

 **Metro** | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, April 19, 2016
Time: 2:00 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

- 2:00 PM** 1. CHIEF OPERATING OFFICER COMMUNICATION
- 2:10 PM** 2. NORTH TUALATIN MOUNTAINS ACCESS PLAN DISCUSSION Dan Moeller, Metro
Olena Turula, Metro
- 3:10 PM** 3. BUDGET DISCUSSION Martha Bennett, Metro
Tim Collier, Metro
- 3:45 PM** 4. METRO ATTORNEY COMMUNICATIONS
- 4:00 PM** 5. COUNCILOR LIASON UPDATES AND COUNCIL
COMMUNICATION

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(f), TO CONSIDER INFORMATION OR RECORDS THAT ARE EXEMPT FROM DISCLOSURE BY LAW, AND ORS 192.660(2)(h), TO CONSULT WITH LEGAL COUNSEL REGARDING LITIGATION OR POTENTIAL LITIGATION.

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Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntu) weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.

Agenda Item No. 2.0

NORTH TUALATIN MOUNTAINS ACCESS PLAN DISCUSSION

Metro Council Work Session
Tuesday, April 19, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 19, 2016

PRESENTATION TITLE: North Tualatin Mountains Access Plan Discussion

DEPARTMENT: Parks and Nature

PRESENTER(S): Dan Moeller, x1819 ; Olena Turula, x7542;

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To follow up on potential public testimony received at the 4/14 Council meeting
- Outcome: Direction from the Metro Council on any changes needed to the North Tualatin Mountains Access Master Plan prior to Council consideration on April 21th, 2016

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Metro Council will have heard a presentation and public testimony about the North Tualatin Mountains Access Master Plan proposal at the Council meeting on April 14th.

The work session allows time for Council to review the proposed plans, and discuss any outstanding policy questions arising from the feedback.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Metro Council have any questions about the proposed master plan?
- Are there any items that need to be addressed prior to Metro Council consideration of the final plan on April 21?

PACKET MATERIALS

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

Agenda Item No. 3.0

BUDGET DISCUSSION

Metro Council Work Session
Tuesday, April 19, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 19, 2016 **LENGTH:** 90 minutes

PRESENTATION TITLE: Budget Discussion

DEPARTMENT: Finance and Regulatory Services

PRESENTER(S): Martha Bennett, Chief Operating Officer
Tim Collier, Director Finance and Regulatory Services

WORK SESSION PURPOSE & DESIRED OUTCOMES

The purpose of the work session is to provide an opportunity for Councilors to discuss the FY 2016-17 Proposed Budget with the COO, Departments and other Councilors; to seek additional information on specific aspects of the budget proposal and to request additional information from staff.

QUESTIONS FOR COUNCIL CONSIDERATION

- Is additional information needed on any aspect of the budget proposal?
- Are there anticipated amendments that the Council wishes to discuss at this time?

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?



Metro | Memo

Date: April 8, 2016

To: Council President Tom Hughes
Councilor Shirley Craddick
Councilor Carlotta Collette
Councilor Craig Dirksen
Councilor Sam Chase
Councilor Bob Stacey
Councilor Kathryn Harrington

From: Kathy Rutkowski, Budget Coordinator

Subject: FY 2016-17 Councilor Budget Review and Amendment Process

Councilor amendments to the FY 2016-17 budget are due to Financial Planning by 10:00 a.m., Tuesday, May 24, 2016. The Councilor amendment form is attached. There are no changes in the form from previous years. While the form does ask for costs estimates and funding options it does not require the sponsor of the proposal to prepare a balanced amendment. For Councilors, the amendment form focuses more on description, purpose and objectives of the proposal.

We ask that the Councilors work through their Council Policy Coordinators to develop any proposed amendments. Financial Planning staff and the Finance Managers are available to provide technical assistance where needed.

