, the project partners will move forward with implementing the region's priority transit projects.

Budget Impacts

Adoption of this resolution reallocates TriMet's bond proceeds in accordance with the process set forth in the *Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects* between TriMet and Metro, dated February 10, 2011, and has no impact on Metro's budget and previously approved commitment of MTIP and regional flexible funds to support the bond sale.

RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the resolution to reallocate transit project development funds as proposed by JPACT Chair Dirksen and TriMet General Manager MacFarlane.

Agenda Item No. 3.2.1

Resolution No. 15-4612, For the Purpose of Adopting the Annual Budget for Fiscal Year 2015-16, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan

Resolutions

Metro Council Meeting
Thursday, April 16, 2015
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ANNUAL) RESOLUTION NO 15-4612
BUDGET FOR FISCAL YEAR 2015-16, MAKING)
APPROPRIATIONS, LEVYING AD VALOREM) Introduced by Martha Bennett, Chief
TAXES, AND AUTHORIZING AN INTERFUND) Operating Officer, with the concurrence of
LOAN) Council President Tom Hughes

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2015, and ending June 30, 2016; and

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

BE IT RESOLVED,

1. The "Fiscal Year 2015-16 Metro Budget," in the total amount of SIX HUNDRED SIX MILLION FOUR HUNDRED EIGHTY EIGHT THOUSAND THREE HUNDRED SIXTY FOUR DOLLARS (\$606,488,364), attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Resolution, at the rate of \$0.0966 per ONE THOUSAND DOLLARS (\$1,000) of assessed value for operating rate levy; at the rate of \$0.0960 per ONE THOUSAND DOLLARS (\$1,000) of assessed values for local option rate levy and in the amount of TWENTY NINE MILLION SIX HUNDRED FIFTY NINE THOUSAND SEVENTY FOUR DOLLARS (\$29,659,074) for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2015-16. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from <u>the Limitation</u>
Operating Tax Rate Levy	\$0.0966/\$1,000	
Local Option Tax Rate Levy	\$0.0960/\$1,000	
General Obligation Bond Levy		\$29,659,074

3. In accordance with Section 2.02.040 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Resolution, and hereby appropriates funds for the fiscal year beginning July 1, 2015, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

4. The Oregon Zoo Operating Fund is hereby established. Major sources of revenue will be enterprise revenues generated by the Oregon Zoo and contribution from Metro's General Fund. In the event this fund is eliminated any remaining fund balance will be returned to the General Fund.

5. The Oregon Zoo Capital Asset Management Fund is hereby established. Major sources of revenue will be capital donations and grant funds. This fund may also receive contributions from the Oregon Zoo Operating Fund or Metro's General Fund. In the event this fund is eliminated any remaining fund balance will be returned to the Oregon Zoo Operating Fund, or in the absence of that fund, the General Fund.

6. An interfund loan from the Solid Waste Revenue Fund to the Oregon Zoo Capital Asset Management Fund is hereby reauthorized. The loan was originally authorized in FY 2014-15 for an amount not to exceed \$3.5 million. The first installment of the loan in the amount of \$1.5 million was made January 1, 2015 leaving the balance of the loan to be made in FY 2015-16. The loan will be made to fund two large capital projects at the Oregon Zoo. The loan, including interest at a rate equal to the average yield on Metro's pooled investments, will be repaid from Oregon Zoo operating revenues. Repayment for both installments of the loan will be made over a period not to exceed ten years beginning FY 2014-15. Annual interest only payments will be made until such time as the Oregon Zoo's commitment to debt service on the FY 2013 Full Faith & Credit bonds expires on 8/1/2016. Thereafter, annual principal payments will be due no later than June 30th of each fiscal year.

7. The Chief Operating Officer shall make the filings as required by ORS 294.458 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

ADOPTED by the Metro Council on this 18th day of June 2015.

Tom Hughes, Council President

APPROVED AS TO FORM:

Alison Kean, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION 15-4612 ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2015-16, MAKING APPROPRIATIONS, LEVYING AD VALOREM TAXES, AND AUTHORIZING AN INTERFUND LOAN

Date: March 24, 2015

Presented by: Martha Bennett
Chief Operating Officer

BACKGROUND

I am forwarding to the Metro Council for consideration and approval my proposed budget for fiscal year 2015-16.

Metro Council action, through Resolution No. 15-4612 is the final step in the process for the adoption of Metro's operating financial plan for the forthcoming fiscal year. Final action by the Metro Council to adopt this plan must be completed by June 30, 2015.

Once the budget plan for fiscal year 2015-16 is approved by the Metro Council on May 7, 2015, the number of funds and the maximum tax levy cannot be amended without review and certification by the Tax Supervising and Conservation Commission. Adjustments, if any, by the Metro Council to increase the level of expenditures in a fund are limited to no more than 10 percent of the total value of any fund's expenditures in the period between Metro Council approval in early May 2015 and adoption in June 2015.

Exhibit A to this Resolution will be available subsequent to the Tax Supervising and Conservation Commission hearing June 4, 2015. Exhibits B and C of the Resolution will be available at the public hearing on April 16, 2015.

ANALYSIS/INFORMATION

1. **Known Opposition** – Metro Council hearings will be held on the Proposed Budget on April 16, 2015 and May 7, 2015. Opportunities for public comments will be provided. Opposition to any portion of the budget will be identified during that time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Tax Supervising and Conservation Commission by May 15, 2015. The Commission will conduct a hearing on June 4, 2015 for the purpose of receiving information from the public regarding the Metro Council's approved budget. Following the hearing, the Commission will certify the budget to the Metro Council for adoption and may provide recommendations to the Metro Council regarding any aspect of the budget.
3. **Anticipated Effects** – Adoption of this Resolution will put into effect the annual FY 2015-16 budget, effective July 1, 2015.
4. **Budget Impacts** – The total amount of the proposed FY 2015-16 annual budget is \$606,488,364 and 836.70 FTE.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 15-4612

Materials following this page were distributed at the meeting.



METRO COUNCIL MEETING

Meeting Minutes

Apr. 9, 2015

Oregon Zoo, Vista Room

Councilors Present: Council President Tom Hughes, and Councilors Sam Chase, Kathryn Harrington, Carlotta Collette, Bob Stacey, Shirley Craddick and Craig Dirksen

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:04 p.m.

1. CITIZEN COMMUNICATIONS

There were none.

2. 2015 OREGON ZOO BOND CITIZENS' OVERSIGHT COMMITTEE ANNUAL REPORT

Council President Hughes introduced Heidi Rahn, Oregon Zoo Bond Project Manager, and Bill Kabeisman, Chair of Oregon Zoo Bond Citizens' Oversight Committee, to provide a presentation on the 2015 Annual Report. Mr. Kabeisman provided a brief history of the committee and explained that the committee is required to annually present a report, in order to note what is working well and suggest any potential issues or improvements that could be made. He noted that the committee wanted to commend the Oregon Zoo Bond Program in several areas, including: a clear, organized governing structure and good processes in place to ensure that Metro will be a good steward of the bond money, continuing its efforts on low percentage of cost change orders on project costs, and noted also that projects completed to-date were all on time (or early) and current projects are on track to be completed by their deadlines as well. Mr. Kabeisman stated in order to keep the Bond Program delivering what it needs to for the voters, the committee's report included recommendations, including: a continued look at alternative procurement processes that allow for more participation from the Minority, Women and Emerging Small Business (MWESB) community, consideration for how the Zoo Education Center construction this fall will affect visitors, Metro Council should make a final decision about a remote elephant center this year once the feasibility studies are complete and all construction/operational costs are estimated, and that the program should continue to review of costs/budgets and administration of bond money.

Council discussion

Councilors discussed parking issues and the Washington Park Transportation Management Association (TMA), which Mr. Kabeisman indicated that the Oversight Committee could look more into and come back to report on later. In response to councilor inquiry, Ms. Rahn and Craig Stroud, Oregon Zoo, noted that the train and track loop is jointly run and managed between Metro and Portland Parks and Recreation. Councilors thanked the committee members (both past and new members) for their hard work and time dedication, noting that they are all volunteers; they noted

that the oversight committee takes their job very seriously, ensuring that the operations of the bond projects stay on budget and will work long term.

3. **YOUR ZOO, A RECAP OF THE PAST YEAR'S OPERATIONS AND WHAT'S COMING THIS SUMMER/FALL**

Council President Hughes introduced Mr. Craig Stroud, Mr. Caleb Ford, and Mr. John Sterbis, Oregon Zoo staff, to provide a presentation on Zoo operations for the past year and updates for the current year. Mr. Stroud stated that the Oregon Zoo strives to create engaging experiences, advancing the highest level of animal welfare, environmental literacy and conservation science, and that exceptional facilities are a part of creating an exceptional Zoo guest experience. He noted that major activities and changes in the past year include: the Elephant Lands project, creation of a campus loop for ZooLights, new food carts, and the Stellar Cove ozone generator and pool project.

Mr. Caleb Ford presented a brief update on attendance and finances at the Oregon Zoo, discussing a decrease at the beginning of the fiscal year due to the construction projects and guest parking changes. Mr. Ford noted operational changes that were made as a result including staffing adjustments, lower mid-week admissions and minimizing discretionary spending, and that by the end of March, the Zoo has recovered and attendance has actually increased. He also noted that there was record attendance at ZooLights as well as for the months of December, January and February. Mr. Ford discussed recent outreach efforts including donations of admissions tickets to community organizations in the area and free admission days (bringing in more than 27,000 guests).

Mr. Stroud also discussed guest programs and activities for the coming year, noting changes including reduced concert capacity due to construction, changes to event food and beverage policies, the Wildlife Live show move to a new venue at the Zoo, and current operational considerations being reviewed such as how the Education Center construction will affect exhibit viewing and train access.

Mr. John Sterbis discussed changed in operations relating to food and beverage, such as looking at providing a wider variety of food options, healthier options, and using more local/regional providers and vendors. Mr. Sterbis noted accomplishments this year including: completed renovation of Cascade Grille, an increase in sales and catering, and new shave ice concept starting up, but also noted improvements still needed at the AfriCafe, BearWalk Café and other food and beverage locations. He also mentioned planned improvements for this year would include bringing in local and independent food carts, an updated food inventory system to create more efficiencies, an event management system, a coffee shop at the Zoo Education Center (Spring 2017), and working to improve the guest services experience and increasing employee recognition.

Mr. Stroud introduced Mr. Bob Lee and Mr. Chris Pfefferkorn, Oregon Zoo staff, who provided a brief update on the Elephants Lands project, indicating project phasing and openings and noting that the project will be providing choice, new activities, and ultimately will support our elephant family.

Council discussion

Councilors thanked the presenters and Zoo management for creating good work environments for Metro employees, working to keep admission pricing down and offering free days which benefit parents and low-income families, and all of their great work on operations and the Zoo's

conservation work around the world. In response to Councilor inquiry on potential new parking plans and dealing with congestion that comes with nice, sunny days and high attendance, Zoo staff briefly discussed that the Washington Park TMA would be looking at options later in the fall and they could provide an update as that study gets underway. Councilors also passed along condolences about Rama to the Zoo staff that worked so closely with him and thanked staff for their dedication to the all of the animals at the Oregon Zoo and around the world.

