



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, June 11, 2026

10:00 AM

Metro Regional Center, Council chamber;
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
[https://www.youtube.com/watch?
v=G2qE1_tmiUI](https://www.youtube.com/watch?v=G2qE1_tmiUI)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> (Webinar ID: 615 079 992); <https://www.youtube.com/@OregonMetro/streams>

1. **Call to Order and Roll Call**
2. **Public Communication**

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. **Consent Agenda**

- 3.1 Resolution No. 26-5613 For the Purpose of Confirming the Appointment of Members to the Investment Advisory Board [RES 26-5613](#)
Attachments: [Resolution No. 26-5613](#)
[Staff Report](#)
 - 3.2 Resolution No. 26-5606 For the Purpose of Confirming the Appointments of Veronica Dullack and Richard Gronostajski and Reappointment of Sanjaya Silga and [RES 26-5606](#)
-

Cecelia Estravis to the Metro Central Station Community Enhancement Grant Committee

Attachments: [Resolution No. 26-5606](#)
[Staff Report](#)

3.3 Consideration of the June 2, 2026 Council Meeting Minutes [26-6598](#)

Attachments: [June 2, 2026 Council Meeting Minutes](#)

3.4 Consideration of the June 4, 2026 Council Meeting Minutes [26-6599](#)

Attachments: [June 4, 2026 Council Meeting Minutes](#)

4. Presentations

4.1 Transfer Station Operating Controls Follow-Up Audit Results [26-6577](#)

Presenter(s): Brian Evans (he/him), Metro Auditor

Attachments: [Transfer Station Follow-Up Audit](#)
[Transfer Station Follow-Up Audit Highlights](#)

5. Ordinances (First Reading and Public Hearing)

5.1 Ordinance No. 26-1545 For the Purpose of Annexing to the Metro District Approximately 29 Acres in Hillsboro Along Northeast Evergreen Road [ORD 26-1545](#)

Presenter(s): Glen Hamburg (he/him), Senior Regional Planner

Attachments: [Ordinance No. 26-1545](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5.2 Ordinance No. 26-1546 For the Purpose of Annexing to the Metro District Approximately Half an Acre Along the Northwest Springville Road in Washington County [ORD 26-1546](#)

Presenter(s): Glen Hamburg (he/him), Senior Regional Planner

Attachments: [Ordinance No. 26-1546](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5.2.1 Public Hearing on Ordinances No. 26-1545 and 26-1546

6. Other Business

6.1 Council Discussion: On-Boarding Incoming Metro
Councilor For District 4

[26-6573](#)

Presenter(s): Victor Sin (he/him), Council Office Manager

Attachments: [Staff Report](#)

7. Chief Operating Officer Communication

7.1 SHS RPOC Update (Liam Frost, Housing Director)

8. Councilor Communication

9. Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្តឹងរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែភាសាមកសំរាប់លោកអ្នក ។

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600 NE Grand Ave.
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Agenda #: 3.1

File #: RES 26-5613

Agenda Date:6/11/2026

Resolution No. 26-5613 For the Purpose of Confirming the Appointment of Members to the Investment Advisory Board

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 26-5613
APPOINTMENT OF MEMBERS TO THE)	
INVESTMENT ADVISORY BOARD	)	Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Acting Council President Duncan Hwang

WHEREAS, Metro Code, Section 2.19.150(a) 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 Code requires appointments to be made by the Council President subject to Council confirmation; and

WHEREAS, the Chief Operating Officer has recommended Mei Lee, Brian Nava and Connor Sumpter to the Council President and the Council President has appointed Ms. Lee and Mr. Sumpter for a first term beginning upon confirmation of the appointment and ending August 30, 2028 and reappointed Mr. Nava for a second term beginning upon confirmation of the reappointment and ending August 30, 2028; and

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

BE IT RESOLVED that the Metro Council confirms the appointment of Mei Lee, Brian Nava and Connor Sumpter to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 11th day of June 2026.

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 26-5613, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF MEMBERS TO THE INVESTMENT ADVISORY
BOARD

Date: 5/19/2026
Department: Finance
Meeting Date: 6/11/2026

Prepared by: Brian Kennedy, 503-797-
1913, brian.kennedy@oregonmetro.gov
Presenter: N/A
Length: N/A

ACTION REQUESTED

Confirm the appointment of Mei Lee, Brian Nava and Connor Sumpter to the Metro Investment Advisory Board.

BACKGROUND

Metro Code, Section 2.19.150, 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 Code requires appointments to be made by the Council President subject to Council confirmation. Acting Metro Council President Duncan Hwang, upon recommendation of the Chief Operating Officer, has appointed Mei Lee and Connor Sumpter to the board subject to Council confirmation. This appointment will be for a first term beginning upon appointment and ending August 30, 2028. Per the Metro Code, each member may be reappointed for an additional two year term. Acting Council President Hwang, upon recommendation of the Chief Operating Officer, has reappointed Brian Nava to the board subject to Council confirmation. This reappointment will be for a second term beginning upon appointment and ending August 30, 2028.

Mei Lee is the CFO for Reach CDC and has worked with a variety of public and non-profit clients through their work in accounting, including the City of Gresham, City of Troutdale, Mercy Corps, and OHSU. They are a CPA and also have extensive volunteer experience with Portland Public Schools, Portland Classical Chinese Garden and the Oregon State Board of Accountancy.

Connor Sumpter works for Deloitte & Touche, performing audits of private and public companies including investment activities and internal controls. Their audit and prior

experiences have been focused on financial institutions. They are also a CPA and Clackamas County resident.

Brian Nava is the elected Treasurer of Clackamas County and was appointed to his first term on the Investment Advisory Board in 2023.

We are fortunate that these three individuals are willing to devote their time and energy serving on the Metro Investment Advisory Board. Their experiences and knowledge will be a valuable resource.



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oregonmetro.gov

Agenda #: 3.2

File #: RES 26-5606

Agenda Date:6/11/2026

Resolution No. 26-5606 For the Purpose of Confirming the Appointments of Veronica Dullack and Richard Gronostajski and Reappointment of Sanjaya Silga and Cecelia Estravis to the Metro Central Station Community Enhancement Grant Committee

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 26-5606
APPOINTMENTS OF VERONICA)	
DULLACK AND RICHARD	)	Introduced by Chief Operating Officer
GRONOSTAJSKI AND REAPPOINTMENT	)	Marissa Madrigal in concurrence with
OF SANJAYA SILGA AND CECELIA	)	Acting Council President Duncan
ESTRAVIZ TO THE METRO CENTRAL	)	Hwang
STATION COMMUNITY ENHANCEMENT)	
COMMITTEE)	

WHEREAS, Metro Code Section 2.19.030, “Membership of the Advisory Committees,” provides that all members and alternate members of all Metro Advisory Committees shall be appointed by the Metro Council President and shall be subject to confirmation by the Metro Council; and

