

Thank you. Metro is taking a look at our regional freight transportation system as an integral part of the 2035 RTP update.

Dramatic changes have taken place in the region in the last decades.

30 years, our population was about a million less than today.

Terminals 5 & 6 didn't exist at the Port. Swan Island had 340 acres of industrial land begging to be used.

PDX handled about 2.6 million air passengers.

Fast forward to today.

Our region's population numbers over 2 million.

Terminals 5 & 6 are vital and thriving trade gateways.

Swan Island has 0 acres of vacant and developable land.

PDX moved 13.9 million passengers through its facility in 2005.

Our Task. Planning for the region's freight movement for today and the future.

More freight is moving on our infrastructure – roads, rails, runways, rivers, pipelines - then ever before.

Population increases and significant changes in business practices is driving this.

The Portland-Vancouver region is expecting to see tonnage moved - grow by more than 2% annually, doubling of tonnage moved by 2030 if not sooner.

We aren't alone. Nationally, the freight infrastructure is straining to keep up with increasing demand for all modes. Here in our region, we will be challenged to manage growing freight movement on the highways and railways.

The Cost of Congestion Study confirmed that a good part of our regional economy depends on the efficient movement of freight. We found that 1 in 10 jobs are tied to transportation-related employment. We know that many more jobs in the trade-sector businesses such as high tech, apparel and agriculture depend on good multimodal freight mobility.

Lastly, we know from Councilor Burkholder's presentation that the dynamics of transportation investment have changed. We have growing needs and declining financial resources, which requires smarter ways of investing in our transportation system.

Within this framework of change, there is an increasing focus on planning for freight movement to better understand its needs and impacts at the state and regional level. Metro, as the regional planning agency for Portland area, is developing a regional freight and goods movement plan that will address and respond to the current trends in freight movement.

We will identify strategies that meet the needs and impacts for freight. We'll look at a broad range of solutions like added network capacity, road maintenance, signal timing, diesel engine retrofitting and set priorities for investing resources in the freight system. We expect to have a recommended freight and goods movement plan by next summer.

The planning is guided by 33-member Metro Council appointed freight and goods movement task force. Task force members represent shippers, carriers, labor, community-at-large, and government agencies operating in the region.

Between now and next year, when the plan will be ready for adoption, we will be reaching out to groups like the CCA to ask for their feedback.

Is it reasonable to assume with freight doubling that the rail yards, truck stops, PDX, will double in size too?

At this point I'd like to turn to you for your input by posing this question –

**Given what you know about your organization's needs now and into the future, what transportation system needs or issues do you foresee?**

## TALKING POINTS

### RESOLUTION NO. 07-3752

For The Purpose Of Authorizing The Chief Operating Officer To Purchase Property In The East Buttes / Boring Lava Domes Target Area

January 4, 2007

This Resolution requests authorization for Metro to purchase the 1.4-acre Davidson property in the East Buttes/Boring Lava Domes target area, as described in Exhibit A.

This resolution proposes to authorize the purchase of the Davidson Property subject to the terms of a Purchase and Sale Agreement executed between Metro and the Seller. Authorization from Council is needed because Metro has exceeded the minimum 545-acre goal established by the East Buttes / Boring Lava Domes target area refinement plan.

Acquisition of the Property is recommended because:

- 1) the Property is located in an existing identified gap in public ownership in a critical wildlife corridor identified in the bond measure, and
- 2) the Property is adjacent to existing Metro owned property, and is a key remaining parcel necessary to accomplish the assemblage of a regional scale natural area, consistent with specific Target Area goals and objectives as set forth in the existing approved Refinement Plan for the East Buttes / Boring Lava Domes target area.

This property represents one of these privately owned parcels that interrupt Metro's ownership. Acquisition of the Property will allow greater protection of a broad forested corridor of natural area with the intent of protecting a viable wildlife habitat area to buffer against urban encroachment. The property is zoned for residential use and is currently listed for sale. If not purchased by Metro, this property will likely be developed with a single-family residence.

## TALKING POINTS

RESOLUTION NO. 07-3760,  
RECOGNIZING THE SUCCESSFUL COMPLETION OF COUNCIL PROJECTS:  
January 4, 2007

### **BACKGROUND**

This resolution recognizes the successful completion of five council policy development projects in 2006:

1. Concept and Comprehensive Planning for Urban Growth Boundary (UGB) Expansion Areas Fund
2. Measure 37 Analysis
3. Natural Areas, Parks and Streams Bond Measure
4. Nature in Neighborhoods Grant Program
5. Nature in Neighborhoods Monitoring Program.

These projects have all moved from a policy development phase to an on-going implementation phase. The Council will continue to exercise its oversight role as a whole. The Chief Operating Officer will keep the Council as a whole informed regarding the on-going administration of the activities, which were set in motion by these successful initiatives.

A list of current Council Project Portfolio is listed in the staff report accompanying this resolution.