4. CONSIDERATION OF CONSENT AGENDA

Motion:	Councilor Sam Chase moved to adopt items on the consent agenda.
Second:	Councilor Craig Dirksen seconded the motion.

Vote:	Council President Hughes, and Councilors Harrington, Chase, Collette, Craddick, Dirksen, and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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Council President Hughes and Councilors acknowledged the newly appointed and current members in the audience, including Deidra Krys-Rusoff, Linda Craig, Kim Overhage, Kevin Spellman, Dick Stenson, and Karen Weylandt.

5. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett provided an update on the following events or items: thanks to Kim Overhage and Jani Iverson from the Oregon Zoo Foundation, as well as the whole Board, for their hard work on adopting the service agreements, thanks to the Oregon Zoo staff in attendance as it's great to have them at a Council meeting, update on the Mayors' Consortium ad-hoc meeting regarding the 2015 Urban Growth Management Decision and 2014 Draft Urban Growth Report, the Bicycle Transportation Alliance's 2015 Alice Award event which will honor Metro for their work on Climate Smart Communities and Active Transportation, Our Shared Region engagement events.

6. COUNCILOR COMMUNICATION

Councilors provided updates on the following meetings or events: Transit Oriented Development Steering Committee meeting updates including: selling Metro's share of Westgate property to the City of Beaverton and a new lease with APANO for the 82nd and SE Division building, the Portland-Milwaukie Light Rail Steering Committee meeting (testing still going on, but construction completed) and related celebratory events leading up to the opening on September 12th, TriMet's free day on September 12th for all transit (including the tram), recent MPAC and JPACT meetings, opening of Nadaka Nature Park, the BioCycle Conference 2015, ACT Region 1 committee formation update, recent OMPOC meeting and lobby day in Salem, and updates on land use and Metro-related legislation currently in hearings in Salem.

7. **ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 4:02pm. The Metro Council will convene the next regular council meeting on Thursday, April 16, 2015 at 2 p.m. at the Metro Regional Center, council chamber.

Respectfully submitted,

A handwritten signature in cursive script that reads "Alexandra Eldridge".

Alexandra Eldridge, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APR. 9, 2015

Item	Topic	Doc. Date	Document Description	Doc. Number
4.0	Minutes	04/02/2015	Council Meeting Minutes from Apr. 2, 2015	040915c-01

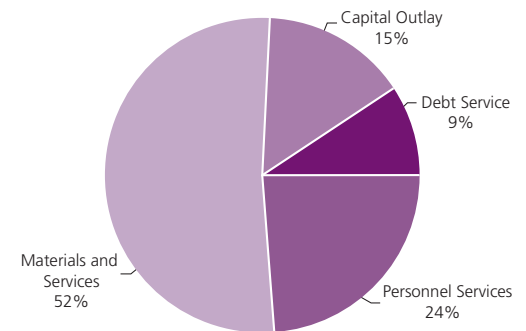
FY 2015-16 Proposed Budget

by the numbers

	FY 2014-15 Amended Budget	FY 2015-16 Adopted Budget	% Change
Operating Funds			
General Fund	\$99,300,000	105,000,000	6%
MERC Fund	86,300,000	88,100,000	2%
Oregon Zoo Operating Fund	34,700,000	39,400,000	14%
Parks and Natural Areas Local Option Levy Fund	15,400,000	17,300,000	12%
Solid Waste Revenue Fund	101,700,000	106,800,000	5%
Total Operating	\$337,400,000	\$356,600,000	6%
Bond/Capital Funds			
General Assets Management Fund	9,500,000	6,700,000	
Natural Areas Fund	52,900,000	45,400,000	
Open Spaces Fund	600,000	400,000	
Oregon Zoo Capital Asset Management Fund	8,800,000	7,100,000	
Oregon Zoo Infrastructure Bond Fund	38,800,000	61,300,000	
Total Bond/Capital	\$110,600,000	\$120,900,000	9%
Debt Service Funds			
General Obligation Bond Debt Service Fund	37,300,000	29,900,000	
General Revenue Bond Fund	3,000,000	88,600,000	
Total Debt Service	\$40,300,000	\$118,500,000	194%
Other Funds			
Cemetery Perpetual Care Fund	500,000	600,000	
Community Enhancement Fund	2,100,000	2,700,000	
Risk Management Fund	4,500,000	4,000,000	
Smith & Bybee Wetlands Fund	3,500,000	3,200,000	
Total Other	\$10,600,000	\$10,500,000	(1%)
Total All Funds	\$498,900,000	\$606,500,000	22%
FTE	805.75	836.70	4%

	FY 2014-15 Amended Budget	FY 2015-16 Adopted Budget	% Δ
Enterprise revenues			
Enterprise revenues	\$125 million	\$136 million	9%
Solid Waste	60 million	64 million	
Venues			
Oregon Zoo	22 million	23 million	
MERC	36 million	41 million	
Property Taxes			
Permanent Operating Rate (per thousand)	9.66¢	9.66¢	
Parks and Natural Areas Local Option Levy (per thousand)	9.60¢	9.60¢	
Debt service (per thousand)	27¢	20¢	(26%)
Average homeowner (\$200,000 assessed value) (\$250,000 market value)	\$93	\$79	(15%)

Current Expenditures



Total \$400,054,514



Metro

April 16, 2015

**MAKING A
GREAT
PLACE**



**PUBLIC SERVICE
EXCELLENCE
INNOVATION
RESPECT
TEAMWORK
SUSTAINABILITY**

PROPOSED BUDGET **FY 2015-16**

Budget Presentation

April 16, 2015

Overview

- Budget resolution
- Budget message
- Budget by the numbers
- MERC
- Office of Metro Auditor
- Moving the budget forward
- Public Hearing

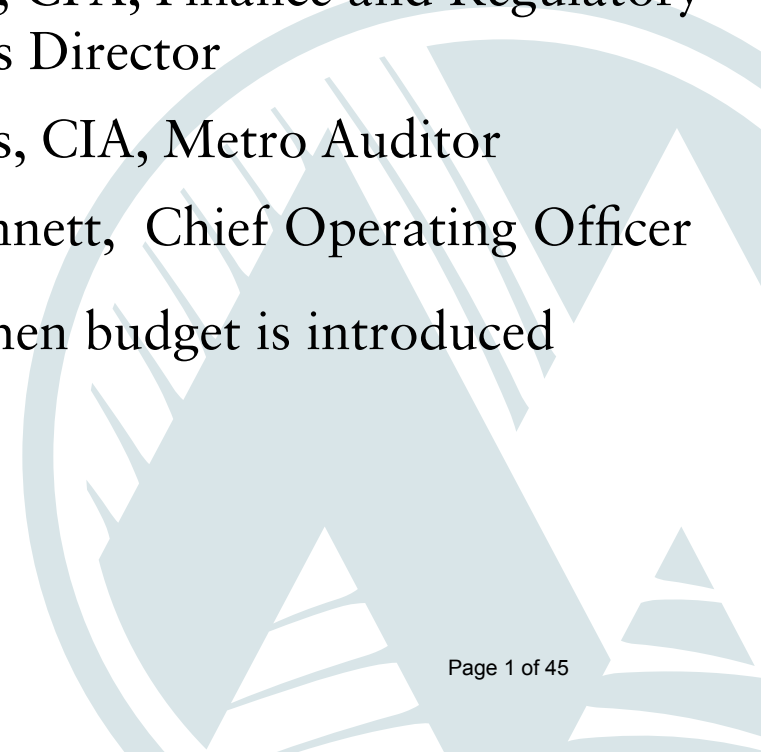
Introduction

Martha Bennett, Chief Operating Officer
Tim Collier, CPA, Finance and Regulatory
Services Director

Tim Collier, CPA, Finance and Regulatory
Services Director

Brian Evans, CIA, Metro Auditor

Martha Bennett, Chief Operating Officer
required when budget is introduced



Budget message

- Budget Focus

Maintain excellent core services

Strategic direction

Implement Council's key initiatives

Invest in agency infrastructure

Budget message

- Core message
 - FY 2015-16 continues to implement Council initiatives
 - Council decisions made in the past help set up success in this budget
 - Spending of one time dollars focusses on investment
 - Continued investment in developing Equity and Diversity strategic plans
 - Costs are rising for FY 2016-17

