

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Dee A. Walker		2. Telephone No. 503-823-7068	3. Bureau/Office/Dept PBOT/RWA
4a. To be filed (hearing date): July 27, 2011	4b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: July 15th
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title:

*Authorize the execution of a Lease Agreement with Oregon Rail Heritage Foundation for use, maintenance, restoration, and storage of rail locomotives, to include a future Cultural Interpretive Center (Ordinance)

2) Purpose of the Proposed Legislation:

To authorize a Surface Lease over City controlled, unimproved dedicated public rights-of-way with Oregon Rail Heritage Foundation.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- City-wide/Regional
- Central Northeast
- Central City
- Northeast
- Southeast
- Northwest
- Southwest
- North
- East

FINANCIAL IMPACT

Revenue and/or Expense: Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? <u> No </u> SAP COST OBJECT No(s).: <u> 9TR000001520 </u> All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIS portion has not been sufficiently completed.
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4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This Lease will generate gross revenues of \$1.00 per year to be paid by the Lessee, without adjustment over time as long as the Lessee is a non-profit organization as defined by the IRS Code, Section 501(c)(3).

5) Expense: What are the costs to the City as a result of this legislation? What is the source of funding for the expense?

The Lease is a net lease to the City, resulting in administrative costs for managing the lease, likely not exceeding \$2,500 per year. The funds will be paid from the General Lease Account 9TR000000215. The Lease is an essential PBOT accommodation to allow for the construction of the Portland to Milwaukie Light Rail Project which the City is a key funder and partner of.

6) Staffing Requirements:

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? No
- Will positions be created or eliminated in *future years* as a result of this legislation? No

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

Version updated as of May 19, 2011

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

The lease of PBOT Right of Way to the Oregon Rail Heritage Foundation (ORHF) provides a long term home for Portland Parks & Recreation (PP&R) owned historic locomotives. The Phase 1 maintenance facility and future interpretive center provides a unique opportunity for the public to learn about and enjoy historic steam engines.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

ORHF has conducted outreach directly with adjacent neighborhoods (HAND, Brooklyn, Central Eastside) and benefits from a number of community members on their board of directors. In addition TriMet, PBOT and other city bureaus have participated in numerous community meetings that have referenced the plan for the ORHF facility.

c) How did public involvement shape the outcome of this Council item?

Community support reinforced the importance of cooperation from numerous city bureaus in creating a site for the ORHF facility including this proposed lease.

d) Who designed and implemented the public involvement related to this Council item?

ORHF staff and volunteers, PBOT staff, PP&R staff and TriMet staff

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Kim Knox, Shields Oblatz Johnsen, 503-242-0084, knox@sojpd.com

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

No. Public involvement occurs at the public hearing.

KK 07-13-11

APPROPRIATION UNIT HEAD  TOM MILLER, Director, Bureau of Transportation

Version updated as of May 19, 2011

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