The final packet of all amendments (both Councilor and Department generated) will be released on Friday, June 10, 2016. Amendments are currently scheduled to be reviewed and discussed with the Council on Tuesday, June 14th, with consideration and vote on Thursday, June 16th. An additional work session is also scheduled for Tuesday, June 21st, should it be needed. Final adoption of the budget is scheduled for Thursday, June 23, 2016. A copy of the latest Council Budget Review calendar with key dates and deadlines is attached.

If you have any questions, please feel free to contact Tim Collier, Director of Finance and Regulatory Services or me.

cc: Martha Bennett, Chief Operating Officer
Tim Collier, Director Finance and Regulatory Services
Council Policy Coordinators

Attachments

FY 2016-17 Council Budget Review
Key Dates and Deadlines
(as of December 16, 2015)

| | |
|--|---|
| Thursday March 31, 2016 | Release Proposed Budget to Council for individual review (no deliberation of proposal allowed until April 14th) |
| Thursday April 7, 2016 Close of Business | Councilor questions on budget due to Financial Planning (first round) |
| Thursday April 14, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4697 Chief Operating Officer acting as Budget Officer presents Proposed Budget and Budget Message to the Metro Council acting as Budget Committee |
| Thursday April 14, 2016 COB | Department responses to Councilor questions due to Financial Planning (first round) |
| Monday April 18, 2016 Afternoon | Distribute responses to Councilor questions on budget (first round) |
| Monday April 18, 2016 Close of Business | Councilor questions on budget due to Financial Planning (second round) |
| Tuesday April 19, 2016 2:00 p.m. | BUDGET WORK SESSION: Discussion of budget. Review process and calendar, Councilor questions, Councilor discussion Council work session |
| Friday April 22, 2016 Noon | Department responses to Councilor questions due to Financial Planning (second round) |
| Monday April 25, 2016 Afternoon | Distribute responses to Councilor questions on budget (second round) |
| Tuesday April 26, 2016 2:00 p.m. | BUDGET WORK SESSION (if needed): Discussion of budget. Review process and calendar, Councilor questions, Councilor discussion Council work session |
| Thursday May 5, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing) : Resolution No. 16-4696 Council approves budget for transmittal to the TSCC <i>(assumes no changes between Proposed and Approved)</i> |
| Monday, May 16, 2016 | Deadline to file budget with the TSCC (May 15 th is Sunday) |
| May 17 – June 8, 2016 | TSCC public comment period (minimum 20 days) |
| Tuesday May 24, 2016 by 10:00 a.m. | Deadline for submittal of Councilor amendments to the budget <i>Amendments after approval are subject to limitations of Oregon Budget Law</i> |
| Tuesday May 24, 2016 By COB | Deadline for submittal of final department substantive and technical amendments <i>Amendments after approval are subject to limitations of Oregon Budget Law</i> |
| Thursday, June 9, 2016 12:30 p.m. | TSCC public hearing on Approved Budget Metro Regional Center Council Annex |
| Friday June 10, 2016 | Release packet of final department technical amendments and Councilor amendments |
| Tuesday June 14, 2016 2:00 p.m. | BUDGET WORK SESSION: Discussion of Councilor amendments; Review of final technical amendments |
| Thursday, June 16, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4696 Council considers and votes on amendments to budget |
| Tuesday June 21, 2016 2:00 p.m. | BUDGET WORK SESSION (if needed): Additional discussion of Councilor amendments |
| Thursday, June 23, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4696 – final action taken Council adopts budget |

FY 2016-17 Council Budget Review
Key Dates and Deadlines
(as of December 16, 2015)

| | |
|---------------|--|
| July 1, 2015 | Budget Effective |
| July 15, 2015 | Deadline to file tax levy information with TSCC & Counties |

**FY 2016-17 Council Proposals
For Budget Amendment Discussion**

| | |
|-----------|---|
| Councilor | # |
|-----------|---|

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

Short Title

Concise Description

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

Objective

Clear statement of what this proposal is intended to accomplish.