Decision-making tools

- 6 desired regional outcomes

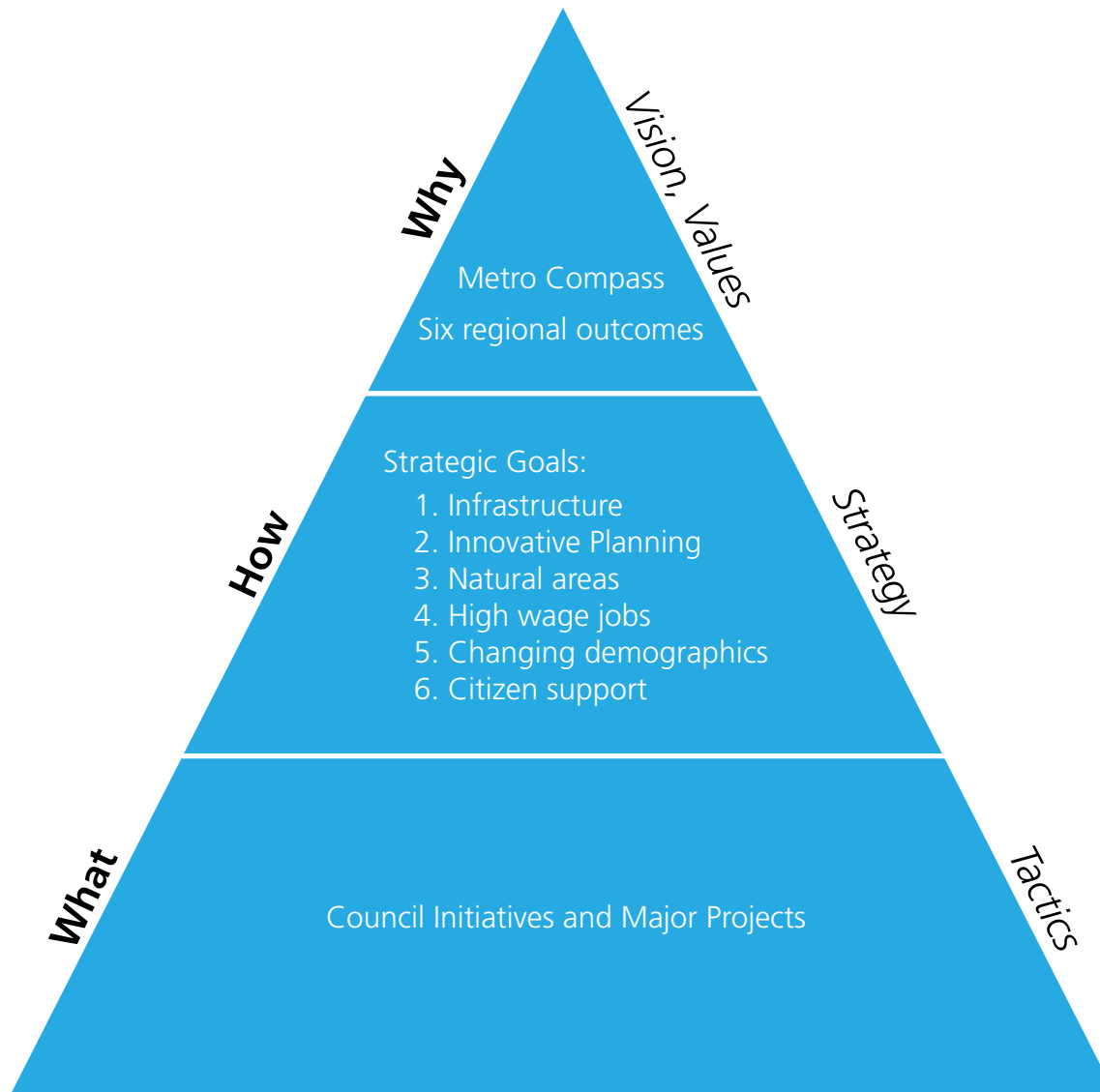


- Metro Compass



- Guidance from Council work session
- Department mission-critical plans

Decision-making tools



What the budget looks like

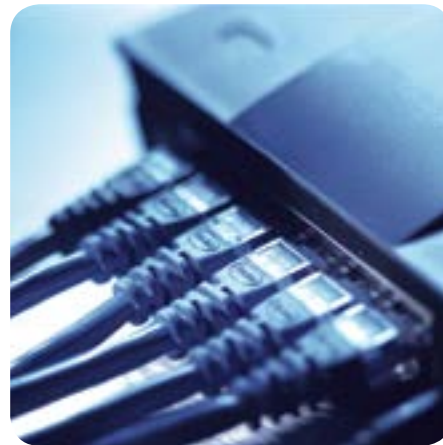
	FY 2014-15 Amended Budget	FY 2015-16 Proposed Budget	% Change
Operating Funds	\$337,400,000	\$356,600,000	6%
Bond/Capital Funds	\$110,600,000	\$120,900,000	9%
Debt Service Funds	\$40,300,000	\$118,500,000	2%
Other Funds	\$10,600,000	\$10,500,000	(1%)
Total All Funds	\$498,900,000	\$606,500,000	22%
FTE	805.75	836.70	4%

What the budget delivers

- Strategic goals and key initiatives identified by Council
 - Invest in public infrastructure
 - Set stage for future of region with innovative planning
 - Increased investment at Oregon Zoo
 - Make investments to preserve and enhance natural environment
 - Invest in effort to increase high wage jobs
 - Respond to increasing diversity of the region's residents
 - Increase citizen involvement and engagement

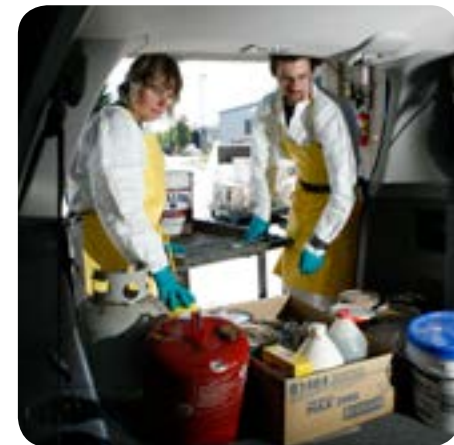
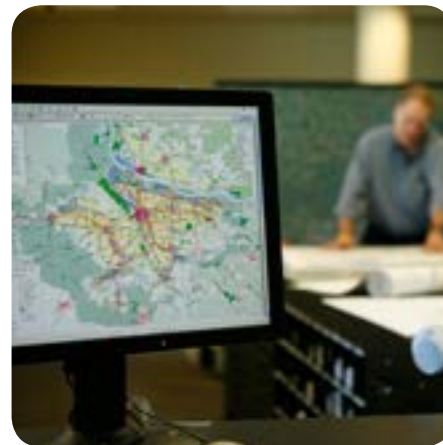
What the budget delivers

- **Invest in public infrastructure**
 - Investment in Metro Regional Center
 - Continued investment in Regional Infrastructure Supporting our Economy (RISE)
 - Investment in Technology Infrastructure
 - Continued investment in the Oregon Zoo



What the budget delivers

- Set the stage for the future of the region
 - Urban Growth Boundary Decision
 - Regional Transportation Plan and Active Transportation Plan
 - Solid Waste Roadmap



What the budget delivers

- **Make investments to preserve and enhance natural environment**

Deliver on Parks and Natural Areas Local Option Levy

Parks and Natural Areas System Plan

Deliver on Natural Areas Bond Promises



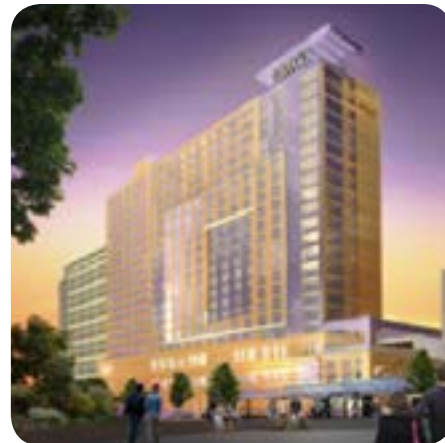
What the budget delivers

- Invest in effort to increase high wage jobs

Convention Center Hotel Project

Portland Expo Center Long-range Planning

Special appropriations for Greater Portland Inc., Metro Export Initiative and special planning projects to support jobs



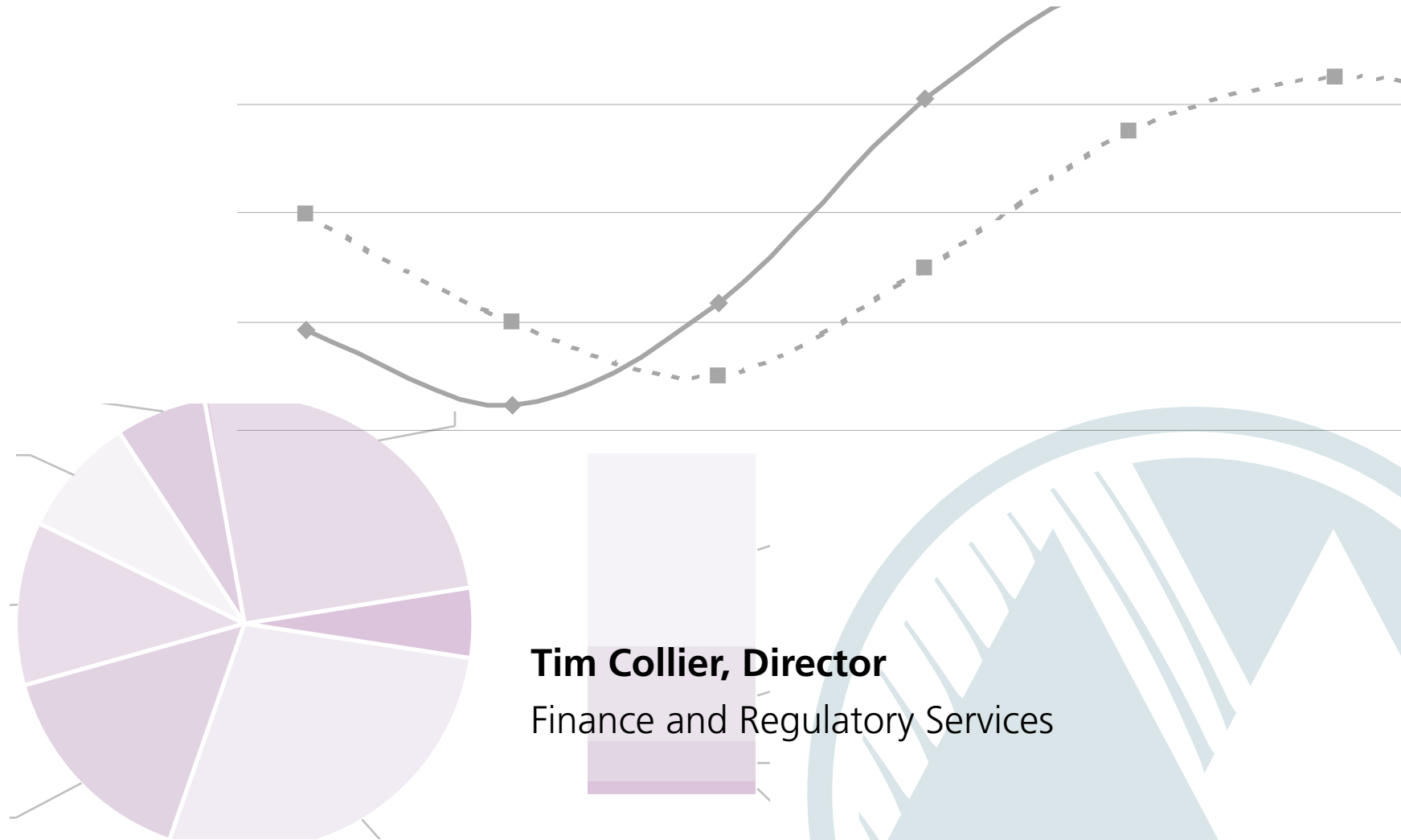
What the budget delivers

- **Respond to increasing diversity of the region's residents**
 - Continued implementation of Diversity Action Plan
 - Continued development and implementation of Equity Strategy and Action Plan
 - Continuing outreach to diverse communities

What the budget delivers

- **Increase public awareness and engagement**
 - Improving internal coordination to leverage agency outreach and engagement efforts
 - Improving agency approach for engaging diverse audiences