**METRO**

**Portland State University Public History Practicum at Metro: An Update  
Talking Points for Deputy Council President Rod Park  
Council Meeting  
January 11, 2007**

Becky Shoemaker, Metro's Records Officer, is here today to provide an update on the Portland State University Public History Practicum at Metro. The partnership between Metro and PSU's Department of History began in the fall of 2005. The purpose of this collaboration is to provide students with an opportunity to gain practical experience in the field of public history, while assisting Metro to identify, collect and preserve its historically significant records for the benefit of policymakers, researchers, and the public at large.

[Introduce Becky...]

Talking points for Ordinance 07-1135, regarding HHW fees

- Ordinance 07-1135 extends the current “no charge” policy for Metro Household Hazardous Waste collection and disposal to September 2007.
- By doing so, it allows time for staff to work with the Metro Solid Waste Rate Review Committee to evaluate the current policy against other options and report back to Council this spring.
- By way of history, Metro formerly collected a fee from customers using our two hazardous waste facilities from 1993 to 2001:
  - The old fee was \$5 for the first 35 gallons of waste, plus \$5 for each additional 35 gallons
  - This fee covered only a small portion of the actual program costs. During that time period the average program cost was between \$82 and \$118 per customer
  - Metro collected about \$40,000 per year with the old fee, which covered only a small percent of the HHW program’s operating costs
  - Conversely, Metro round-up and collection events were free. This created an equity issue between round-up customers and permanent facility customers.
- Beginning in 2001 the Metro Council waived the HHW fee for most items as a three-year temporary waiver. The waiver was intended to help encourage residents to bring in old stockpiles of HHW.
- In 2004 the Council extended the fee waiver for an additional 2 years, so that we could hear from stakeholders during the RSWMP development process. Not surprisingly, outreach indicated a public preference for no-fee.
- The current fee waiver ended on December 31, 2006. Again, this ordinance extends the waiver through September of 2007 and allows the Rate Review Committee and Council to work with staff to explore rate options and their pros and cons.
- Staff is here to answer any further questions.

## **Councilor Park Talking Points**

### **Ord. 1138 (MRF Standards)**

There are two ordinances before Council today:

Ord. 1138 deals with MRF standards and

Ord. 1139 lifts the dry waste moratorium.

### **Ordinance 1138 Purpose & Goals**

Ordinance 1138 is intended to accomplish 6 purposes:

1. It establishes broad performance goals in Code, for facilities that reload, process or recover mixed dry waste;
2. It requires dry waste facilities to meet specific standards issued by the COO, through administrative procedures, consistent with Metro Code;
3. It assures a level playing field so that dry waste is handled and processed on a regionally consistent basis;
4. It sets minimum regional standards for dry waste operations;
5. It allows Metro to rely on local and state DEQ standards and enforcement where applicable; and
6. It will ensure that future applicants know in advance the expectations for facility conduct prior to application for a license or franchise from Metro.

## **Miscellaneous Points:**

- Regarding Ord. 1138 on MRF Standards, the most important new standard included in the proposed administrative procedures is a proposal that a 3-sided building and impervious pad be constructed for receipt, processing and recovery of dry waste – the intent is to minimize dust, storm water runoff and nuisances.
- Staff worked with an industry/government work group to review the standards.
- SWAC approved these standards unanimously on January 25, 2007.
- Letters of support have been received from the cities of Gresham, Portland, DEQ, Clackamas County and a member of the public (neighbor of Lakeside Landfill).
- One letter in opposition has been received from Lakeside Landfill.

# **Councilor Park Talking Points**

## **Ord. 1139 (Lift Dry Waste Moratorium)**

### **Ordinance 1139 Purpose**

Ord. 1139 is companion legislation to Ord 1138.

On February 2, 2006, the Council adopted a temporary moratorium on dry waste facilities until standards could be developed and a new mandatory recovery standard could be created:

1. Ord. 1139 would lift the moratorium on dry waste operations 90 days after adoption of 1139 (May 23, 2007); and
2. MRF and reload applications for licenses could once again to be submitted to and reviewed by Metro in May.
3. The current moratorium on wet waste transfer stations would continue until the end of 2007.

## **Mike Hoglund Talking Points**

### **Background**

- ❑ Metro received a series of sub-standard MRF applications in 2005 (sorting on bare ground and near environmentally sensitive areas)
- ❑ Metro granted a dry waste reload license to Greenway but Mr. Garrett contested several conditions to a hearings officer and the Council
- ❑ Council directed staff to update and publish existing dry waste facility standards and imposed a moratorium on dry waste operations until standards could be developed.
- ❑ Detailed standards to be issued by the COO - responsible for issuing administrative procedures and performance standards (section 5.01.132).
- ❑ Code amendments to include General Performance Goals, and requires applicants to meet standards issued by the COO (Ord. No. 07-1138).
- ❑ Lift dry waste moratorium at same time (Ord. No. 07-1139).

### **Major new requirements**

- ❑ Require dry waste facilities to conduct operations inside a building and on an impervious pad (asphalt or concrete). The standards address common MRF problems related to off-site noise, dust, odor, and material contamination – based on inspections and complaint responses.
- ❑ Most existing MRFing operations already meet these requirements.
- ❑ Existing facilities are provided a two-year timeframe for compliance with the building and pad requirements.