WHEREAS, Metro Code Section 2.19.120, “Metro-Administered Community Enhancement Committees,” provides the process for seating members of the Metro Central Station Community Enhancement Committee (MCSCEC), including the representation criteria for membership; and

WHEREAS, under Metro Code Section 2.19.120(b), Metro-Administered Community Enhancement Committees must consist of a minimum of five members; and

WHEREAS, staff proposes to add two new committee members to the MCSCEC and reappoint two members, bringing the current number of committee members to eight; and

WHEREAS, Veronica Dullack and Richard Gronostajski have been nominated by Metro staff, and their appointments are supported by the existing MCSCEC members, according to the requirements of Metro Code 2.19.120(d); and

WHEREAS, Sanjaya Silga and Cecelia Estraviz have been valuable current committee members, and their reappointments are supported by the existing MCSCEC members, according to the requirements of Metro Code 2.19.120(d); and

WHEREAS, the Metro Council President has appointed Veronica Dullack and Richard Gronostajski and reappointed Sanjaya Silga and Cecelia Estraviz, and these appointments are subject to confirmation by the Metro Council; now therefore,

BE IT RESOLVED that the Metro Council:

1. Confirms the appointment of Veronica Dullack and Richard Gronostajski to the Metro Central Station Community Enhancement Committee for a term of two years, ending June 30, 2028; and
2. Confirms the reappointment of Sanjaya Silga and Cecelia Estraviz to the Metro Central Station Community Enhancement Committee for a final term of one year, ending June 30, 2027.

ADOPTED by the Metro Council this 11th day of June 2026.

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

FOR THE PURPOSE OF CONFIRMING THE APPOINTMENTS OF VERONICA DULLACK AND RICHARD GRONOSTAJSKI AND REAPPOINTMENTS OF SANJAYA SILGA AND CECLIA ESTRAVIZ TO THE METRO CENTRAL STATION COMMUNITY ENHANCEMENT COMMITTEE (MCSCEC)

Date: May 22, 2026
Department: Waste Prevention and Environmental Services
Meeting Date: June 11, 2026

Prepared by: Noelle Dobson
Presenter: Noelle Dobson, Program Manager
Length: Consent agenda

ISSUE STATEMENT

The Metro Central Station Community Enhancement Committee (MCSCEC), established under Metro Code 5.06.010, implements a solid waste community enhancement program to rehabilitate and enhance areas around Metro solid waste facilities. Resolution No. 26-5606 appoints two additional members to the committee and reappoints two current members to their final terms to maintain adequate membership.

ACTION REQUESTED

Approval of Resolution No. 26-5606 confirming the appointment of Veronica Dullack and Richard Gronostajski and reappointment of Sanjaya Silga and Cecelia Estraviz to serve on the MCSCEC.

BACKGROUND

The MCSCEC is charged with helping develop plans to administer grant funds, solicit and review grant applications, and select improvement projects to receive funding that benefit the area directly around the Metro Central Transfer Station, including portions of Northwest and North Portland. Mary Nolan, Metro Councilor for District 5, chairs the committee.

The committee is currently composed of six members representing residents, businesses, or organizations with a vested interest in the enhancement area. The addition of two new members prior to the expiration of three current members' terms next year and reappointment of valuable current committee members helps maintain continuity of knowledge and supports the effective administration of the community enhancement program. The process for recruiting new committee members is detailed in Administrative Rule 2.19.120.

PROPOSED NEW MEMBERS

Veronica Dullack

Veronica Dullack will represent Forest Park neighborhood. Veronica has participated on multiple grant committees, boards of directors and volunteer committees and brings professional financial governance and evaluation experience to the work. Veronica has a commitment to collaborating with community members and public stakeholders from a variety of backgrounds and is invested in ensuring that public resources reach communities that have historically lacked access.

Richard Gronostajski

Richard Gronostajski will represent the Northwest District neighborhood. Richard stays engaged on local issues through service on two local boards of directors and volunteering for local organizations. They have experience on community grant committees in or near the enhancement grant boundary area. Through Richard's academic background and civic engagement they have collaborated with people of many diverse backgrounds.

PROPOSED REAPPOINTED MEMBERS

Sanjaya Silga

Sanjaya Silga has been an active member of the committee since 2023 and is being reappointed to their final term. Sanjaya is actively involved with his Cathedral Park neighborhood and engaged in improving the health of the natural environment. Their professional connection to the hazardous waste system, commitment to diversity and ability to create collaborative relationships have made them a valuable addition to the committee.

Cecelia Estraviz

Cecelia Estraviz has been a member of the committee since 2023 and is being reappointed to their final term. They represent the NW Business Association on the committee and bring professional experience in food security programs. Ceclia is actively engaged in improving the lives of diverse community members in both their professional and personal lives. Their commitment to and work with the greater Portland area's most vulnerable populations has made them a valuable addition to the committee.

ATTACHMENTS

None



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Agenda #:

File #: 26-6598

Agenda Date: 6/11/2026

Consideration of the June 2, 2026 Council Meeting Minutes

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
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Metro

Minutes

Tuesday, June 2, 2026

10:00 AM

Metro Council President Interviews, Hearing, and Appointment

Metro Regional Center, Council chamber;

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free), [https://www.youtube.com/watch?
v=RIVzs6wKbNQ](https://www.youtube.com/watch?v=RIVzs6wKbNQ)**

Council meeting

1. Call to Order and Roll Call

Acting Council President Hwang called the meeting to order at 10:07 a.m.

Present: 6 - Acting Council President Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, and Councilor Ashton Simpson

2. Introductions and Meeting Overview

Councilor Juan Carlos González, an applicant for the vacancy, declared a conflict of interest and recused himself from the proceedings and vote.

3. Candidate Interviews

Council interviewed three of the four applicants. Sheik Durrell Kinsey Bey did not participate in the interviews. Each applicant was invited to open with a personal statement. Metro Councilors then asked each candidate the following three questions in a round-robin style:

1. Metro's role as the regional government spans transportation to parks and natural areas to affordable and supportive housing and more. How would you define Metro's most critical work to serve the region in the next ten years?
2. Why is diversity, equity and inclusion important for local governments, and how do you see yourself championing DEI at Metro?
3. The Metro Council President serves all residents of the region at-large. What role do you see yourself playing in communicating with the people of the region and supporting their needs and priorities.

Council interviewed Robert Ghim first. In his opening statement, he shared his professional background and personal history in the region. He emphasized his experience in the public sector and in

social services, and he committed to transparent and equitable operational improvement at Metro. During the question and answer session, he spoke to the importance of Metro's broad regional mission, the role of diversity, equity and inclusion (DEI) in closing gaps in services and the Metro Council President's role in bringing together cities and counties to solve shared problems.