Budget by the numbers



Tim Collier, Director
Finance and Regulatory Services

FY 2015-16 Budget Document

Major changes to the FY 2015-16 budget document

Inserted line item detail by department

Oregon Zoo budgeted as an enterprise fund

Oregon Zoo Capital Fund budgeted separately

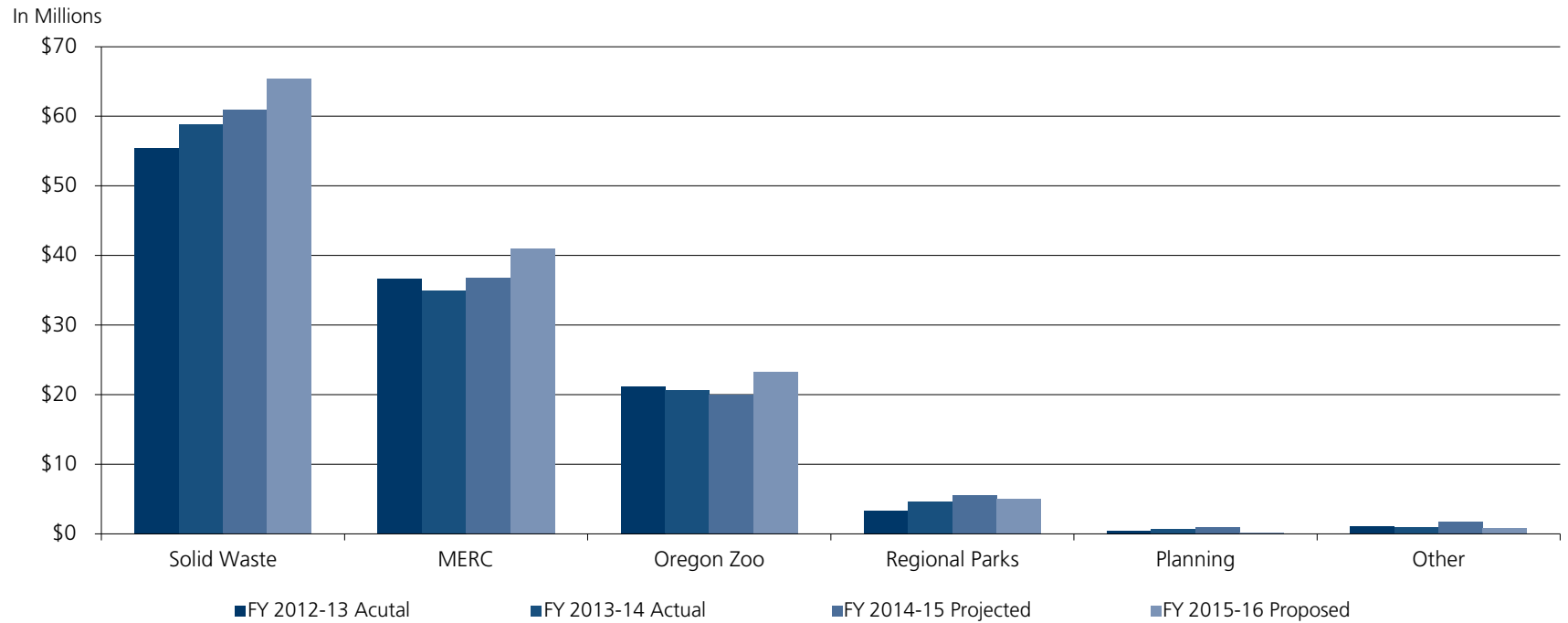
The "Legal" Budget

	FY 14-15 Amended Budget	FY 15-16 Proposed Budget	Budget % Change
Total Budget <i>(all resources and requirements)</i>	\$499 million	\$606 million	21%
Current Revenues	237 million	369 million	56%
Current Expenditures	334 million	400 million	20%
Wages and benefits	86.7 million	95.1 million	10%
Full-time positions	805.75 FTE	836.70 FTE	30.95 FTE

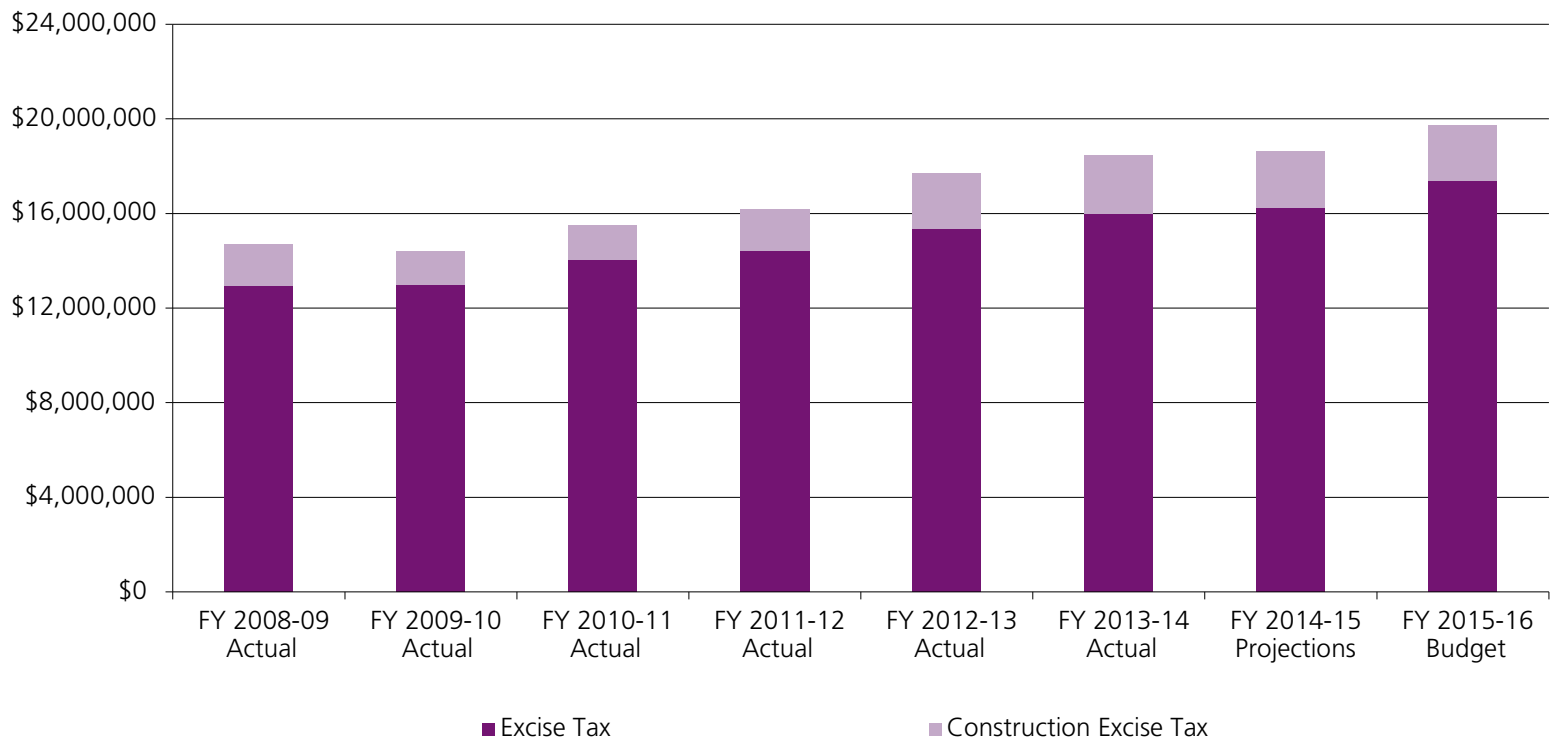
Budget by fund

	FY 2014-15 Amended Budget	FY 2015-16 Proposed Budget	% Change
Operating Funds			
General Fund	\$99,300,000	\$105,000,000	6%
MERC Fund	86,300,000	88,100,000	2%
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Solid Waste Revenue Fund	101,700,000	106,800,000	5%
<i>Total Operating</i>	\$337,400,000	\$356,600,000	6%
Bond/Capital Funds			
General Assets Management Fund	9,500,000	6,700,000	(29%)
Natural Areas Fund	52,900,000	45,400,000	(14%)
Open Spaces Fund	600,000	400,000	(33%)
Oregon Zoo Capital Asset Management Fund	8,800,000	7,100,000	(19%)
Oregon Zoo Infrastructure Bond Fund	38,800,000	61,300,000	58%
<i>Total Bond/Capital</i>	\$110,600,000	\$120,900,000	9%
Debt Service Funds			
General Obligation Bond Debt Service Fund	37,300,000	29,900,000	
General Revenue Bond Fund	3,000,000	88,600,000	
<i>Total Debt Service</i>	\$40,300,000	\$118,500,000	2%
Other Funds			
Cemetery Perpetual Care Fund	500,000	600,000	
Rehabilitation & Enhancement Fund	2,100,000	2,700,000	
Risk Management Fund	4,500,000	4,000,000	
Smith & Bybee Wetlands Fund	3,500,000	3,200,000	
<i>Total Other</i>	\$10,600,000	\$10,500,000	(1%)
Total All Funds	\$498,900,000	\$606,500,000	22%
FTE	805.75	836.70	4%