### **Timeframe**

- ❑ Project review and adoption:
  - ✓ February 22, 2007 – Council public hearing on proposed Code amendments and lifting dry waste moratorium
  - ✓ March 2007 – Proposed MPAC review
  - ✓ April / May 2007 - COO to issue standards & publish new application forms
  - ✓ May 2007 – Facility standards are effective and lift moratorium on dry waste facilities/applications can be accepted again.

## Speaking points for **Ordinance No. 07-1153**

Amending the FY 2006-07 Budget and Appropriations Schedule  
Transferring Appropriations in the MERC Operating and Pooled  
Capital Funds and Declaring an Emergency.

Metro Council, May 31<sup>st</sup>

This amendment has two adjustments, one operational and one capital:

1. Food and beverage sales at OCC are ahead of last year and considerably ahead of the budget. The amendment moves \$600,000 in spending authority from contingency to stay within budget law. The accompanying revenues increase the ending balance.
2. In the capital fund, MERC has been able to save some time and money by using its own staff to do part of the work on two capital projects, one at PCPA and one at OCC. The budget amendment increases spending for these staff costs by \$60,000 and reduces spending for outside contractors.

**Speaking Points For Ordinance No. 07-1155, Amending the Metro Code Chapter 2.19 to Establish the Natural Areas Program Performance Oversight Committee, and Declaring an Emergency.**

- This ordinance establishes the Natural Areas Program Performance Oversight Committee. The Natural Areas Bond Measure included a provision for the establishment of a citizen oversight committee in order to review and suggest improvements to the administration and implementation of the Natural Areas Program.
- The purpose of the committee is to provide the Metro Council and the citizens of the region an outside third party review that will help Metro achieve the best results for clean water, fish and wildlife, and future generations.
- Specifically, the Committee will review program performance and report to Council regarding the program's progress in implementing the strategies, goals and objectives approved by the Metro Council for property acquisition and protection in each of the 27 target areas, as described in Council-approved refinement plans; local share projects; and awards of Nature in Neighborhoods Capital Grants. In addition, the Committee may make recommendations regarding the Natural Areas Program Work Plan to improve program efficiency, administration, and performance.
- The first meeting of the committee will be in June or July 2007. The committee will meet twice a year (unless the committee decides that more meetings are necessary).

**For A version:**

- Version A of Ordinance No. 07-1155 would establish a sunset date of July 1, 2017 or upon the issuance of a final report by the committee after all funds authorized by the 2006 bond measure have been spent, whichever is earlier.

## **CIP Talking Points**

The CIP is up 10 projects and \$75 million from FY 2006-07

- Finance is up 6 projects that are predominately renewal and replacement for Information Technology projects
- Solid Waste is up 7 projects reflecting some backlog that was a result of determining what Metro's ownership in the Solid Waste system would be.
- The \$75 million increase is centered in Regional Parks and is the reflection of the Natural Area's Bond

**Finance's** 18 Projects are mostly renewal and replacement projects. New projects are the budget module; General Fund Asset assessment, and several remodeling projects to accommodate space needs for Council and Parks.

Of the **Zoo's** 9 projects 7 are renewal and replacement. The two new projects are the Predators of the Serengeti and additions to the California Condor Breeding Facility & Exhibit.

**Regional Parks** 17 projects include the Natural Areas bond expenditures, Cooper Mountain Natural Area Development, Graham Oaks Nature Area Development, Willamette Cove Development and the Mt Talbert Development completion. Included in the Regional Park's projects is the Golf Course At Blue Lake that is being considered.

**Solid Waste's** 36 projects include 15 projects recommended by the Master Plan, 6 ongoing projects for the closure of St John's Landfill, and 15 renewal and replacement projects.

Department	#	Prior Years	FY 2007-2008	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	5-Year Total	Pct	Grand Total
Finance	18	2,810,135	1,246,959	871,500	581,000	755,167	715,667	4,170,293	2.00	6,980,428
Oregon Zoo	9	6,057,574	4,450,500	3,000,000	-	-	-	7,450,500	3.57	13,508,074
Regional Parks and Greenspaces	17	144,318,909	43,293,138	43,570,000	35,800,000	35,375,000	25,000,000	183,038,138	87.68	327,357,047
Solid Waste and Recycling	36	755,256	2,497,900	3,607,800	3,586,000	2,301,000	2,105,000	14,097,700	6.75	14,852,956
Total Metro	80	153,941,874	51,488,497	51,049,300	39,967,000	38,431,167	27,820,667	208,756,631	100	362,698,505