Juan Carlos González interviewed second. He opened with a statement focused on his record of delivering regional programs and policies and his willingness to take risks to support a regional vision. On Metro's scope, he spoke primarily about parks and nature, housing production and transportation planning, all of which impact long-term regional health. He also described his experience working with communities of color at Centro Cultural and described the role of Metro Council President as one requiring clear communication and visibility, as the ambassador to the regional government.

Dustin Reischman interviewed third. His personal statement explained his background and overcoming challenges, including a career in the private, public and nonprofit sectors. His priorities for Metro were centered on maintaining and funding regional assets like parks and venues, which face increasing challenges for funding and maintenance needs. On the importance of DEI, he spoke to the ways that residents experience the region differently, and he hoped to improve daily life for all communities. He shared that focus as Metro Council President would be fiscal responsibility and reducing waste, alongside maintaining measurable progress on region outcomes by working with colleagues at local jurisdictions.

4. Public Hearing on Vacancy in the Office of Metro Council President

There was no public testimony.

5. Council Nominations and Voting

Councilor Nolan nominated Juan Carlos González for the

appointment, emphasizing his active learning, engagement with the region and that the voters overwhelmingly supported him for the term beginning in January 2027. Councilor Rosenthal seconded the motion.

With Councilor González recused from the vote, Council voted unanimously to appoint Juan Carlos González to fill the vacancy in the Office of Metro Council President.

6. Resolutions

- 6.1 **Resolution No. 26-5616**, For the Purpose of Appointing a Replacement to Fill the Vacancy in the Office of Metro Council President

Attachments: [Resolution No. 26-5616](#)

Councilor Simpson moved to amend the resolution, filling in the blank with Juan Carlos González. Councilor Nolan seconded the motion.

During discussion, Councilor Rosenthal thanked the other candidates for participating and for their thoughtful and well-presented statements and answers.

The amendment passed unanimously, with Councilor Gonzalez recused.

A motion was made by Councilor Nolan, seconded by Councilor Simpson, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Acting Council President Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Lewis, and Councilor Simpson

Recused: 1 - Councilor Gonzalez

7. Appointed Metro Council President Remarks

Metro Council President González shared brief remarks thanking his family and colleagues for their support and was sworn in.

8. Other Business

Presiding Officer Hwang announced that a vacancy exists in the Office of Metro Councilor for District 4.

9. Adjourn

Presiding Officer Hwang adjourned the meeting at 11:01 a.m.

A handwritten signature in blue ink, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor
June 5, 2026



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600 NE Grand Ave.
Portland, OR 97232-2736
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Agenda #:

File #: 26-6599

Agenda Date: 6/11/2026

Consideration of the June 4, 2026 Council Meeting Minutes

Metro

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Metro

Minutes

Thursday, June 4, 2026

10:00 AM

Metro Regional Center, Council chamber;
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free), [https://www.youtube.com/watch?
v=BIXZq7FdIXQ](https://www.youtube.com/watch?v=BIXZq7FdIXQ)

Council meeting

1. Call to Order and Roll Call

President González called the meeting to order at 10:03 a.m. He asked for any objections to changing the order of business and considering Resolution No. 26-5617 at the beginning of the meeting. Council agreed to this change.

Present: 6 - Acting Council President Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, and Councilor Ashton Simpson

2. Public Communication

No testimony.

5. Resolutions**5.1 Resolution No. 26-5617 For the Purpose of Declaring a Vacancy in the Office of Metro Councilor for Council District 4**

Presenter(s): Kristin Dennis, Chief of Staff

Attachments: [Resolution No. 26-5617](#)
[Exhibit A](#)
[Staff Report](#)

There was no discussion.

A motion was made by Councilor Nolan, seconded by Councilor Simpson, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Acting Council President Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Councilor Simpson

3. Presentations**3.1 State and Metro Region Policy Discussion**

Presenter(s): Rep. Khanh Pham, State Senator, District 23

Attachments: [Staff Report](#)

Councilor Hwang introduced the presentation by sharing his intent in inviting colleagues from the state legislature to discuss shared priorities, and he added that other legislators would join

Council in open discussion in the coming months.

Senator Pham introduced her professional background and her current committee assignments. She reviewed her top legislative priorities, particularly related to her role as the Chair of the Senate Housing and Development Committee. Her stated priorities included defining the Portland region's economic future, housing and transportation developed in concert with one another and housing production. She also cited a series of challenges facing housing development and affordability.

Councilor Rosenthal asked Senator Pham her perception of the argument that changing regulations have unintentionally created disincentives to housing production. Senator Pham emphasized that each regulation is unique and that the legislature is seeking to fund infrastructure so cities can develop more land inside the urban growth boundary.

Councilor Lewis noted that rapid transit, a prerequisite to a proposed zoning regulation, can only be found in seven cities in Oregon. She asked Senator Pham whether the regulation was too narrow, and Senator Pham indicated her openness to working with Metro to define a broader standard.

Councilor Hwang asked for an assessment of how the state's response to homelessness aligns with regional needs and what the state's role should be in supporting local governments. Senator Pham pointed to upstream investments like housing production paired with other supportive housing services investments. In response to President González, Senator Pham noted that there is much opportunity for the region to coordinate better to develop stronger proposals.

Simpson expressed his support for reintroducing a bill to address orphan highways. He felt Safe Routes to School should be locally

administered by Metro rather than by the Oregon Department of Transportation. Councilor Simpson and Senator Pham discussed state funding allocations and recent strains on the state budget as federal dollars decrease.

Councilor Nolan asked for clarification about state policies that create mandates for local governments as opposed to offering guidance and flexibility. Senator Pham supported mandates when needed to ensure measurable success. To Councilor Nolan's other questions, Senator Pham favored transit and land use reforms over merely attempting to reduce vehicle miles traveled. She supported an equitable approach to congestion pricing that doesn't burden low-income travelers.

Lewis wondered whether the transportation bill is the correct funding source for transit or whether it should be funded separately. She also asked how the state should stabilize transit operations. Senator Pham noted that the existing payroll tax is insufficient for supporting a robust system that addresses mobility, safety, and climate.

Councilor Rosenthal asked whether a more regional approach could have improved discussions about tolling, and Senator Pham agreed that requests supported by a coalition of local governments would be helpful.

4. Consent Agenda

4.1 Consideration of the May 14, 2026 Council Meeting Minutes

Attachments: [May 14, 2026 Council Meeting Minutes](#)

4.2 Consideration of the May 21, 2026 Council Meeting Minutes

Attachments: [May 21, 2026 Council Meeting Minutes](#)

4.3 Consideration of the May 28, 2026 Council Meeting Minutes

Attachments: [May 28, 2026 Council Meeting Minutes](#)

A motion was made by Councilor Nolan, seconded by Councilor Lewis, to adopt items on the consent agenda. The motion carried unanimously.