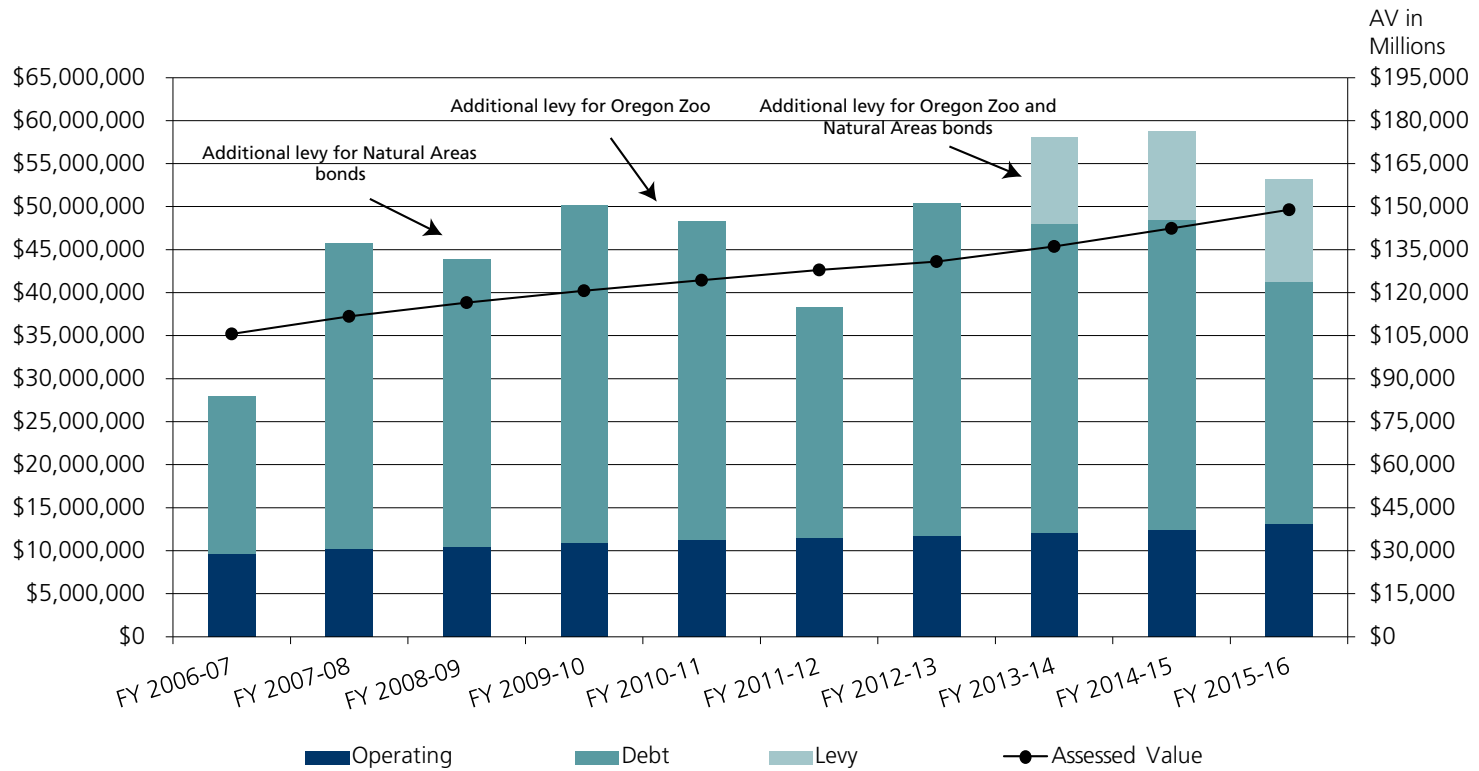
Enterprise revenue



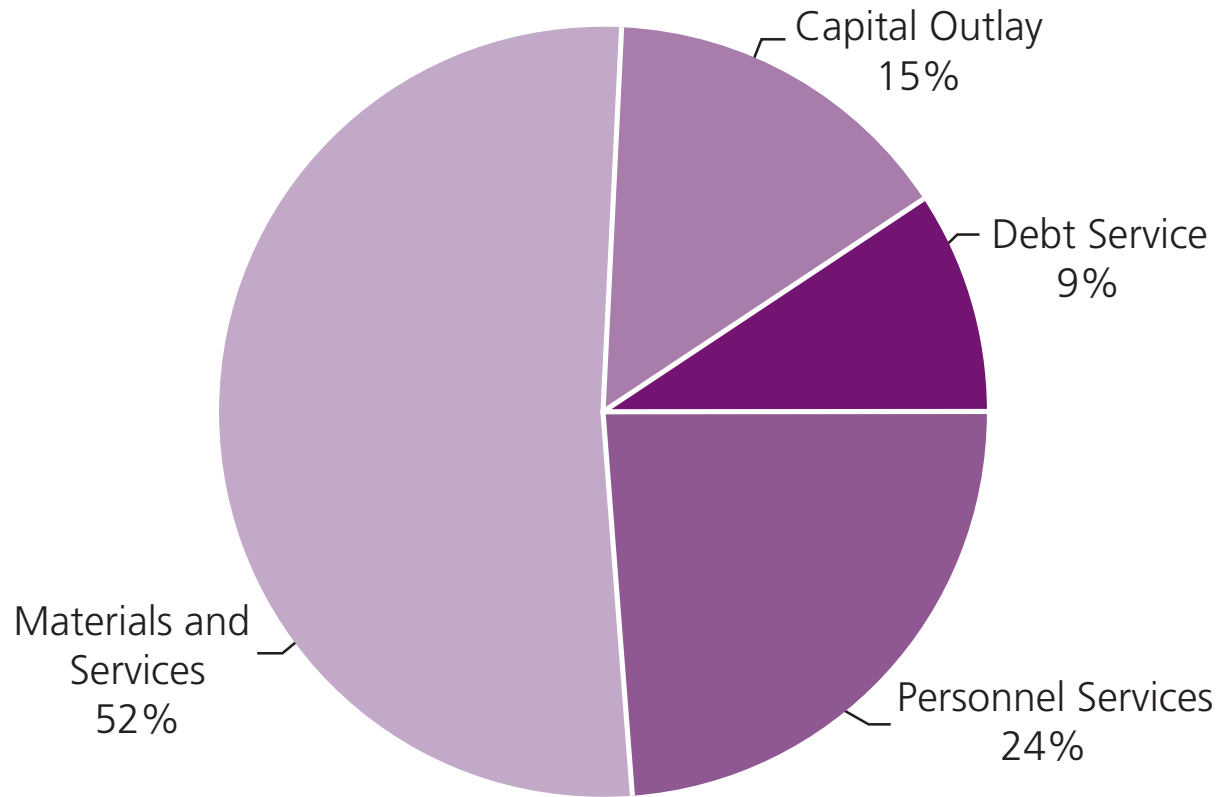
Excise tax



Property tax

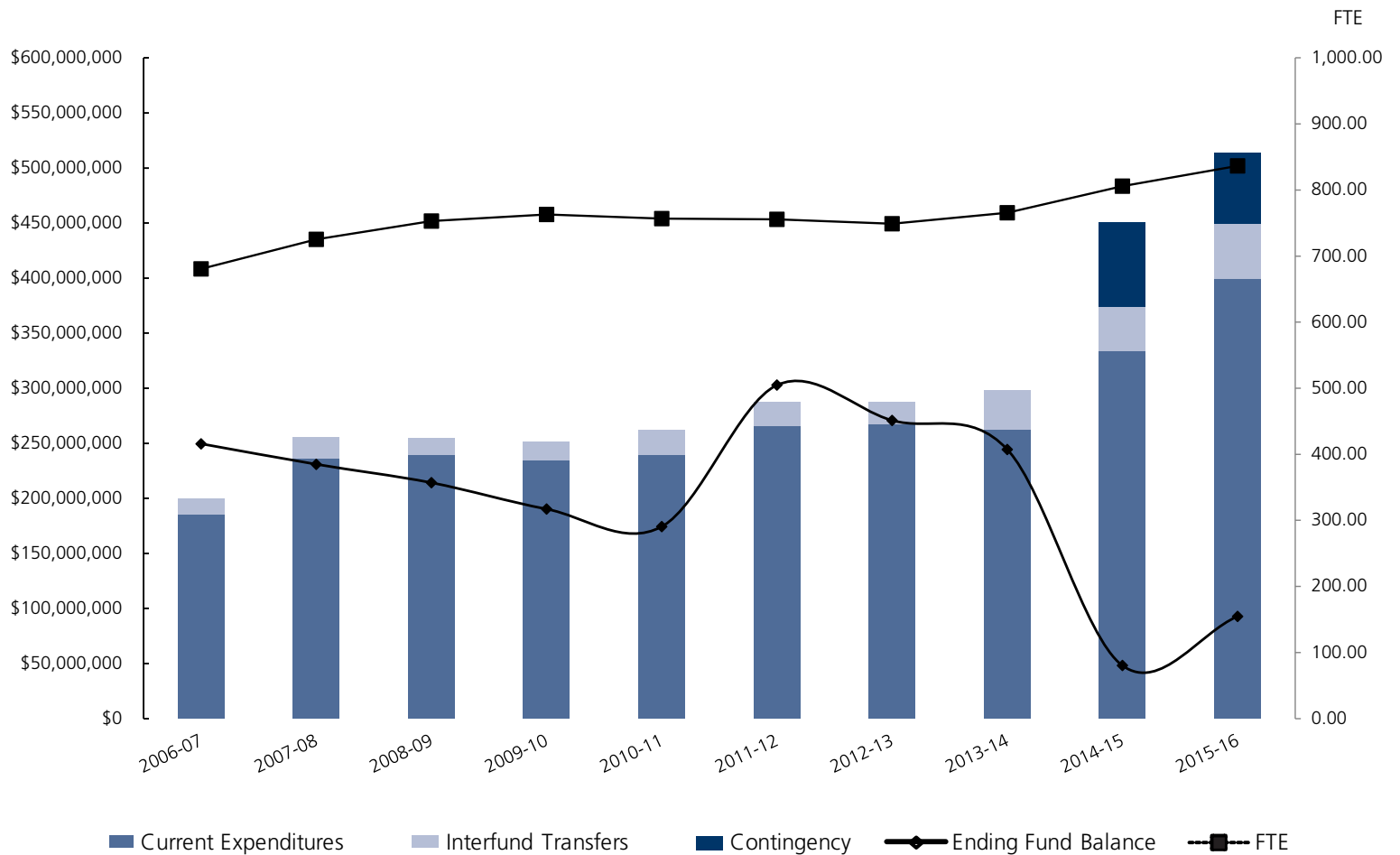


Category of Expense

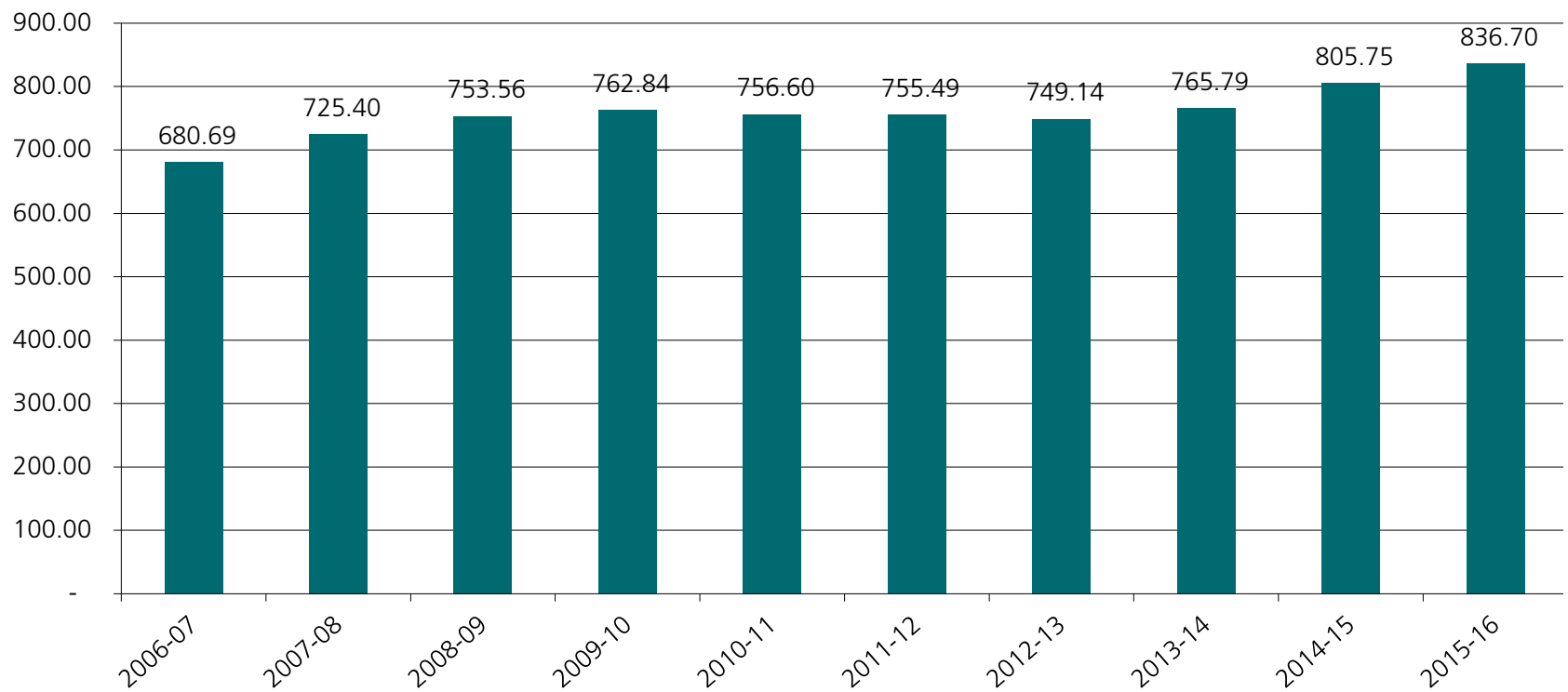


Total current expenditures: \$400,054,514

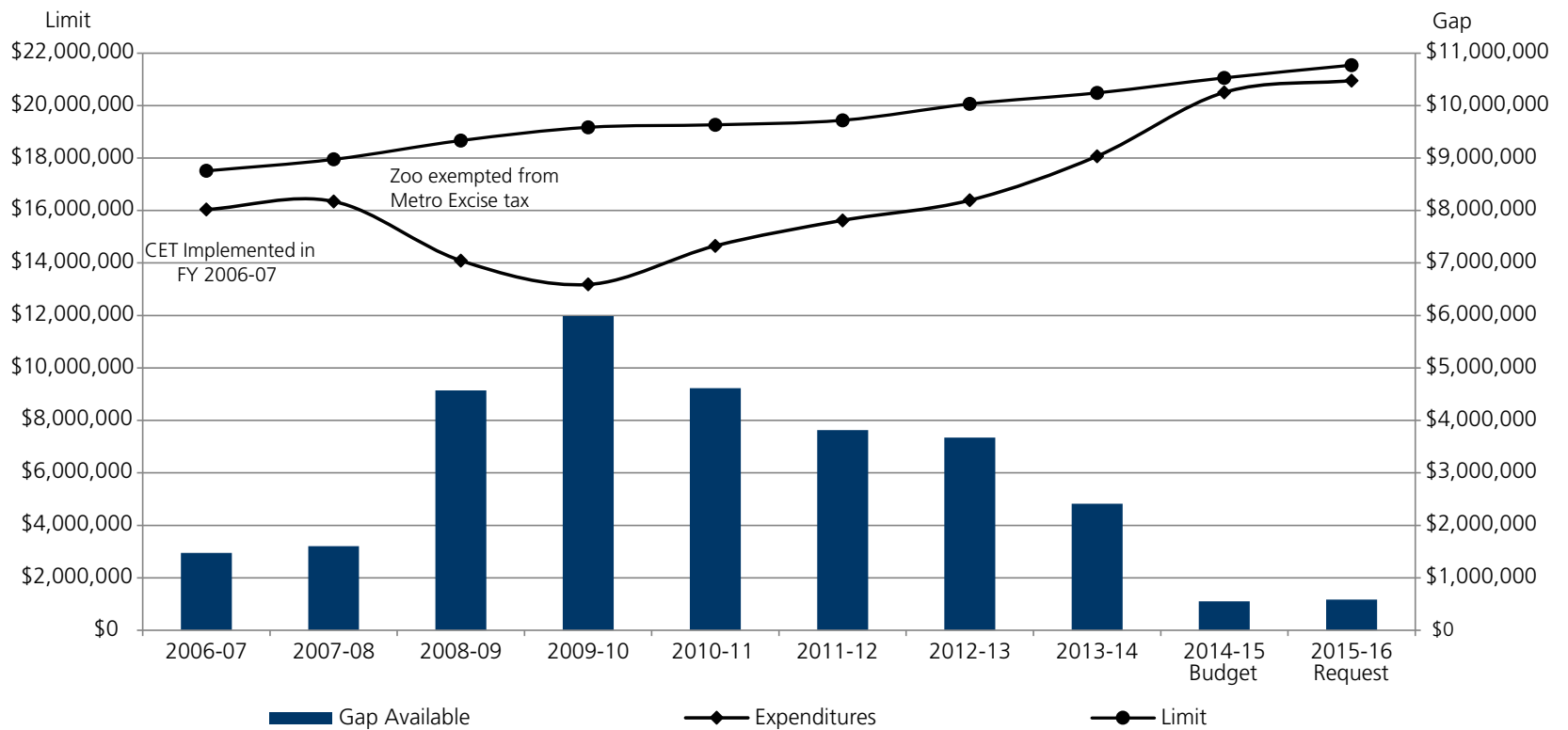
10-year expenditure history



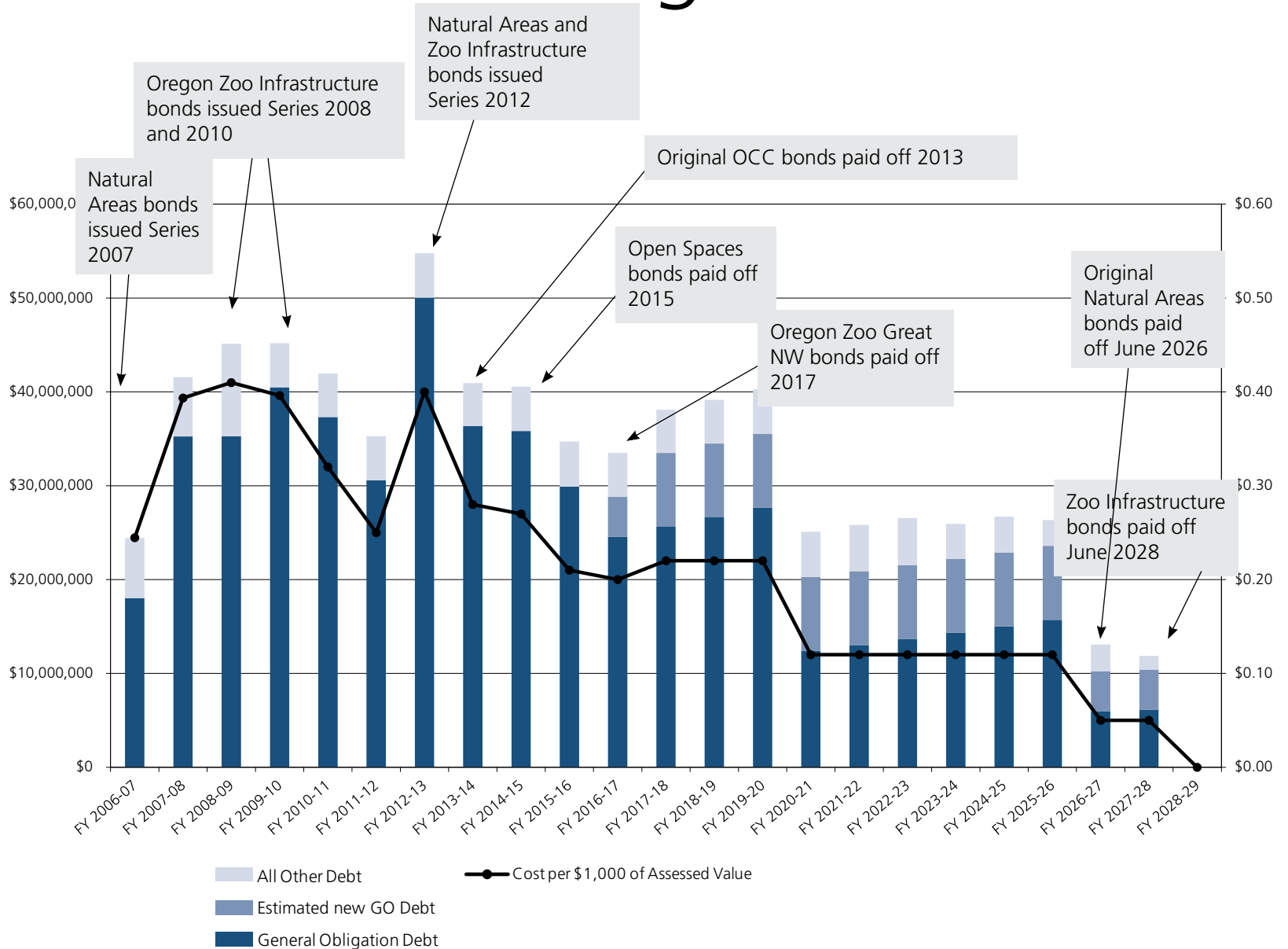
10-year total agency FTE history



Charter Limitation on expenditures



Debt service obligations



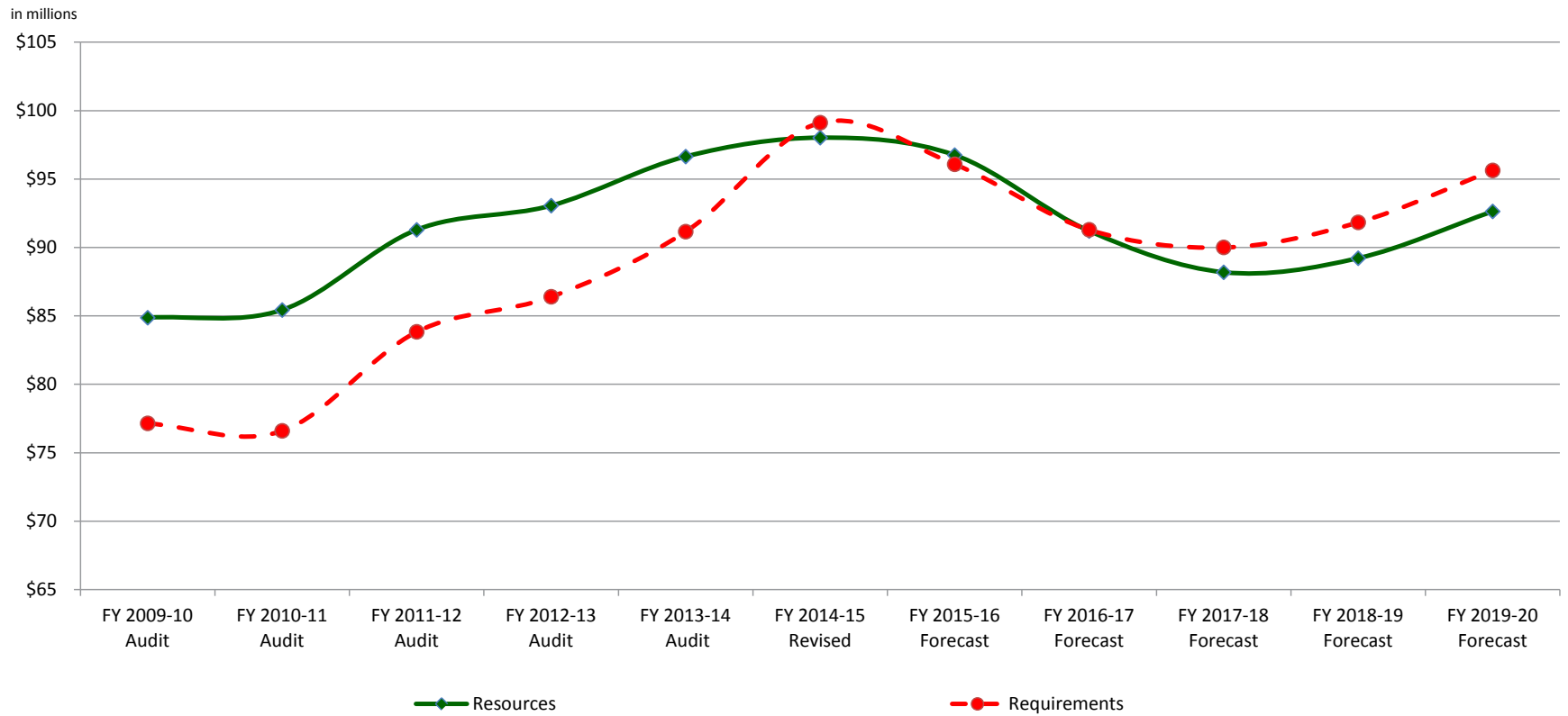
Property tax levy

	Principal	Interest	Fiscal Year Debt Service
General Obligation Refunding Bonds			
Metro Washington Park Zoo Oregon Project 2005 Series	2,095,000	193,150	2,288,150
Natural Areas 2014 Series	10,565,000	2,250,450	12,815,450
General Obligation Bonds			
Natural Areas 2007 Series	4,850,000	497,250	5,347,250
Natural Areas 2012A Series	2,230,000	2,952,450	5,182,450
Oregon Zoo Infrastructure 2012A Series	2,000,000	2,268,325	4,268,325
Full Faith & Credit Refunding Bonds			
2006 Series	765,000	421,175	1,186,175
2013 Series	1,610,000	154,368	1,764,368
Limited Tax Pension Obligation Bonds, Series 2005	820,000	1,041,882	1,861,882
Revenue Bonds			
OCC Hotel Project, Series 2015 (estimate only)	0	2,500,000	2,500,000
TOTAL FY 2015-16 DEBT SERVICE PAYMENTS	\$24,935,000	\$12,279,050	\$37,214,050