Total Projects Summary - By Year

Finance			Prior Years	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	Total
<b>All Funds</b>									
IT1	1	Replace/Acquire Desktop Computers	\$397,193	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$847,193
<b>Total - All Funds</b>			<b>\$397,193</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$847,193</b>
<b>Building Management Fund</b>									
01505	1	Rebuild Metro Regional Center planters	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0	\$195,000
TEMP289	2	Parking Structure Waterproofing	\$0	\$75,000	\$25,000	\$25,000	\$0	\$0	\$125,000
56180	4	Carpet Replacement	\$0	\$0	\$100,000	\$100,000	\$100,000	\$50,000	\$350,000
TEMP288	4	Council/COO Building Space Remodel	\$0	\$120,000	\$0	\$0	\$0	\$0	\$120,000
01500	5	Replace Metro Regional Center telephone system	\$65,000	\$0	\$0	\$65,000	\$0	\$0	\$130,000
TEMP109	6	Metro Regional Center Roof Replacement	\$0	\$0	\$0	\$0	\$151,667	\$151,667	\$303,334
<b>Total - Building Management Fund</b>			<b>\$130,000</b>	<b>\$260,000</b>	<b>\$190,000</b>	<b>\$190,000</b>	<b>\$251,667</b>	<b>\$201,667</b>	<b>\$1,223,334</b>
<b>General Fund Renewal and Replacement Fund</b>									
TEMP304	0	Council Chamber Audio/Visual Upgrades	\$0	\$100,959	\$0	\$0	\$0	\$0	\$100,959
<b>Total - General Fund Renewal and Replacement Fund</b>			<b>\$0</b>	<b>\$100,959</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,959</b>
<b>Planning Fund</b>									
94403/94404	1	Regional Land Information System (RLIS)	\$768,667	\$57,000	\$28,000	\$16,000	\$57,000	\$28,000	\$954,667
43990	2	Transportation Modeling Services Cluster Upgrade	\$0	\$69,000	\$63,000	\$35,000	\$35,000	\$69,000	\$271,000
<b>Total - Planning Fund</b>			<b>\$768,667</b>	<b>\$126,000</b>	<b>\$91,000</b>	<b>\$51,000</b>	<b>\$92,000</b>	<b>\$97,000</b>	<b>\$1,225,667</b>
<b>Support Services Fund</b>									
56110	1	Server Management	\$473,110	\$67,000	\$126,000	\$92,000	\$157,000	\$178,000	\$1,093,110
TEMP125	1	Single Uninterruptible Power Source (UPS) for Computer Roo	\$0	\$90,000	\$0	\$0	\$20,000	\$0	\$110,000
56120	2	Upgrade Network Infrastructure	\$359,020	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$534,020
65110	3	Copier Replacement	\$172,691	\$112,000	\$47,000	\$47,000	\$47,000	\$47,000	\$472,691
65612	3	Upgrade of Business Enterprise Software (PeopleSoft)	\$13,500	\$116,000	\$62,500	\$76,000	\$62,500	\$67,000	\$397,500
56137	4	Upgrade Desktop Operating Systems and Office Software	\$162,890	\$0	\$230,000	\$0	\$0	\$0	\$392,890
56135	5	Develop Enterprise Business Applications Software	\$333,064	\$150,000	\$0	\$0	\$0	\$0	\$483,064
<b>Total - Support Services Fund</b>			<b>\$1,514,275</b>	<b>\$570,000</b>	<b>\$500,500</b>	<b>\$250,000</b>	<b>\$321,500</b>	<b>\$327,000</b>	<b>\$3,483,275</b>
<b>General Fund Renewal and Replacement Fund</b>									
TEMP301	3	Asset Assessment - Inventory, Appraisal & Condition	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total - General Fund Renewal and Replacement Fund</b>			<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Total - Finance</b>			<b>\$2,810,135</b>	<b>\$1,246,959</b>	<b>\$871,500</b>	<b>\$581,000</b>	<b>\$755,167</b>	<b>\$715,667</b>	<b>\$6,980,428</b>

Total Projects Summary - By Year

Oregon Zoo			Prior Years	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	Total
<b>General Revenue Bond Fund (Zoo)</b>									
TEMP188	1	Washington Park Parking Lot Renovation	\$4,392,165	\$205,500	\$0	\$0	\$0	\$0	\$4,597,665
<b>Total - General Revenue Bond Fund (Zoo)</b>			<b>\$4,392,165</b>	<b>\$205,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,597,665</b>
<b>Zoo Capital Projects Fund</b>									
ZAR19	1	Predators of the Serengeti	\$50,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$4,050,000
ZCON	3	California Condor Breeding Facility & Exhibit	\$1,560,409	\$0	\$1,000,000	\$0	\$0	\$0	\$2,560,409
TEMP249	4	Primate Climbing Structure Replacement	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000
TEMP252	7	Fire Alarm System Replacement	\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000
TEMP238	8	Fluorescent Light Fixture Replacement	\$55,000	\$80,000	\$0	\$0	\$0	\$0	\$135,000
<b>Total - Zoo Capital Projects Fund</b>			<b>\$1,665,409</b>	<b>\$2,225,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,890,409</b>
<b>Zoo Capital Projects Fund</b>									
TEMP272	1	Orangutan Exhibit Renovation	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
TEMP270	2	Primate Building Roof Replacement	\$0	\$120,000	\$0	\$0	\$0	\$0	\$120,000
TEMP292	3	Veterinary Hospital and Quarantine Design	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total - Zoo Capital Projects Fund</b>			<b>\$0</b>	<b>\$2,020,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,020,000</b>
<b>Total - Oregon Zoo</b>			<b>\$6,057,574</b>	<b>\$4,450,500</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,508,074</b>