6. Ordinances (Second Reading)

6.1 Ordinance No. 26-1544 For the Purpose of Amending Metro Code Chapter 7.04 to Allow Allocation of CET Funds to Technical Assistance and to Update the CET Exemption for Affordable Housing, and Declaring an Emergency

Presenter(s): Hau Hagedorn, Community Investments Manager, Planning, Development and Research
Malu Wilkinson, Deputy Director, Planning, Development and Research

Attachments: [Ordinance No. 26-1544](#)
[Exhibit A](#)
[Staff Report](#)

President González noted that the first reading and public hearing for Ordinance No. 26-1544 were held May 14, 2026 and that Metro received testimony in support of the ordinance.

Staff clarified for Councilor Rosenthal that the Housing Accelerated Fund is backed by a one-time allocation of \$5 million, and that the Job Ready Lands Program is funded at \$2 million. The annual target for the 2040 Grant Program is \$4 million, including \$450,000 annually for community placemaking grants.

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Acting Council President Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Councilor Simpson

7. Other Business

7.1 Discussion and Consideration of Budget Amendments and Notes for FY 2026-27

Presenter(s): Marissa Madrigal (she/her), Chief Operating Officer
Brian Kennedy (he/him), Chief Financial Officer

Attachments: [Staff Report](#)
[Attachment 1- Summary of Proposed Budget Amendments](#)

Chief Financial Officer Brian Kennedy reviewed the budget amendments under consideration. Chief Operating Officer Marissa Madrigal added that staff had two recommended options for one amendment; she asked Council for feedback as to whether to allocate the funds to the community placemaking program or to a program focused on the region's future.

CFO Kennedy clarified for Councilor Hwang that a change to the capital improvement plan to support the Expo Center was debt to be repaid by the general fund, as discussed in previous meetings. He and COO Madrigal emphasized that regional benefits realized from investments at Expo are typically seen outside the building.

A motion was made by Councilor Simpson, seconded by Councilor Lewis to amend the budget. The motion passed by the following vote:

Aye: 6 - Acting Council President Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Councilor Simpson

8. Chief Operating Officer Communication

COO Madrigal updated Council on the Oregon Zoo's work to protect the mazama newt.

8.1 MPAC Update (Malu Wilkinson, Deputy Director, Planning, Development and Research)

Malu Wilkinson, Deputy Director of Planning, Development and Research, reviewed with Council the most recent Metropolitan Policy Advisory Committee meeting. She noted the meeting included a presentation from Governor Kotek's staff about her prosperity initiative, as well as a discussion about housing

production and the 2040 Look-Back presentation Council had previously received.

9. Councilor Communication

Councilor Lewis announced the groundbreaking at Clackamas Heights, a cottage cluster project in Clackamas County. County Housing Authority owned property. Cottage clusters. She also reported participating in a meeting about venues at the City of Portland and a Southwest Washington Regional Transportation Commission meeting during which she supported an amendment from Mayor Anne McEnery-Ogle to strengthen plans to invest in light rail to Evergreen Station. The amendment failed.

Councilor Rosenthal attended an event with North Clackamas and Tualatin Hills Parks and Recreation Districts about challenges facing parks districts. He mentioned that at a Westside Economy Alliance forum, conversations focused on housing.

President González shared that he and Metro staff had kicked off a land banking work group. He also recognized National Gun Violence Awareness Week.

10. Adjourn

President González adjourned the meeting at 11:59 a.m.



Anne Buzzini, Council Legislative Advisor
June 5, 2026



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oregonmetro.gov

Agenda #: 4.1

File #: 26-6577

Agenda Date: 6/11/2026

Transfer Station Operating Controls Follow-Up Audit Results

Brian Evans (he/him), Metro Auditor



Office of the Auditor

Transfer Station Operating Controls Follow-Up

Angela Owens
Principal Management Auditor

May 2026

SUMMARY

Metro made progress implementing recommendations from the 2023 audit *Transfer Station Operating Controls: Strengthen management practices to reduce risks*. Eleven recommendations were fully implemented and nine were in process. Increasing monitoring activities will help the Waste Prevention and Environmental Services Department fully implement in process recommendations.

BACKGROUND

Metro's Waste Prevention and Environmental Services Department (Department) employs roughly 200 full-time equivalent employees and had an adopted annual budget of about \$127 million in Fiscal Year (FY) 2025-26. The Department manages two publicly owned solid waste transfer stations in the region. Transfer station operations include safety, financial, and environmental risks. Our September 2023 audit outlined several concerns in these areas.

The 2023 audit found the effectiveness of the health and safety program was reduced by shared responsibilities. Oversight was insufficient and required training was not completed. This put employees and the public at higher risk of injury and Metro at risk of noncompliance with legal requirements.

Contract management roles were undefined and risk management tools were used inconsistently. This resulted in overpayments and significant compliance issues with some contracts. Unfulfilled roles and responsibilities also reduced the completeness of contract documentation in Metro's document management system.

Roles and responsibilities related to monitoring cash controls were also unclear. This reduced the effectiveness of some controls. The point-of-sale system that processed over 1,000 transactions per day was outdated and presented several risks.

Finally, the 2023 audit found that both transfer stations faced uncertainty about long-term operations. Potential changes to Metro's role in the solid waste system were under consideration that could impact Department costs, personnel, and public services.

The Department created the Asset & Environmental Stewardship division in 2022. The division was expected to centralize the Department's health and safety program and contract management functions. In 2025, the division was dissolved and employees were shifted to other Department teams.

BRIAN EVANS

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RESULTS

The Department made progress developing policies and procedures. Nine recommendations from the 2023 audit were in process and eleven were fully implemented. Several examples during the audit indicated stronger monitoring processes were needed. Ineffective oversight prevented the Department from fully implementing some audit recommendations.

Lack of monitoring appeared to be a root cause for the continued weaknesses we identified. During the 2023 audit, oversight of contract management and health and safety was assigned to a new Asset & Environmental Stewardship division (division). At that time, division roles and responsibilities related to contract management and health and safety were evolving and undefined. This meant that specific monitoring activities to make sure employees carried out required tasks were also undefined. The division was dissolved in 2025.

After the division was dissolved, employee and oversight responsibilities were reassigned and continued to evolve. Several employees in oversight positions were still learning their roles and responsibilities. As a result, monitoring activities to ensure employees carried out required tasks continued to be undefined.

The 2025 Regional System Facilities Plan outlined a 20-year investment strategy to change Metro's waste management role. Fully implementing the remaining audit recommendations will strengthen controls and improve oversight as Metro considers changes.

Health and safety oversight responsibilities were not carried out

Stronger oversight was needed to ensure health and safety controls worked as intended. Oversight responsibilities for the Department's health and safety program were assigned (recommendation 1a) but had been reassigned twice over the past year. This increased the risk that requirements could get overlooked.