Property Taxes	FY 2014-15 Amended Budget	FY 2015-16 Proposed Budget
Permanent Operating Rate <i>(per thousand)</i>	9.66¢	9.66¢
Parks and Natural Areas Local Option Levy <i>(per thousand)</i>	9.60¢	9.60¢
Debt service <i>(per thousand)</i>	27¢	20¢
Average homeowner (\$200,000 assessed value) (\$250,000 market value)	\$93	\$79

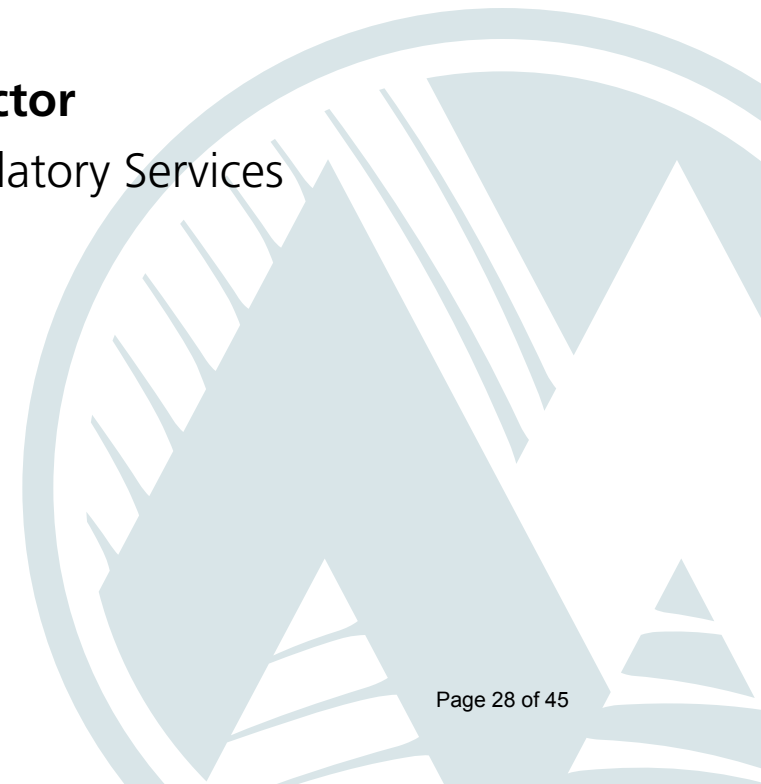
General Fund

Five-year forecast Oct 2014



MERC

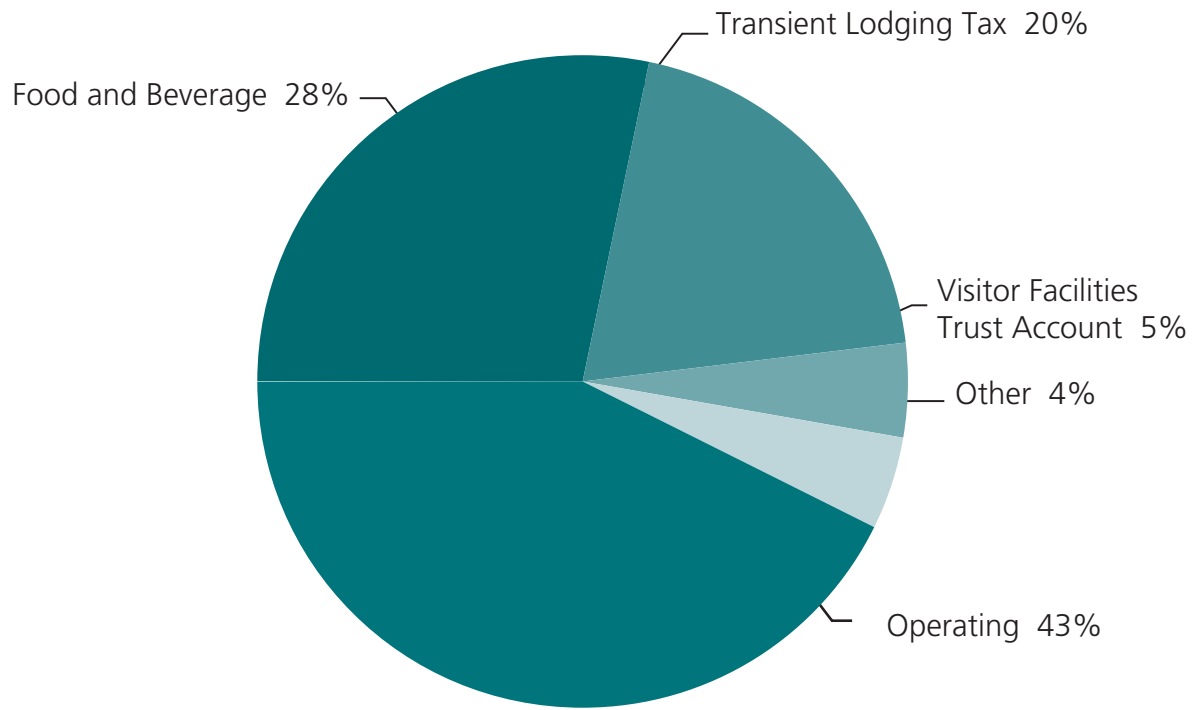
Tim Collier, Director
Finance and Regulatory Services



MERC Fund Summary

	FY 2014-15 Amended Budget	FY 2015-16 Proposed Budget	% Change
Total Budget			
	\$86,334,573	\$88,075,703	2%
Current Budget			
Revenues	52,009,208	57,722,243	11%
Expenses	58,117,350	64,126,458	10%
<i>Net Operations</i>	<i>(\$6,108,142)</i>	<i>(\$6,404,215)</i>	5%
Personnel Summary			
Wages & Benefits	\$18,432,052	\$19,860,619	7.8%
Full-time positions	182.35	186.35	2.2%