Total Projects Summary - By Year

Regional Parks and Greenspaces

Project No.	Priority		Prior Years	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	Total
<b>Natural Areas Fund</b>									
TEMP98	2	Open Spaces Land Acquisition - Second Phase	\$12,125,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$25,000,000	\$177,125,000
70470	3	Mt. Talbert Development	\$1,245,781	\$494,124	\$0	\$0	\$0	\$0	\$1,739,905
70460	4	Cooper Mountain Natural Area Development	\$124,275	\$2,523,500	\$150,000	\$100,000	\$75,000	\$0	\$2,972,775
70480	5	Graham Oaks Nature Area Development	\$115,000	\$1,685,402	\$70,000	\$0	\$0	\$0	\$1,870,402
TEMP186	6	Willamette Cove Park Development	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000
<b>Total - Natural Areas Fund</b>			<b>\$13,610,056</b>	<b>\$39,703,026</b>	<b>\$35,220,000</b>	<b>\$35,100,000</b>	<b>\$35,375,000</b>	<b>\$25,000,000</b>	<b>\$184,008,082</b>
<b>Open Spaces Fund</b>									
TEMP4	1	Open Spaces Land Acquisition	\$128,951,551	\$308,712	\$0	\$0	\$0	\$0	\$129,260,263
<b>Total - Open Spaces Fund</b>			<b>\$128,951,551</b>	<b>\$308,712</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$129,260,263</b>
<b>Regional Parks Capital Fund</b>									
70160	1	Golf Course at Blue Lake Park	\$147,849	\$858,000	\$8,350,000	\$0	\$0	\$0	\$9,355,849
70170	2	M. James Gleason Boat Ramp Renovation Phase I & II	\$1,152,362	\$1,170,000	\$0	\$0	\$0	\$0	\$2,322,362
TEMP147	3	M. James Gleason Boat Ramp - Phase III & IV	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
<b>Total - Regional Parks Capital Fund</b>			<b>\$1,300,211</b>	<b>\$2,028,000</b>	<b>\$8,350,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,378,211</b>
<b>Regional Parks Fund</b>									
TEMP297	1	Lone Fir Cemetery Entry (Morrison Building Site)	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
70451	1	Gales Creek/Tualatin River Confluence Project	\$382,091	\$77,000	\$0	\$0	\$0	\$0	\$459,091
70326	2	Multnomah Channel Basin Reconnection Project	\$0	\$384,400	\$0	\$0	\$0	\$0	\$384,400
<b>Total - Regional Parks Fund</b>			<b>\$382,091</b>	<b>\$541,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$923,491</b>
<b>General Fund</b>									
70216	1	Blue Lake Park Concession Building Renovations	\$75,000	\$25,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total - General Fund</b>			<b>\$75,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Building Management Fund</b>									
TEMP303	0	MRC First Floor Remodel	\$0	\$367,000	\$0	\$0	\$0	\$0	\$367,000
<b>Total - Building Management Fund</b>			<b>\$0</b>	<b>\$367,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$367,000</b>
<b>General Fund Renewal and Replacement Fund</b>									
TEMP302	0	Parks Renewal & Replacement	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
TEMP294	3	Blue Lake Water System Upgrade - Phase 2	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
TEMP296	5	Howell Territorial Park Restroom & Kitchen Upgrade	\$0	\$165,000	\$0	\$0	\$0	\$0	\$165,000
<b>Total - General Fund Renewal and Replacement Fund</b>			<b>\$0</b>	<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>
<b>Total - Regional Parks and Greenspaces</b>			<b>\$144,318,909</b>	<b>\$43,293,138</b>	<b>\$43,570,000</b>	<b>\$35,800,000</b>	<b>\$35,375,000</b>	<b>\$25,000,000</b>	<b>\$327,357,047</b>