More work was needed to document policies and procedures for the health and safety program and train employees on them (recommendations 2a and 3a). Job hazard analyses were completed, and a training matrix was drafted. The training matrix included 42 trainings and outlined which positions were required to take them. However, the matrix was not finalized and employees continued to miss training. An annual review of policies and procedures was in place but some policies and procedures were in draft form, which could make it difficult to effectively train employees.

Exhibit 1 Stronger oversight was needed to implement health and safety recommendations.







1. Formally assign oversight responsibility for: a. WPES health and safety program	Implemented (Implemented)
2. Document policies and procedures including checklists for each role and update them when operations change a. WPES health and safety program	In process (In process)
3. Train employees on policies and procedures a. WPES health and safety program	In process (In process)
4. Establish annual policy and program reviews	In process

Source: Auditor Office summary of Department documents and interviews.

Trainings were not completed

More work was needed to establish consistent training expectations, identify required classes, and ensure employees take required classes. We reviewed a sample of classes and confirmed instances where they were not completed by some employees. This meant some employees may not have had the annual training they needed to safely carry out their work.

Exhibit 2 Sampled employees did not always complete training.

Training	All sampled employees completed training
Radiation	
Bloodborne pathogens	
Asbestos awareness	
Hazard communications	
Gun Safety	
Hazardous Waste Operations Emergency Response refresher	

Source: Auditor's Office analysis of Department training records for sampled employees and trainings.

Training expectations were not aligned across the Department. For example, the draft training matrix required radiation training for the team managing traffic at one of the transfer stations. However, a training log for that team did not include radiation training as a required class.

Systems to ensure employees took required trainings were not in place. For instance, one supervisor we spoke with had not developed a tracking system for training. Three employees in that group did not take the bloodborne pathogens training. The Occupational Safety and Health Administration requires annual bloodborne pathogens training for some employees. This example shows the importance of having a finalized training matrix.

The gun safety training did not take place for any of the employees we reviewed. We were informed this was because this training was new and there were scheduling delays with the provider.

There were additional indications the Department's draft training matrix needed refinement. For example, we were informed some classes were not required for certain employees. The matrix identified those classes as required. This could result in staff completing training that is not relevant to their job duties.

Employers are responsible for training employees and preparing them for potential work hazards. Inadequate training can result in workplace injuries and put the public at risk. To be effective, the Department should refine the matrix and strengthen monitoring to ensure employees take required training.

Oversight of shared programs was not clearly assigned




Metro's safety programs were updated and a process was in place to review them annually. However, annual inspections of the lockout tagout program did not take place as required. Unclear procedures and oversight responsibilities between Department and agencywide guidance may have contributed to this noncompliance. For these reasons, recommendation 4 was in process.

Safety programs help Metro meet legal requirements, such as those outlined by the Occupational Safety and Health Administration. Programs include policies and procedures to help employees manage hazardous work situations and can apply to an agency, department, and specific work groups. Guidance needs to be consistent to help employees understand roles and responsibilities.

Required inspections for one of Metro's safety programs were not completed. Federal regulations require annual inspections of energy isolation programs, sometimes known as the lockout tagout program. This program is important to reduce the risk of hazardous energy being released when equipment is maintained or cleaned. By law, the annual inspection needs to be certified.

Differences between agencywide and site-specific guidance may have contributed to noncompliance. Metro’s 2025 lockout tagout program required a specific form to document the certification. It was unclear who was responsible for completing the form or if transfer station employees were required to use it. A separate 2024 lockout tagout procedure for household hazardous waste stated supervisors and maintenance employees were responsible for certification. That procedure stated that certification could be documented in quarterly safety inspection forms.

Exhibit 3 Agencywide and Household Hazardous Waste lockout tagout guidance conflicted.

Criteria	Agencywide Guidance	Household Hazardous Waste Guidance
Documentation 	Energy Isolation Evaluation form	Quarterly Safety Inspection form
Responsibilities 	Authorized employee performs inspection	Facility supervisors and maintenance ensure annual certification
Oversight 	Supervisor ensures compliance Department Director audits compliance	Department representative ensures compliance

Source: Auditor’s Office analysis of agencywide lockout tagout safety program (2025) and Household Hazardous Waste lockout tagout safety program (2024).

We were informed that the 2025 inspection and certification did not take place because site-specific maintenance procedures had not been finalized. The Department reportedly finalized them in November 2025. Full compliance was not expected until early 2026. It will be important for the Department to ensure roles and responsibilities are consistent across all related policies and procedures.

Stronger oversight of contract management was needed

More work was needed to finalize the Department’s contract risk management procedures. While most contract management plans were updated, some contract management activities were not carried out. This emphasized the need to incorporate monitoring and oversight responsibilities into policies and procedures.

Focusing on the Department's role in contract administration will be important to fully implement remaining recommendations. Metro's procurement division helps departments during the procurement process. It also provides contract administration resources. However, it is each department's responsibility to administer their own contracts.

Oversight of contract administration was newly assigned to a manager in the Department's Policy and Compliance division (recommendation 1b). Work was underway to clarify roles and responsibilities and develop contract administration procedures. For these reasons, recommendations 2b, and 5a were in process. Because policies and procedures were still in development, training on them had not taken place (recommendation 3b).

Several recommendations in this group were implemented. The Department identified the contract for the transportation and disposal of household hazardous waste as high risk (recommendation 9). The contract administration team developed contract administration plans for high-risk contracts. Plans included checklists and other guidance to help staff manage contracts. (recommendation 11). Additionally, the team managing revenue, reconciliations and contracts met regularly to discuss contract issues. The Department Director and Metro's Chief Financial Officer had a standing meeting to discuss issues if they were elevated (recommendation 13).

We saw examples of employees who had not carried out their roles as assigned. Although most contract administration plans were updated, some of them contained outdated tasks. The Department was drafting procedures to require regular review of plans by contract managers and stakeholders. For these reasons, recommendations 10 and 12 were in process.

Exhibit 4 More work was needed to fully implement five contract-related recommendations.

1. Formally assign oversight responsibility for: b. Contract risk management policies and procedures	Implemented (Implemented)
2. Document policies and procedures including checklists for each role and update them when operations change b. Contract risk management policies and procedures	In process (In process)
3. Train employees on policies and procedures b. Contract risk management policies and procedures	In process* (Not Implemented)
5. Redefine the Asset and Environmental Services division’s system planners as business analysts with responsibility for monitoring: a. Contract administration	In process (In process)
8. Assess all transfer station related contracts against FRS contract risk criteria	Implemented
9. Designate the HHW transport and disposal contract as a high risk contract to increase oversight	Implemented
10. Update contract administration plans at least annually for each high-risk contract	In Process
11. Develop checklists and other guidance for each contract administration plan	Implemented
12. Train employees who are assigned roles in the contract administration plans	In process
13. Meet regularly to monitor compliance with [contract risk management] policies and procedures and initiate any corrective actions that may be needed	Implemented
14. Finalize policies, procedures, and guidance to ensure complete documentation of contract files are available in Content Manager	Implemented

*Source: Auditor’s Office summary of Department documents and interviews. *The overall status of grouped recommendations is based on all sub-parts in the group. As a result, some overall conclusions may differ from sub-part conclusions.*

Some contract administration tasks were not carried out

Some contract administration plan tasks we reviewed were not carried out as required. For example, Metro was supposed to provide written approval for one contractor’s wage ranges but did not. Another contract required updated equipment weights twice per year, but this was not done. Other contract administration tasks lacked detail to ensure tasks would be carried out

consistently by different employees. This increased the Department's risk of treating contractors differently in the event of employee turnover.