Current Resources

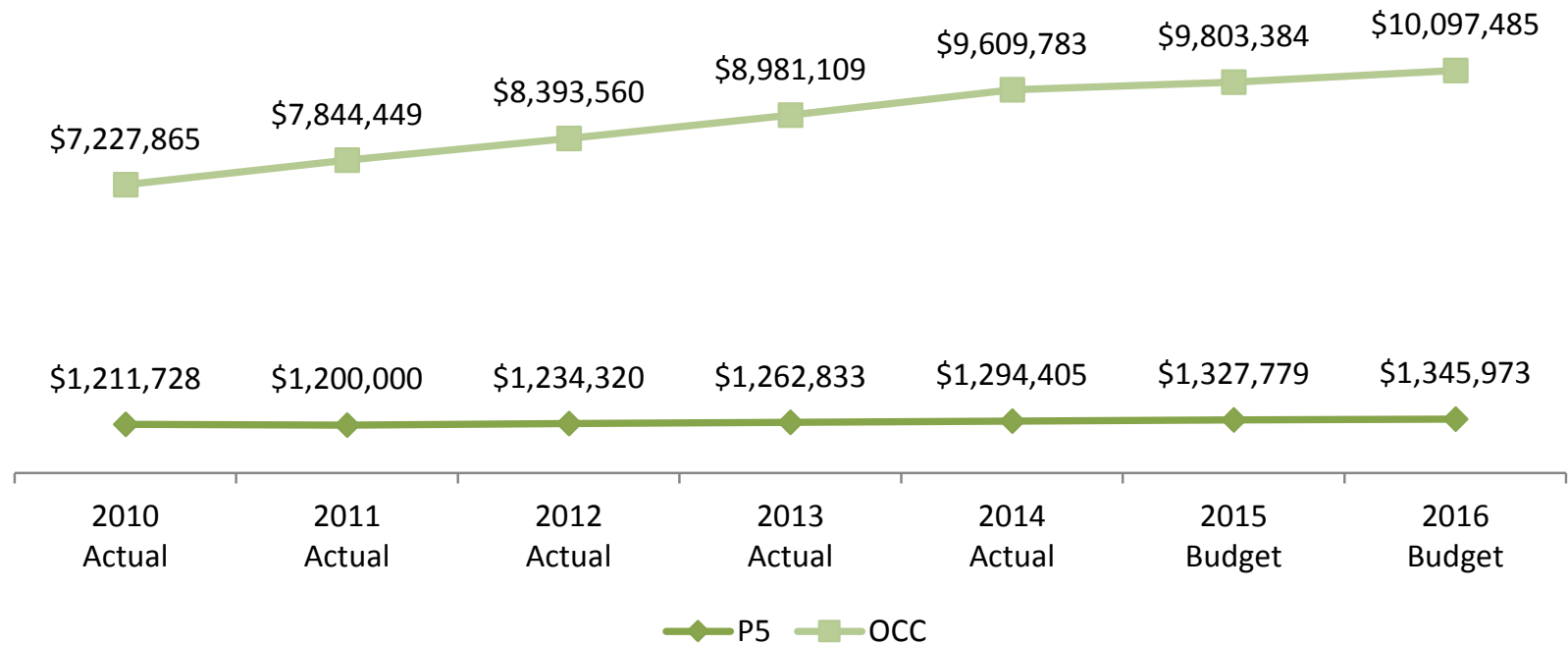


Total current resources: \$57,722,243

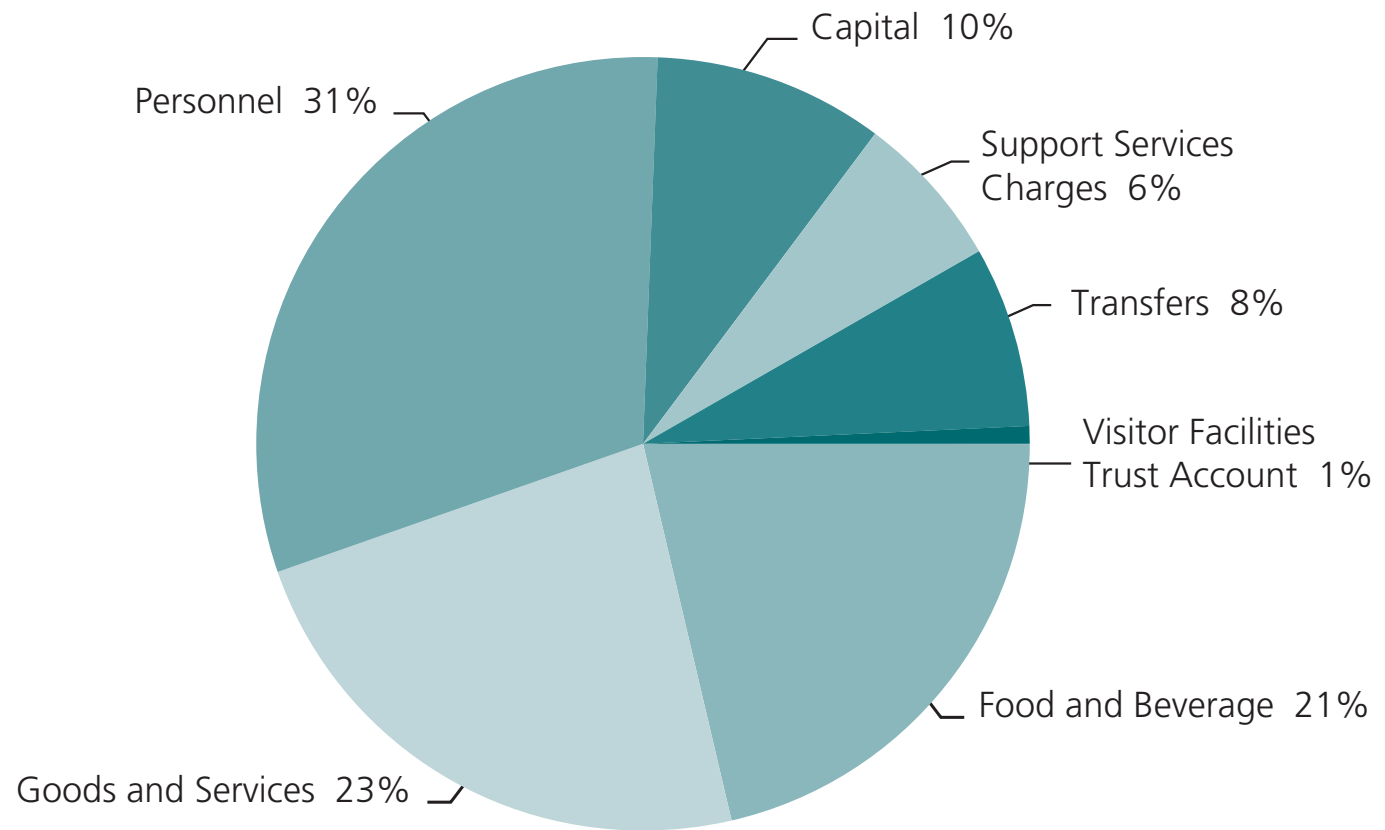
Transient Lodging Tax (TLT)

The total TLT forecast of \$11.1 million, is an increase of 8% over the FY 2014 Budget.

TLT has grown at a Compounded Annual Growth Rate (CAGR) of 3% since 2007.



Current Expenditures



Total current expenditures: \$64,126,458

Venue Summary

	FY 2014-15 Amended Budget	FY 2015-16 Proposed Budget	% Change	% Total
Venue Total Budget				
OCC	\$49,193,128	\$49,151,950	0%	56%
Portland'5	22,369,779	24,175,990	8%	27%
Expo	11,185,202	9,946,780	(11%)	11%
Admin	3,586,464	4,800,983	34%	5%
<i>Total</i>	\$86,334,573	\$88,075,703	2%	100%
Venue Full Time Positions				
OCC	114.65	114.65	0%	62%
Portland'5	46.90	49.40	5%	27%
Expo	14.80	15.80	7%	8%
Admin	6.00	6.50	8%	3%
<i>Total</i>	182.35	186.35	2%	100%



Office of the Metro Auditor

FY 2015-16 Proposed Budget



Mission

- Ensure that Metro is accountable to the public
- Ensure that Metro activities are transparent
- Improve the efficiency, effectiveness and quality of Metro services and activities

Accomplishments FY 2014-15



Audits completed

- ▣ Recycling Hotline (September 2014)
- ▣ Asset Management (October 2014)
- ▣ Accountability Hotline Case #129 (October 2014)
- ▣ Employee Paid PERS Contributions (October 2014)
- ▣ Budget Process (December 2014)
- ▣ Budget Performance Measures (December 2014)
- ▣ Accountability Hotline Case #139 (January 2014)
- ▣ Natural Areas Maintenance Follow-up (March 2015)

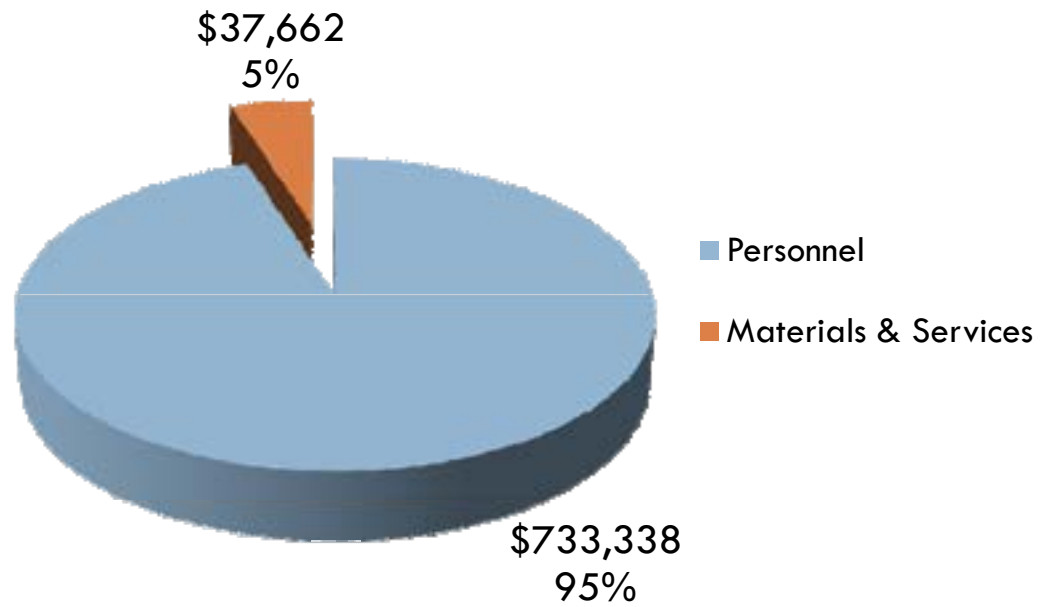
Accomplishments FY 2014-15



- Competed 8 audits
- Managed 47 reports on the Accountability Hotline
- Administered contract with external auditor Moss Adams
- Completed Request for Proposal for external auditor for FY2015-2017
- Transitioned office to new Metro Auditor



Proposed FY2015-16 Budget





Comparison to Previous Years

	FY2013-14 Actual	FY2014-15 Amended	FY2015-16 Proposed
Personnel	\$628,970	\$711,500	\$733,338
Materials & Services	\$37,477	\$36,690	\$37,662
TOTAL	\$666,447	\$748,190	\$771,000



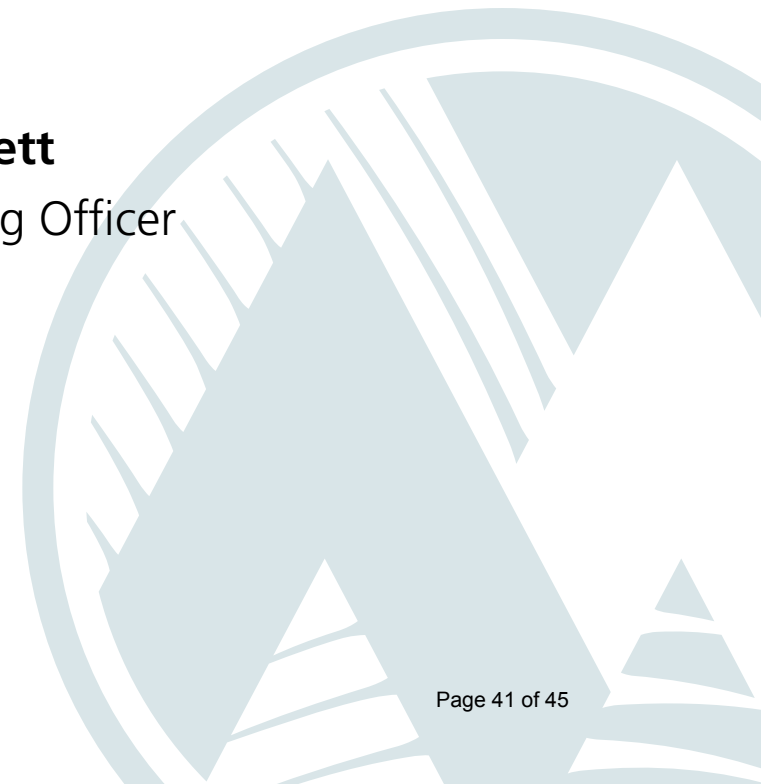
Upcoming Audits:

- Nature in Neighborhoods
- Community Planning and Development Grants

Moving the budget forward

Martha Bennett

Chief Operating Officer



Moving the budget forward

- Approving, and ultimately adopting a balanced budget now becomes the Council's challenge

Does the budget move Metro and the region in the right direction?

Does the budget strike the right balance in responding to both program needs and ensuring funding for future years?

Does the budget reflect your guidance?

Does the budget continue to maintain the confidence of Metro's citizens?

Next important dates

			Public Hearing
April	April 16	Budget introduced	*
	April 21	Council worksession on proposed budget	
	April 28	Council worksession on proposed budget	
May	May 7	Public Hearing Resolution to approve budget, set tax levy, forward budget to TSCC Budget ordinance continued to June	*
	May 15	Budget documents to TSCC	
June	June 4	TSCC review and hearing	*
	June 11	Final amendments	*
	June 18	Budget adoption	*
July	July 1	New budget begins	
	July 15	Tax levy submitted to counties	

Acknowledgements

Thanks to:

Finance Team

Program Managers and Analysts

Senior Leadership Team

Cover Design

Creative Services

Thank you



To view Metro's budget and the budget message in its entirety please visit:

www.oregonmetro.gov/budget