Total Projects Summary - By Year

Solid Waste and Recycling			Prior Years	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	Total
<b>Solid Waste General Account</b>									
76932	1	Metro South - Wood Staging Structure	\$0	\$80,000	\$570,000	\$0	\$0	\$0	\$650,000
76963	2	Metro Central - Seismic Cleanup	\$25,000	\$175,000	\$0	\$0	\$0	\$0	\$200,000
76964	3	Metro Central - Chimney Removal	\$10,000	\$165,000	\$0	\$0	\$0	\$0	\$175,000
TEMP269	4	Metro South HHW - Drum Storage Capacity	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
TEMP267	5	Metro South - Natural Lighting Improvements	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
76931	6	Metro South - Wood Processing Capacity	\$12,000	\$0	\$60,000	\$595,000	\$150,000	\$0	\$817,000
TEMP273	7	Metro South - New Operations Supervisors' Office	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
TEMP103	8	Metro South- Installation of Compactor for Public Unloading A	\$0	\$0	\$0	\$200,000	\$680,000	\$0	\$880,000
TEMP287	9	Metro Central - Locker room/restroom remodel	\$0	\$15,000	\$100,000	\$0	\$0	\$0	\$115,000
TEMP264	10	Metro Central - Tarping Station	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
76929	11	Metro South - Install High Capacity Baler	\$0	\$0	\$255,000	\$375,000	\$0	\$0	\$630,000
TEMP266	12	Metro Central HHW - Extend Canopy	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
TEMP268	13	Metro South HHW - Extend Canopy	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
TEMP80	14	Metro Central - Rainwater Harvesting	\$0	\$0	\$0	\$310,000	\$0	\$0	\$310,000
TEMP175	15	Future Master Facility Plan Improvements	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>Total - Solid Waste General Account</b>			<b>\$47,000</b>	<b>\$485,000</b>	<b>\$1,185,000</b>	<b>\$1,655,000</b>	<b>\$830,000</b>	<b>\$1,150,000</b>	<b>\$5,352,000</b>
<b>Solid Waste Landfill Closure</b>									
76984	1	St. John's - Groundwater Monitoring Wells	\$0	\$200,000	\$10,800	\$0	\$0	\$0	\$210,800
76986	2	St John's - Perimeter Dike Stabilization and Seepage Control	\$3,309	\$300,000	\$600,000	\$6,000	\$6,000	\$0	\$915,309
76982	3	St. John's - Re-establish Proper Drainage	\$599,005	\$5,000	\$252,000	\$5,000	\$5,000	\$0	\$866,005
76988	4	St. John's - Landfill Bridge Repairs	\$0	\$30,000	\$120,000	\$0	\$0	\$0	\$150,000
TEMP158	5	St. John's - Landfill Remediation	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$1,500,000
76985	6	St. John's - Native Vegetation on the Cover Cap	\$105,942	\$15,000	\$10,000	\$10,000	\$10,000	\$0	\$150,942
<b>Total - Solid Waste Landfill Closure</b>			<b>\$708,256</b>	<b>\$550,000</b>	<b>\$992,800</b>	<b>\$521,000</b>	<b>\$521,000</b>	<b>\$500,000</b>	<b>\$3,793,056</b>
<b>SW Renewal &amp; Replacement Account</b>									
TEMP261	1	Metro Central - Transfer trailer Scale Replacement	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000
TEMP265	2	Metro Central HHW - Chiller Replacement	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
TEMP263	3	Metro Central - Scalehouse A Inbound scale	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000
TEMP276	4	Metro South - Outdoor/Site Lighting	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000
76933	5	Metro South - Compactor Replacement	\$0	\$1,050,000	\$950,000	\$0	\$0	\$0	\$2,000,000
TEMP271	6	Metro South - Modify Entry Way to Operations Bld.	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
TEMP152	7	Metro Central - Truckwash	\$0	\$0	\$35,000	\$285,000	\$0	\$0	\$320,000
TEMP156	8	Metro South- Replace Ventilation System Components	\$0	\$0	\$140,000	\$0	\$0	\$0	\$140,000
TEMP155	9	Metro Central-HHW- Ventilation System Replacement	\$0	\$0	\$140,000	\$0	\$0	\$0	\$140,000
TEMP157	10	Metro South-Replace Dust Suppression System Components	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
TEMP260	11	Metro Central - Roll-up Doors	\$0	\$0	\$0	\$0	\$0	\$65,000	\$65,000
TEMP262	12	Metro Central - Baler Conveyor	\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000
TEMP208	13	Metro Central - Compactor Replacement	\$0	\$0	\$0	\$1,050,000	\$950,000	\$0	\$2,000,000
TEMP259	14	Metro Central - Replace metal wall system	\$0	\$0	\$0	\$0	\$0	\$170,000	\$170,000
TEMP178	15	Metro South - Repair Commercial Tip Floor	\$0	\$197,900	\$0	\$0	\$0	\$0	\$197,900

Total Projects Summary - By Year

Solid Waste and Recycling		Prior Years	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	Total
Project No.	Priority							
	Total - SW Renewal & Replacement Account	\$0	\$1,462,900	\$1,430,000	\$1,410,000	\$950,000	\$455,000	\$5,707,900
	Total - Solid Waste and Recycling	\$755,256	\$2,497,900	\$3,607,800	\$3,586,000	\$2,301,000	\$2,105,000	\$14,852,956

**Talking points re:**

RESOLUTION NO. 07- 3883 AUTHORIZING THE REIMBURSEMENT OF EXPENDITURES WITH REIMBURSEMENT OBLIGATION PROCEEDS FROM THE OREGON CONVENTION CENTER HEADQUARTERS HOTEL PROJECT

- The Metro Council has taken several formal steps towards development of OCC HQ Hotel, including most recently (Nov. 8, 2007) passing Resolution No. 07-3882-A, authorizing the execution of a Development Agreement with the project developer.
- Once the Development Agreement is signed, Metro/MERC will incur significant expenses associated with Project development before bonds will be issued to finance the Project, which would occur approx. 18-24 months after the Development Agreement is signed.
- Many more steps and hurdles must be overcome, as well as Council decisions to be made, before Metro is obliged to develop the hotel, including:
  - obtaining funding agreements with other public entities and Project beneficiaries to assist in funding the pre-construction and development costs;
  - Metro Council approval of the Project budget and guaranteed maximum price;
  - Metro Council authorization to issue bonds to finance the Project
- However, federal tax law provides that bond issuers may seek reimbursement for pre-bond Project expenditures only if it passes an “official intent” resolution such as this Reso. No. 07-3883.