In some instances, tasks were not carried out because guidance was outdated. For example, one of the contracts and contract administration plans we reviewed required quarterly diversity progress updates. We asked for a copy and were informed this was no longer a requirement because an annual report met this need.

For another contract, Metro required the contractor to provide evidence that hazardous waste was properly disposed. Evidence was supposed to be provided within 12 or 24 months depending on the material type. Metro shipped these materials together and tracked whether materials were disposed of within 24 months. In this case, it was not clear if the contract and contract administration plan should be updated, or if practices should change to match the contract and contract administration plan.

We also saw opportunities for the Department to better document tasks that required professional judgement. For example, minor variations were expected for testing and payment reconciliations for Metro's fuel contract. Employees used their expertise to determine if the variations were acceptable. Documenting the threshold for allowable differences would help the Department know if the contractor was in compliance.

Certificates of insurance were not managed

Processes to obtain and manage contractor proof of insurance were insufficient. Insurance helps Metro reduce financial risks involved with contracted work. In 2024, the Department reviewed 36 contracts for risk and compliance (recommendation 8). That review found current documentation of insurance was not available for 28 of the contracts, or 78%.

Our current review found that processes and oversight continued to be insufficient to ensure ongoing compliance with insurance requirements. Although we were able to obtain current insurance information for all contracts we reviewed, documentation was not readily available. In some cases, contract managers obtained some, but not all, of the required insurance documents. For most of the contracts we reviewed, contract managers or other employees did not obtain current proof of insurance until after we requested it.

Some guidance suggested contract documents could be stored on SharePoint, an internal website. Some guidance suggested certificates were supposed to be maintained by contract administrators and stored in contract files. However, contractors were expected to submit updated documents to a centralized procurement email. This meant that contract administrators may not be receiving updated certificates.

We also heard updated insurance certificates were supposed to be stored in Metro’s document management system. We did not find them there. Procurement services finalized guidance to ensure complete contract documentation was available in Metro’s document management system (recommendation 14). However, this guidance did not appear to apply to annually updating insurance certificates.

We were informed the Department planned to develop a centralized tracking system for insurance certificates. It will be important for that system to clearly outline roles, responsibilities, and documentation expectations.

Exhibit 5 It was unclear where evidence of insurance was supposed to be stored.



Contract files



Procurement email



Document management system



SharePoint

Source: Auditor’s Office analysis of contract administration plans, Metro’s internal procurement website, and staff feedback.

The point-of-sale system was implemented before controls were finalized

Most recommendations related to the point-of-sale system (system) were implemented. The Department created a change management plan (recommendation 20) and finalized related procedures (recommendations 2c and 2d). Oversight responsibilities for system controls were shared. Responsibilities were understood among the assigned employees (recommendations 1c and 1d). However, the Department did not finalize some basic controls before it implemented the system in May 2025.

Procedures were not formally approved until October 2025. As a result, employees were trained on draft procedures when the new system was implemented. The Department planned to retrain employees on the finalized procedures. For these reasons, recommendations 3c and 3d were in process.

Undocumented controls led to a recommendation from Metro’s financial auditor in 2025. The financial auditors found that management’s approval of access permissions was not formally documented before the system was implemented. Access permissions reduce the risk of fraud by ensuring no employee has control over all phases of a transaction. Although procedures were currently in place to maintain access permissions, they were not finalized until five months after the system was implemented.

Exhibit 6 Most point-of-sale recommendations were implemented.

1. Formally assign oversight responsibility for: c. Transaction management policies and procedures d. Point-of-sale system controls	Implemented (Implemented) (Implemented)
2. Document policies and procedures including checklists for each role and update them when operations change c. Transaction management policies and procedures d. Point-of-sale system controls	In process* (Implemented) (Implemented)
3. Train employees on policies and procedures c. Transaction management policies and procedures d. Point-of-sale system controls	In process (In process) (In process)
20. Assign responsibility for creating and managing a change management plan to implement the new point of sale system.	Implemented

*Source: Auditor’s Office summary of 2023 Audit and analysis of Department documents and interviews. *The overall status of grouped recommendations is based on all sub-parts in the group. As a result, some overall conclusions may differ from sub-part conclusions.*

Progress was made to prepare for the future

Metro Council approved the Regional System Facilities Plan (System Plan) in March 2025 (recommendation 15). It outlined at least \$273 million in facility investments and about \$52 million in ongoing annual costs (in 2024 dollars). At the same time, existing operations continued to need financial investments.

The Department made progress developing controls to help balance priorities. Responsibilities for operational changes were assigned (recommendation 5c). Metro continued to evaluate costs and benefits for how transfer stations would be operated (recommendation 19). However, detailed strategies to implement the System Plan were not available during this follow-up audit. As a result, recommendation 16 was in process.

The Department’s five-year capital improvement plan helps management balance investment priorities between new and existing assets. Facility condition assessments are a best practice to renew or replace existing assets. The Department finalized facility condition assessments for the transfer stations in March 2024 (recommendation 17). These assessments were one of the considerations in developing the department’s five-year capital improvement plan (recommendation 18). Other factors included strategies outlined in the Systems Plan.

Data can be used to help decision makers understand tradeoffs between priorities. The Department assigned responsibilities for monitoring operational trends (recommendation 5b). The Department also developed

monthly management reports and quarterly meetings to discuss and manage challenges. We were informed those reports and meetings were paused in February 2025 and May 2024, respectively, and would continue once stakeholder needs were identified. As a result, recommendations 6 and 7 were in process.

Exhibit 7 Progress was made to help Metro prepare for the future.