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

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

_____ One time

Specific length: _____

_____ On-going

Cost Estimate

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

Funding Options

How will you fund this proposal? Sources might include:

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

Relationship to other programs

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

Stakeholders

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

Materials following this page were distributed at the meeting.

Regional Snapshot

TRANSPORTATION



Access to transportation options that are safe, reliable and affordable is essential to the Portland metropolitan region's economic prosperity and quality of life.

Here's a look at where we are now.

The daily commute



Safety

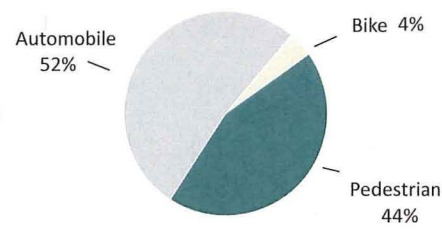


Percentage of fatal crashes where alcohol or drugs were a factor

"(Safety) impacts every one of us, and it's something that we can do something about."

-Don Mitchell, ODOT

48 Percentage of fatal crashes involving people walking or biking.



Total Traffic Fatalities by Mode 2010-2014

Reliability



People with low incomes are more likely to need non-car transportation but 23% have no access to transit.

*"The greatest barriers to the use of public transportation are **time** and **reliability**. If people can't count on transit to get them there at a specific time, they're not going to use it."*

-Adria Decker Dismuke, Milwaukie resident

Affordability

\$1.9 Billion



Annual cost of traffic crashes to our region



\$8,698

Annual cost to own & operate a vehicle



\$1,100

Annual transit pass

20

Average percentage of income spent on transportation



For more information and the rest of the story, visit: oregonmetro.gov/snapshot

Data Sources: Brookings Institution' "The growing distance between people and jobs in metropolitan America." (2015) American Community Survey (2010-2014), ODOT Crash Data, Metro's Safety Report, TriMet study, AAA Your Driving Costs (2015), Center for Neighborhood Technology's H+T Affordability Index (2016).

North Tualatin Mountains Access Master Plan | April 2016

Responses to topics raised by community members and stakeholders

CYCLISTS, HIKERS SHARING TRAILS

Bikers and hikers can have a safe, fun experience using the same trails.

- Across the greater Portland region, most trails being built accommodate more than one type of user – because there is not enough land for every user group to have their own trail. There are many examples of successful shared trails that accommodate hikers and off-road cyclists.
- Safe trails begin with good design. We will be working with professional trail designers and builders, and ensure we are using the most current design standards for shared-use trails.
- Existing trails that function poorly were not specifically designed to accommodate shared use.

ADAPTIVE MANAGEMENT

Metro will evaluate and adjust planned visitor improvements over time, to ensure that they don't have a negative impact on habitat or wildlife.

- Minimizing impacts to water quality and wildlife habitats starts with good planning and design. Metro uses the most current standards for sustainable trail design to minimize erosion, limit maintenance requirements and maximize safety.
- Metro staff, contractors and volunteers inspect, monitor and maintain trails to ensure they minimize impacts to the wildlife we are working to protect and are safe and enjoyable for trail users.
- If Metro determines that trails are having an impact on wildlife or water quality, staff may reroute them or close them, seasonally or permanently.
- Metro also works closely with user groups such as hikers, equestrians and cyclists to harness their community's energy to maintain trail systems, monitor and educate their members, and actively address issues such as improper trail use, or the development of unauthorized trails or shortcuts.

UPPER MCCARTHY TRAIL

Metro is clearly stating its intentions for the northeast corner of the McCarthy Creek site, where a trail was removed from the map graphic based on neighbor concerns about elk in the area.

- This trail was removed from the map graphic, but it was left in the text of the plan document. This approach balances responding to input heard during public outreach and developing a long-term approach to consider public access to this viewpoint in the future.
- The document explicitly states that the trail at upper McCarthy will be considered in the future, when we have more information, even though it is not shown on the plan graphic.
- The master plan document includes the following language on the same page as the plan graphic: *This trail may be considered in the future if further investigation compellingly demonstrates that access to the meadow is unlikely to affect elk persistence in the area.*

HONORING BOND, LEVY COMMITMENTS

Metro is delivering on promises made to voters through the 1995 and 2006 bonds and the 2013 levy.