- The federal tax law rules require that the resolution be passed no later than 60 days after payment of the first expenditure for which it seeks reimbursement; and
- The resolution must state the maximum principal amount of debt expected to be issued (or incurred) for the project;
- Although the actual bond amount is not yet known, because the Project developers will not present a preliminary Project budget until the preliminary architectural drawings are completed, in approximately 5 months; based on Project estimated budgets made by the PDC, it is reasonably anticipated that the bonded amount will not exceed \$255 million;
- Reimbursable expenditures include (1) capital expenditures, (2) bond issuance costs and (3) extraordinary working capital items.
  - The definition of “capital expenditure” is a tax accountant issue, and is generally any cost of a type that is properly chargeable to a capital account under general Federal income tax principles.
- The official intent declaration requirement and the timing of issuance of the reimbursement bonds do not apply to the first \$100,000 in project expenditures, which may be reimbursed with bond proceeds without following the reimbursement bond rules.

## OCC Hotel Talking Points

The mission of the OCC is to maximize economic benefits for the citizens and businesses of Oregon.

Metro and MERC is charged with the sound financial management of the OCC for that purpose.

The activity of generating and hosting conventions is a traded sector business which brings new money into the region.

The cumulative economic effects of the OCC are tremendous:

- From 1990 to 2005 amount to \$6.0 billion in total convention spending
- 92,620 jobs in the region
- \$185 million in tax revenue in the state of Oregon.

In 2006 alone the OCC generated over \$551 million in total convention spending, 8,300 full time jobs and over \$21 million in annual tax revenue.

Like any other traded sector business it takes ongoing efforts to stay competitive.

The key to continuing success is to maintain and attract national conventions which achieves OCC mission to maximize economic benefits.

What has been missing and hampering the OCC from fully achieving its mission is the lack of a Convention Center Hotel.

POVA's 2006 Lost Business Report identifies the primary reason event planners rejected the OCC as the location for their conventions was this lack of what is considered as a "must have" in this competitive landscape.

This isn't a recent development however as a Convention Center Hotel has been planned since 1989 while the Convention Center was in development.

Credit needs to go to the ingenuity of all our partners, POVA, TriMet and others, to overcome this shortfall this long as OCC has performed admirably.

Recently though the lack of a Convention Center Hotel has become too large of a competitive disadvantage to overcome regardless of how ingenious we are.

Recognizing this, the PDC re-examined the development of a Convention Center Hotel.

This included an RFQ/RFP process, in which development teams were asked to submit proposals. An evaluation committee, including members from Metro, MERC and the OCC selected the Garfield Traub/Ashforth Pacific development team as the best proposal and the best fit for our needs.

This proposal calls for a 600-room Convention Center Hotel with 41,000 sq ft. of specialty function space unique to these types of hotels.

*There was considerable amount of input on the number of rooms over the past four years, including amendments to the RFP, Technical Advisory Teams and paid consultants; it's important that we appreciate the process that has been used to reach this conclusion.*

All of the development teams submitted proposals for both a private ownership model with public subsidy, and a public ownership model

In analyzing the feasibility of the private ownership model, it has become clear that the private ownership model is not financially viable due to:

It cannot generate the expected rate of return private investors expect. *This is, in part, due to the demands of a "convention-serving hotel"; this is much different than a typical hotel.*

Public subsidy would still be *necessary, with a substantial upfront cost; again this is due to the demands of a "convention hotel"*

The public would not own the asset.

The Hotel could not be maximized as well with the OCC.

Once it became clear that a headquarters hotel would need to be a publicly owned model, it made sense for Metro to become the lead agency on this project and work with PDC, the development team, and local businesses to complete the feasibility study.

Since 2003, the PDC has commissioned several independent studies on the impact and feasibility of a Convention Center Hotel.

Those studies found the regional benefit of a 600-room convention center Headquarters Hotel would range from \$83.8 to \$111.7 million annually and approximately 1,250 to 1,600 full-time jobs.

Today we are only voting on whether to accept PDC's contracting process, allow Metro staff to negotiate directly with the development team, and conduct a comprehensive market study to evaluate the effects that a 600-room publicly owned hotel will have on this market.

*We are not committing today to building the hotel if we vote in favor of the resolution.*

Metro and MERC need to complete our due diligence, scrutinize the anticipated performance of a headquarters hotel, analyze worst-case scenario situations in the tourism and hospitality market, and put together a solid financing package that is sound and that minimizes the risk of Metro and other public organizations who are contributing to this project.