<p>5. Redefine the Asset and Environmental Services division’s system planners as business analysts with responsibility for monitoring:</p> <ul style="list-style-type: none"> b. Operational trends c. Strategic planning for operational changes 	<p>In process*</p> <p>(Implemented) (Implemented)</p>
<p>6. Develop a formal quarterly management report that includes standard data and analysis of operations</p>	<p>In process</p>
<p>7. Distribute the report among stakeholders throughout the chain of command (oversight, management, employees) and hold quarterly meetings to discuss and manage challenges</p>	<p>In process</p>
<p>15. Complete the garbage and recycling systems plan as soon as possible.</p>	<p>Implemented</p>
<p>16. Develop a plan to prepare Metro to implement new or changed operations resulting from the plan</p>	<p>In process</p>
<p>17. Finalize the facility condition assessments for Metro South and Metro Central</p>	<p>Implemented</p>
<p>18. Update the WPES capital improvement plan based on finalized condition assessments</p>	<p>Implemented</p>
<p>19. Continue to evaluate the costs and benefits of switching to entirely Metro run transfer station operations to inform future decision making</p>	<p>Implemented</p>

*Source: Auditor’s Office summary 2023 audit and analysis of Department documents and interviews. *The overall status of grouped recommendations is based on all sub-parts in the group. As a result, some overall conclusions may differ from sub-part conclusions.*

SCOPE & METHODOLOGY

The purpose of this audit was to follow up on the status of September 2023 audit recommendations. The audit scope included Department work since the prior audit through March 2026. Specific audit objectives were to:

1. Determine if health and safety controls are operating effectively.
2. Determine if contract risk management practices reduce Metro's risk.

To determine the status of prior audit recommendations, we interviewed employees to understand progress made since the prior audit. We reviewed the department's response to the annual status of recommendations survey and other documents including policies, procedures, plans, and organizational charts. To determine the status of recommendation 5 we evaluated whether responsibilities for monitoring contract administration, operational trends, and strategic planning for operational changes were clear. We did this because the Asset and Environmental Services division was dissolved.

For the first objective, we tested a sample of 16 employees to determine if they took six trainings. We selected five trainings from the Department's draft training matrix based on the prior audit and one training based on potential risk. Employees were randomly selected based on work location and job classification. Job classifications were verified with organizational charts, Metro's email system, and human resources data. We reviewed training documentation (manual and electronic records and training rosters) for selected employees to determine whether they took annual trainings in 2025. We obtained training documentation from Department staff and Metro's online learning system. Results were not intended to be statistically significant. As such, sample results were not representative of all trainings and all employees.

We also reviewed three of Metro's safety programs to ensure program evaluations occurred as required. We judgmentally selected three programs reviewed in the prior audit. Two were selected based on documentation requirements for annual evaluations. One was selected because oversight responsibilities were shared.

For the second objective, we judgmentally selected a sample of contracts Metro identified as high risk. We judgmentally selected a sample of tasks in the contract administration plans for those contracts to see if required tasks were carried out. Tasks were selected randomly, based on risk, and based on distribution of task ownership.

We also selected a judgmental sample of contracts that did not have contract administration plans based on high-risk materials and dollar amount. We reviewed those contracts for compliance provisions to determine if compliance was monitored. Provisions were selected based on previously

identified compliance issues. The sample was not statistically significant, and results were not intended to represent all contracts and administration plans.

This audit was included in the FY 2025-26 audit schedule. We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.



Memo

Date: May 22, 2026
To: Brian Evans, Metro Auditor
From: Marissa Madrigal, Chief Operating Officer
Andrew Scot, Deputy Chief Operating Officer
Marta McGuire, Director Of Waste Prevention and Environmental Services
Subject: Management Response to Transfer Station Operating Controls Follow-up Audit

Management appreciates the Auditor’s Office follow-up review of the Transfer Station Operating Controls audit and the recognition of the significant progress made in implementing recommendations since the 2023 audit. The original audit identified important opportunities to strengthen oversight, operational controls, contract administration, and safety management practices across Metro’s transfer station operations. The recommendations from the original audit have guided substantial operational improvement efforts across the Waste Prevention and Environmental Services (WPES) department over the last several years.

Management supports the core recommendations of both the original audit and the follow-up review. Transfer station operations involve significant safety, financial, operational, and environmental risks, and management agrees that strong oversight systems, clear accountability structures, and consistent operational controls are essential to ensuring safe, reliable, and resilient service delivery.

Progress on 2023 Recommendations

As noted in the follow-up audit, the department has made meaningful progress implementing recommendations from the original audit. Management agrees with the audit’s conclusion that eleven recommendations were fully implemented and nine recommendations remain in process.

Management appreciates the auditor’s recognition of improvements in several areas, including assignment of oversight responsibilities, development of contract administration plans, establishment of regular contract coordination meetings, development of operational procedures, advancement of safety program documentation, and implementation of updated point-of-sale systems and operational controls.

The department also appreciates the audit’s recognition that many of the remaining recommendations involve continued refinement, operationalization, and monitoring of systems and processes already underway.

Organizational changes to strengthen oversight

The department made organizational changes during the implementation period to strengthen oversight, clarify accountability, and improve coordination across operational support functions. Responsibilities related to safety, contract administration, and operational

support were reassigned and restructured to create clearer lines of responsibility and better align oversight functions with day-to-day operations. While these changes created a period of transition as new roles and processes were implemented, they were intended to strengthen long-term operational oversight and coordination across the department.

Management also appreciates the audit's recognition that several recommendations moved from a condition where responsibilities and practices were previously undefined toward a more formalized operational structure. In many cases, implementation work required building entirely new systems, processes, and coordination practices while simultaneously maintaining ongoing transfer station operations.

Training systems and operational procedures

Management agrees that continued improvement is needed to strengthen training coordination, assignment, tracking, and monitoring systems. The department also believes it is important to clarify that the training matrix reviewed during the audit was still in draft form and was being actively refined during implementation. As part of this process, the department evaluated which trainings were appropriate for specific operational assignments and work environments to better align training requirements with actual job duties and exposure risks. As a result, the matrix should not be interpreted as a finalized set of mandatory training requirements or as evidence that employees missed required training as those conclusions are not accurate.

Similarly, several operational and safety procedures referenced in the audit were intentionally developed iteratively with operational staff to ensure they reflected actual field practices, operational conditions, and the evolving waste stream. Management agrees that the next phase of implementation requires monitoring to ensure consistent implementation across operational teams.

Actions to address recommendations still in progress

For recommendations that remain "In process," management has identified actions to move these items toward full implementation. These actions include:

Recommendation 2: Document policies and procedures including checklists for each role and update them when operations change.

WPES worked with Metro's centralized Risk and Safety team to develop operational standard operating procedures (SOPs) and checklists for transfer station operations. Since the original audit, the department has also established a more formalized SOP management structure intended to support ongoing review, updates, and operational consistency across facilities and workgroups. Management agrees that this work is ongoing and we will continue to implement the department's SOP management system, including standardized processes for document development, review, approval, and version control.

Recommendation 3: Train employees on policies and procedures.