- Through the 2006 Natural Areas Bond, Metro promised to acquire land to protect water quality and fish and wildlife habitat. Land acquisition was the priority; restoration projects were limited to short-term activities needed to prevent natural resources from deteriorating and reduce long-term maintenance costs.
- The PolitiFact article referenced in testimony raised questions about whether long-term restoration could have been achieved through the bond measure. It is inconsistent with the views of our Natural Areas Bond Oversight Committee, as well as Metro's independently elected auditor and external auditors.
- The 2013 levy was designed to fund restoration and maintenance that were not envisioned in the bond measure. Most of those tasks would not be eligible for funding with 2006 bond funds. We clearly identified what we would fund and we have delivered on those promises.

PUBLIC PROCESS

Metro provided a robust public process for this plan, and portrayed the project openly and accurately.

- Over the course of two years, Metro received more than 500 comments through five community events, more than 20 meetings with individual stakeholders, online surveys, emails and Metro's website. A stakeholder advisory committee also ensured feedback from key community groups, neighbors, conservationists, recreation groups and others were represented.
- Community meetings were strategically held in the neighborhood around the North Tualatin Mountains out of respect for the neighbors who would be most affected and to make it as convenient as possible for them to attend. Extensive outreach ahead of each event led to hundreds of people attending the open houses.
- All of the meeting materials were posted on Metro's website, and community members were invited to complete online surveys to provide feedback.
- The master plan is based in science and shaped by hundreds of comments from community members. As with all planning efforts, the North Tualatin Mountains plan evolved over the course of the planning process to best incorporate the latest feedback.
- Stories about the North Tualatin Mountains were published throughout the planning process by independent, local media outlets and by Metro on its website and in Our Big Backyard magazine. The stories are an important way to provide timely information to community members.
- Metro's news stories say that public access is definitely coming and will include recreation opportunities. However, the stories were carefully worded to describe specific details as "recommendations" or "proposals" to indicate that final decisions have not been made. For example, the stories use phrases such as "public access projects are in the works," "Metro is recommending," "the recommendation would," "habitat restoration would" and similar wording.

DOGS

Metro's decision not to allow dogs in the North Tualatin Mountains is based on science, and is consistent with both our mission and our history.

- Metro Parks and Nature aims to protect clean water, fish and wildlife habitat, and provide opportunities to connect with nature and native animals. To protect native plants and animals as well as visitors, dogs and other pets are not allowed at most Metro parks and natural areas.
- Wildlife perceives dogs as predators, and their impacts persist long after the dog itself is gone. Although wildlife can adapt to people and horses (which are herbivores), wildlife does not appear to get used to dogs. The result is less wildlife in natural areas, especially near trails, meaning that visitors coming to experience nature experience less of it.
- Additionally, dog waste damages water quality, something residents of our region have supported passionately and consistently.
- To ensure the policy is consistent with the best available research, our science team recently reviewed 54 peer-reviewed scientific journal articles, as well as 23 professional reports. The research is consistent and compelling. Dogs – even on leash – are harmful to wildlife and water quality, and off-leash dogs have an even bigger impact.
- Although Metro doesn't allow dogs at most of our sites, we believe it's important to invest in parks, trails and natural areas where dogs are allowed, on leash or off. Over the past two decades, Metro has provided \$69 million in voter investments to local parks providers to acquire land or make improvements to parks – the vast majority accessible to visitors with dogs.
- Dogs are allowed at several Metro properties and on portions of other sites. Dogs are allowed at Broughton Beach, all boat ramps, designated regional trails (such as the Ice Age Tonquin Trail at Graham Oaks and Marine Drive Trail at Smith and Bybee Wetlands), and Metro properties managed by agencies that allow dogs (such as Metro properties in Forest Park managed by Portland Parks & Recreation). Service animals are allowed everywhere.