**We also need to bring together the beneficiaries, stakeholders and communities that will be impacted by this hotel; such that this project is truly a public project and includes the needs and concerns of those we are serving (or something like this).**

There are several individuals here today from various business associations, from POVA, from tourism-related organizations, who can speak more directly to the benefits that a headquarters hotel can have on the local economy.

I also want to add that PDC is not walking away from this project. If the Council approves the resolution before us today to accept PDC's contracting process, then Metro will take over the project officially, but PDC will continue to be heavily involved as we work with the development team to negotiate on the final details of a development package.

Close:

Without development of a headquarters hotel, this region will continue to lose national market share in the convention industry. This will have a negative effect on the OCC's economic impact to the region.

Development of a Convention Center Hotel has the potential to strengthen the region's convention industry and magnify the economic benefits to the region.

If Metro, the community and the hospitality/ retail industry want to stay in the convention business and achieve the OCC's mission, then we should take the next step on the Convention Center Hotel project with due diligence.

If we choose not to examine the Convention Center Hotel option, then we will be choosing to sacrifice the mission of the OCC. If we choose to go down this road, then we will need to reevaluate whether or not we want to be in the convention business.

Metro needs to take action.

## **Speaking Points For Resolution No. 07-3817, Confirming The Appointment Of Members To The Natural Areas Program Performance Oversight Committee**

- The Natural Areas Bond Measure included a provision for the establishment of a citizen oversight committee in order to review and suggest improvements to the administration and implementation of the Natural Areas Program. This resolution establishes the committee, terms of service for the chair and its members, and provides greater detail about the charge of the committee.
- The members of this committee are drawn from all areas of the region, including Forest Grove, Gresham, Lake Oswego, Portland, Beaverton, Milwaukie, Tigard, and Sherwood.
- Members are also from a variety of technical and professional disciplines, including finance, auditing, accounting, real estate, banking, and law.
- Here in the audience we have several committee members and I would like to take this opportunity to recognize them and thank them in advance for their upcoming service:
  - Segeni Mungai: Segeni campaigned for the Open Spaces bond measure and subsequently got involved with the Metro Commission on Citizen Involvement (MCCI), where he was recently approved to its Advisory Council. Segeni is a member of the Tualatin River Keepers, Coalition for a Livable Future, and Oregon League of Conservation Voters. Segeni worked in sales for KeyBank OR. He is married, has a 5 year old son and is expecting another one in September.
  - David Evans: Dave has been the Controller of The ODS Companies for more than five years, and brings a broad knowledge of financial planning and budget management to his role. Dedicated and detail-oriented, Dave is responsible for the company's day-to-day accounting and finance activities.
  - Linda Craig: Linda is a Certified Public Accountant with Brown/Armstrong. Linda has extensive expertise in the areas of personal financial planning, financial accounting, and litigation support. Prior to her public accounting career, she was a small business owner. Linda is adept at preparing budgets and financial reports, managing projects and team building. Linda lives in the Beaverton area and is a member of the Audubon.
- The expertise of the Committee will help ensure that the funds voters have authorized provide the greatest possible benefit to the region.

## **Talking Points Clatsop Buttes**

- 49 acres southwest of Powell Butte.
- City of Portland identified this area in their natural area acquisition strategy as being the last remaining opportunity to protect a significant chunk of large-scale functioning and relatively intact habitat on the eastside of the city.
- This area has native habitat that is in very good condition, and is relatively free of invasive species.
- Provides interconnectedness of large anchor habitats- a “Forest Park East” type of possibility.
- Connects headwaters to Johnson Creek and will protect water quality in Johnson Creek.
- The City of Portland is willing to manage the property.

## Green From the Ground Up Seminar Talking Points/Intro Points

- This Seminar is about Nature Friendly Development Practices -- site planning and construction techniques that minimize the impact of development on natural resources. We think this approach can add value to a development and is a good response to increasing consumer demand for “green” products. We want you to be successful in your businesses and hope that we can help you be successful and sustainable at the same time.
- Metro has a new approach to changing the way development and redevelopment occur, to minimize those impacts. The approach is to collaborate with the development community.
- The Development Practices Coordinator and Development Partnerships Coordinators are unique positions intended both to provide technical assistance to developers and to bridge the gap between developers and government. Gail Shaloum and Lyn Bonyhadi sit in the HBA offices for about half their work hours, with the aim of collaborating with the development community and assisting developers and builders in using these practices.
- Our planning department is working the public side of the same issue, encouraging jurisdictions to identify barriers to the practices in their codes and recommending that development and stormwater codes be revised to allow these practices. Beyond allowing them, we hope jurisdictions will adopt measures to encourage the techniques and incentives to motivate their use.
- These seminars are made possible by a series of wonderful partnerships:

Partly funded by a **DEQ** grant, which enabled the **Clackamas River Basin Council** and the **Clackamas Soil & Water Conservation District** to help Metro staff develop the seminar. Our hosts at **the City of Gresham** have graciously provided us with the space to give this seminar. Today’s **speakers** have volunteered their time to come here and share their knowledge and experiences. And of course we have an ongoing partnership with the **Home Builders Association**.