EQUESTRIAN ACCESS

Metro will allow people riding their horses to experience the North Tualatin Mountains, but does not plan to make short-term investments to position the site as a riding destination.

- The plan recommends that four miles of gravel road be open to equestrians (one mile at McCarthy, three miles at Burlington).
- Metro's current code does not prohibit horses, and we did not see a good reason to prohibit equestrians on the existing gravel roads. We wanted to be responsive to what we heard through the process, and be a good neighbor.
- We will evaluate equestrian support facilities at McCarthy as a future improvement. Burlington is constrained by the steepness of the site.
- The master plan document states: *Additional trail or trail connections, seasonal or permanent trail closures, adjustments to parking areas, and additional amenities should be considered as need arises.*

AUDUBON SOCIETY

Metro will work with the Audubon Society of Portland to build on its support for Metro's plan and address reservations.

- Audubon feels that the North Tualatin Mountains access plan is consistent with commitments made by Metro through the two bond measures, and that it follows important planning principles. This in their view allows Metro to responsibly provide opportunities for the region to experience nature in the North Tualatin Mountains.
- They qualify their support based on concerns that limited protected natural areas in the region will be viewed as wasted if they are not fully programmed with recreational opportunities.
- Audubon expresses tentative support for the Burlington Creek trail system due to the intensity of trails on that site, but felt comfortable supporting adoption of the overall plan based on Metro's ability to monitor any impacts of the trail system to red-legged frogs and roosting eagles in the Ancient Forest Preserve managed by the Forest Park Conservancy.
- Audubon has expressed confidence that the plan and site will be properly managed, based on Metro's scientific expertise along with its capacity to monitor for impacts of recreation and enforce rules that protect habitat.

COST AND BUDGET

Metro's project budget will successfully bring this master plan to life, while taking less resource than more heavily developed sites in our portfolio.

- The estimated cost is about \$2 million to develop both the Burlington and McCarthy sites, with the majority of that cost going toward vehicle access – and a smaller portion going toward trails.
- The cost estimate will be refined during the design and permitting phases.
- The total projected cost of this project is less than most of Metro's established nature parks, reflecting the lower level of access called for in the master plan.

TRAFFIC AND PARKING

Metro will develop access thoughtfully and carefully, minimizing impacts on McNamee and Skyline roads and ensuring adequate parking.

- If the master plan is approved by the Metro Council, we will do a traffic study as part of the land use application process with Multnomah County.
- The plan calls for 15-car lots at each access point, which is compatible with the site conditions. We will work with Multnomah County to manage potential for overflow parking on McNamee Road and Skyline Boulevard.
- As we go through the design, land use and permitting processes, we will ensure that traffic and parking accommodations meet Multnomah County codes – and lay the groundwork for a successful destination that respects neighbors and works well for visitors.

SCIENTIFIC DETAILS

Metro's access plan for the North Tualatin Mountains is based on science, and it supports our commitment to clean water and healthy wildlife habitat.

- With trails planned on only about 25 percent of the four sites, we have taken a holistic approach that protects habitat while allowing the public to experience what they have helped protect.
- We are confident that Metro's restoration efforts and commitment to top-notch trail design, construction and maintenance will protect – and likely enhance – water quality and habitat for amphibians and fish. We are following nearly every aspect of recommendations we received from the Oregon Department of Fish and Wildlife during this master plan process.
- Habitat types found in the North Tualatin Mountains, such as young Douglas fir and riparian forest, are common in the greater Portland region – and we have a solid understanding of how wildlife use them. As a result, we need less inventory data than we might otherwise. Further, we treat the whole site with the assumption that sensitive species could be present.
- We will maintain and expand stations where we conduct bird counts, which provide an important indicator of how well habitat is supporting wildlife.
- Metro staff's knowledge of elk using the area was confirmed by a small contracted study, which shows elk use Burlington much less than McCarthy.
- To the extent that narrow trails act as barriers to wildlife, habitat patch size will be affected at Burlington Creek. However, Burlington has a road system we cannot retire. Meanwhile, we are retiring roads at other sites within the North Tualatin Mountains to create larger habitat areas.
- Metro's site conservation plan recognizes the presence of steelhead, Chinook and Coho salmon in the lower reaches of McCarthy Creek, including where it flows through Metro's Burlington Creek Forest site. By contrast, the steepness and low flow of Burlington Creek do not make it conducive to these species. Criticism by one community member seems to misinterpret this information from the site conversation plan.

HABITAT CONNECTIVITY

Metro's public access plan for the North Tualatin Mountains will maintain and enhance important wildlife connectivity between Forest Park and the Coast Range.

- We used core principles of conservation science to select Burlington Creek as the focus for development, maximizing connections between the Coast Range and Forest Park.
- Metro's plan will enhance habitat by closing roads at Ennis Creek and a section of McCarthy Creek – the most likely pinch points in this wildlife corridor. Contrary to one community member's concerns, Burlington Creek is not the narrowest section of the connection.
- While some species may move away from areas with trail networks, it is unlikely that narrow trails through the forest will be a major barrier compared with roads like Newberry, McNamee, Skyline and Cornelius Pass.
- If protecting the connection to Forest Park is the source of concern, then the habitat there must be an acceptable model. Forest Park has many miles of trails and roads used by people, dogs and sometimes bicycles.

FY 2016-17 Council Budget Review

Key Dates and Deadlines

(as of April 13, 2016)

| | |
|--|--|
| Thursday March 31, 2016 | Release Proposed Budget to Council for individual review (no deliberation of proposal allowed until April 14th) |
| Thursday April 7, 2016 Close of Business | Councilor questions on budget due to Financial Planning (first round) |
| Thursday April 14, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4697 Chief Operating Officer acting as Budget Officer presents Proposed Budget and Budget Message to the Metro Council acting as Budget Committee |
| Thursday April 14, 2016 COB | Department responses to Councilor questions due to Financial Planning (first round) |
| Monday April 18, 2016 Afternoon | Distribute responses to Councilor questions on budget (first round) |
| Monday April 18, 2016 Close of Business | Councilor questions on budget due to Financial Planning (second round) |
| Tuesday April 19, 2016 2:00 p.m. | BUDGET WORK SESSION: Discussion of budget. Review process and calendar, Councilor questions, Councilor discussion Council work session |
| Friday April 22, 2016 Noon | Department responses to Councilor questions due to Financial Planning (second round) |
| Monday April 25, 2016 Afternoon | Distribute responses to Councilor questions on budget (second round) |
| Tuesday April 26, 2016 2:00 p.m. | <i>Work Session Cancelled</i> BUDGET WORK SESSION (if needed): Discussion of budget. Review process and calendar, Councilor questions, Councilor discussion Council work session |
| Thursday May 5, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing) : Resolution No. 16-4696 Council approves budget for transmittal to the TSCC (<i>assumes no changes between Proposed and Approved</i>) |
| Monday, May 16, 2016 | Deadline to file budget with the TSCC (May 15 th is Sunday) |
| May 17 – June 8, 2016 | TSCC public comment period (minimum 20 days) |
| Tuesday May 24, 2016 by 10:00 a.m. | Deadline for submittal of Councilor amendments to the budget <i>Amendments after approval are subject to limitations of Oregon Budget Law</i> |
| Tuesday May 24, 2016 By COB | Deadline for submittal of final department substantive and technical amendments <i>Amendments after approval are subject to limitations of Oregon Budget Law</i> |
| Thursday, June 9, 2016 12:30 p.m. | TSCC public hearing on Approved Budget Metro Regional Center Council Annex |
| Friday June 10, 2016 | Release packet of final department technical amendments and Councilor amendments |
| Tuesday June 14, 2016 2:00 p.m. | BUDGET WORK SESSION: Discussion of Councilor amendments; Review of final technical amendments |
| Thursday, June 16, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4696 Council considers and votes on amendments to budget |
| Tuesday June 21, 2016 2:00 p.m. | BUDGET WORK SESSION (if needed): Additional discussion of Councilor amendments |
| Thursday, June 23, 2016 2:00 p.m. | COUNCIL MEETING (Public Hearing): Resolution No. 16-4696 – final action taken Council adopts budget |

FY 2016-17 Council Budget Review
Key Dates and Deadlines
(as of April 13, 2016)

| | |
|---------------|--|
| July 1, 2015 | Budget Effective |
| July 15, 2015 | Deadline to file tax levy information with TSCC & Counties |

Special Appropriations
Two Year Comparison for Council Consideration
(# of years of contribution in FY 2016-17, if known)

| | FY 2015-16 | FY 2016-17 |
|--|--------------------|--------------------|
| 521100 - Membership and Professional Dues | \$49,656 | \$49,200 |
| Clackamas County Business Alliance (year 3) | 2,566 | 2,610 |
| Columbia Corridor Association (year 3) | 2,560 | 2,610 |
| East Metro Economic Alliance (year 3) | 2,560 | 2,610 |
| Lloyd Business Improvement District dues | 14,370 | 14,660 |
| Water consortium dues | 23,600 | 24,100 |
| Westside Economic Alliance (year 3) | 2,500 | 2,610 |
| Willamette Falls Locks membership | 1,500 | 0 |
| 524000 - Contracted Professional Svcs | \$50,000 | \$50,000 |
| Speakers Bureau (year 2) | 50,000 | 50,000 |
| 524010 - Contracted Prof Svcs - Accounting and Auditing | \$163,200 | \$152,000 |
| Financial Audit | 163,200 | 152,000 |
| 524600 - Sponsorship Expenditures | \$298,100 | \$300,000 |
| First Stop Portland | 15,000 | 15,000 |
| General sponsorships | 21,900 | 22,300 |
| Greater Portland Pulse | 60,000 | 0 |
| Greater Portland, Inc. | 25,000 | 25,000 |
| Intertwine Consortium | 50,000 | 50,000 |
| Metro Export Initiative (year 5) | 25,000 | 25,000 |
| RACC Contribution | 25,000 | 25,000 |
| Rail Volution | 15,000 | 15,000 |
| Regional Disaster Preparedness Org. (RDPO) (year 3) | 25,000 | 25,000 |
| Transportation for America (T4A) (year 3) | 10,200 | 4,700 |
| Willamette Falls Locks Sponsorship (year 2) | 26,000 | 53,000 |
| Washington County Communities of Color (year 1) | 0 | 40,000 |
| 530000 - Payments to Other Agencies | \$3,584,460 | \$2,891,000 |
| CET grants | 3,584,460 | 2,891,000 |
| 530500 - Election Expenses | \$100,000 | \$225,000 |
| Elected Official | 100,000 | 75,000 |
| Local Option Levy Renewal | 0 | 75,000 |
| PSU Payroll Tax Initiative | 0 | 75,000 |
| 532000 - Government Assessments | \$15,187 | \$0 |
| Multnomah County Drainage District Special Assessment | 15,187 | 0 |
| 549010 - Tri-Met Transit Pass | \$195,045 | \$204,800 |
| TriMet Passport | 195,045 | 204,800 |
| Total Special Appropriations | \$4,455,648 | \$3,872,000 |

Added by COO in Proposed Budget

History of Opportunity Account

| | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 |
|------------------------------|------------------|------------------|------------------|------------|------------------|
| Proposed Budget Amount | 500,000 | 500,000 | 500,000 | 0 | 500,000 |
| Adopted Budget Amount | 500,000 | 100,000 | 0 | 0 | 211,411 |
| Amended Budget Amount | 3,135 | 164,000 | 0 | 0 | 78,496 |
| Amount used during FY | \$496,865 | \$336,000 | \$500,000 | \$0 | \$421,504 |

| | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 |
|------------------------------|------------------|------------|------------------|------------------|------------|
| Proposed Budget Amount | 500,000 | 250,000 | 500,000 | 500,000 | 500,000 |
| Adopted Budget Amount | 440,000 | 250,000 | 300,000 | 274,000 | |
| Amended Budget Amount | 116,100 | 250,000 | 300,000 | 194,000 | |
| Amount used during FY | \$383,900 | \$0 | \$200,000 | \$306,000 | |

FY 2015-16

1. Councilor Stacey amendment at budget adoption - \$150,000 for least cost planning principles
2. Councilor Collette amendment at budget adoption - \$50,000 for speakers bureau
3. Substantive amendment at budget adoption (Council #8) - \$26,000 for 2nd half of Willamette Falls locks sponsorship for FY 2015-16
4. Mid-Year: Resolution 16-4687, \$80,000 for exploratory work to research renewal of location option levy in November 2016

FY 2014-15

Councilor Chase amendment at budget adoption - \$200,000 for equitable housing strategy two year pilot program.

FY 2013-14

Budget proposed at reduced rate to help balance budget.

FY 2012-13

1. Councilor Burkholder amendment at budget adoption - \$60,000 for limited duration GIS position for multimodal data collection
2. Mid-Year:
 - a. Ordinance 12-1285, \$173,900 for Natural Areas Funding Public Involvement
 - b. Ordinance 12-1291, \$60,000 for land use application planning and design steps needed for a publicly accessible Tualatin River Canoe Launch
 - c. Ordinance 13-1305, \$90,000 for election expenses for Parks and Natural Areas Local Option Levy

FY 2011-12

1. During Council review of the proposed budget the Council made the following amendments using the Opportunity Account as the funding mechanism:
 - a. \$65,000 for Brownfields amendment
 - b. \$65,000 for Parcelization amendment
 - c. \$100,000 for Phase 1 of Tualatin River Water Trail effort
 - d. \$53,589 – balance needed to fund other Council amendments including Development Opportunity Fund and extension of climate change position
2. Mid-Year: Ordinance 11-1266, \$57,915 for Blue Lake Park disc golf project
3. Reserved for future expense: \$75,000 reserved from balance of Opportunity Account to fund Council three year commitment to the Metro Export Initiative

History of Opportunity Account (continued)

FY 2010-11:

Eliminated by Chief Operating Officer to assist in balancing the budget

FY 2009-10:

During Council review of the proposed budget the Council made the following amendments using the Opportunity Account as the funding mechanism:

- a. \$45,000 for conservation education
- b. \$218,000 for regional system (connecting green)
- c. \$92,500 for Nature in Neighborhood grants
- d. \$40,000 for Lone Fir maintenance/improvements
- e. \$67,000 for infrastructure financing limited duration position
- f. \$37,500 partial funding for climate change.

FY 2008-09:

1. During the Council budget review, the Council adopted an amendment to use up to \$400,000 of the Opportunity Account as match for the diesel retrofit project.
2. Mid-Year: Council adopted ordinance 09-1209. The ordinance canceled the match for the diesel retrofit project returning it to the Account but made a new allocation of \$336,000 for the integrated mobility strategy (now referred to as active transportation).

FY 2007-08 (first year of Opportunity Account):

Mid-Year: Council adopted ordinance 07-1160B allocated approximately \$6 million to a series of projects over a three year timeframe. The following projects were identified as funded by the Opportunity Account:

- a. Transportation Speaker Series - \$18,000
- b. Nature Friendly Design Competition - \$30,865
- c. Earth Advantage Sponsorship - \$50,000
- d. Parks & Greenspaces priorities and implementation Plan - \$150,000
- e. Conservation Education ballot measure research - \$150,000
- f. Regional Energy use mapping - \$8,000
- g. Bike Model Refinement - \$50,000
- h. Regional Affordable Housing Revolving Fund - \$40,000