Management agrees that continued work is needed to strengthen training coordination, tracking, and monitoring practices across the department. As a part of the updates to the standard operating procedures management system, all employees are trained during onboarding on all SOPs and are required to review and signoff annually on procedures required for their role. With regards to safety training and tracking, as noted in the audit, the department developed draft training matrices to standardize role-based training expectations, and initiate improvements to tracking and oversight systems. This work remains in progress as the department continues refining training requirements to better align with operational assignments and exposure risks. Actions underway include:

- Finalize department-wide training matrices, role-based training requirements, and associated tracking systems. (Completion target: FY27)
- Develop and implement clearer management monitoring practices to ensure required trainings and certifications are completed consistently and tracked. (Completion target: Winter 2027)

Recommendation 4. Establish annual policy and program reviews.

As noted in the audit, Metro’s safety programs were updated and an annual review process was established. Management agrees that continued work is needed to ensure reviews, certifications, and related documentation are completed consistently across operational areas. To support ongoing implementation and accountability, management will:

- Develop and implement clearer management monitoring and oversight practices to ensure required operational reviews, inspections, and certifications are completed and documented consistently. (Completion target: Winter 2027)

Recommendation 5: Redefine the Asset and Environmental Services division’s system planners as business analysts with responsibility for monitoring: a. contract administration.

The Asset Environmental Stewardship division was dissolved in 2025, and its work and teams were reassigned to the organizational units where those responsibilities best fit including the Revenue, Reconciliation and Contracts team that is responsible for managing contracts for operations. The contract administration function is integrated into planner roles and is included in the job description responsibilities that were updated this fall.

Recommendation 6: Develop a formal quarterly management report that includes standard data and analysis of operations.

Recommendation 7: Distribute the report among stakeholders throughout the chain of command (oversight, management, employees) and hold quarterly meetings to discuss and manage challenges.

Management agrees with the importance of consistent operational reporting and trend analysis to support oversight, decision-making, and operational management. The department has implemented monthly operational performance reporting and regular cross-functional operational review meetings involving WPES leadership, operations staff, FRS, and OMA. These reporting and coordination practices have improved operational visibility and trend monitoring across transfer station operations. Since the follow-up audit, staff have addressed Recommendations 6 and 7 by reestablishing monthly operational reporting beginning in October 2025 and quarterly operational review meetings beginning in January 2026.

Recommendation 10: Update contract administration plans at least annually for each high-risk contract.

Management agrees that contract administration plans should be reviewed and updated regularly to reflect current operational practices, contract requirements, and assigned responsibilities. Since the follow-up audit, management has put these practices into place and contracts are reviewed semi-annually.

Recommendation 12: Train employees who are assigned roles in the contract administration plans.

Management agrees that employees assigned contract administration responsibilities should receive clear guidance regarding oversight expectations, documentation practices, and assigned responsibilities. Since the original audit, the department established new contract administration plans, oversight roles, and coordination practices associated with high-risk contracts. Additional work is needed to support consistent implementation across operational areas. Actions underway include:

- Develop role-specific training and guidance for employees assigned responsibilities within contract administration plans. (Completion target: Winter 2027)

Recommendation 16: Develop a plan to prepare Metro to implement new or changed operations resulting from the plan

Management agrees with the importance of preparing the organization for operational changes associated with implementation of the Regional System Facilities Plan. Since adoption of the plan in March 2025, the department has continued advancing foundational planning intended to support future implementation of system investments and operational changes. This work is ongoing and will continue to evolve as funding capacity, operational priorities and planning advances. Actions underway include:

- Continue development of phased implementation strategies for priority projects identified in the Regional System Facilities Plan, including operational, staffing, and financial planning considerations. (Completion target: Ongoing)
- Develop operational transition and readiness plans for major facility and service changes associated with future System Plan implementation. (Completion target: Tied to individual projects over 20-year implementation timeline)

Conclusion

Management appreciates the Auditor’s Office follow-up review and collaborative engagement throughout both the original audit and follow-up process. The audit recommendations have helped strengthen operational practices, clarify oversight responsibilities, and support continued improvement across transfer station operations.

WPES remains committed to implementing the remaining recommendations and continuing to strengthen safety systems, contract oversight, workforce readiness, operational monitoring, and organizational accountability. The department shares the goal of ensuring safe, reliable, transparent, and resilient transfer station operations for the region.

Transfer Station Operating Controls Follow-up Audit

Why this audit is important

The purpose of this audit was to evaluate the status of recommendations from the September 2023 audit, *Transfer Station Operating Controls: Strengthen management practices to reduce risks*. That audit included 20 recommendations to improve internal controls.

Metro’s Waste Prevention and Environmental Services department manages two publicly owned solid waste transfer stations in the region. Transfer station operations present safety, financial, and environmental risks. The September 2023 audit summarized concerns in these areas.

The audit scope included changes made between the release of the audit in 2023 and March 2026.

Metro Central Transfer Station



Source: Metro 2030 Regional Waste Plan

What we found

Waste Prevention and Environmental Services made progress implementing recommendations from the 2023 audit. Eleven recommendations were fully implemented and nine were in process.

Status of 2023 Audit recommendations
Strengthen internal controls
<ul style="list-style-type: none"> • 1 Implemented • 6 In process
Strengthen contract risk management practices
<ul style="list-style-type: none"> • 3 Implemented • 2 In process
Ensure compliance with internal processes
<ul style="list-style-type: none"> • 2 Implemented
Reduce gaps and overlaps in oversight
<ul style="list-style-type: none"> • 5 Implemented • 1 In process

Source: Summary of recommendation status for 2026 follow-up report

The need for stronger monitoring processes was a common theme among the in process recommendations. For instance, annual inspections for one of the department’s safety programs did not take place as required. Safety trainings were not completed by some employees. This meant some employees may not have had the annual training they needed to safely carry out their work. More work was needed to establish consistent training expectations, identify required classes, and ensure employees take required classes.

More work was needed to finalize the Department’s contract risk management procedures. Some contract management activities were not completed, and processes were not in place to manage contractor certificates of insurance. This emphasized the need to incorporate monitoring and oversight responsibilities into policies and procedures.

The Department replaced an outdated point-of-sale system. Most recommendations related to the update were implemented. However, the Department did not finalize some basic controls before implementing the system in May 2025.

The Department also made progress preparing for the future. Metro Council approved the Regional System Facilities Plan in March 2025. It outlined at least \$273 million in facility investments and about \$52 million in ongoing annual costs. Fully implementing the remaining recommendations will strengthen controls and improve oversight as Metro considers changes.



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Portland, OR 97232-2736
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Agenda #: 5.1

File #: ORD 26-1545

Agenda Date: 6/11/2026

Ordinance No. 26-1545 For the Purpose of Annexing to the Metro District Approximately 29 Acres in Hillsboro Along Northeast Evergreen Road

Glen Hamburg (he/him), Senior Regional Planner

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 26-1545
METRO BOUNDARY APPROXIMATELY 29)	
ACRES IN HILLSBORO ALONG	)	Introduced by Chief Operating Officer
NORTHEAST EVERGREEN ROAD AND	)	Marissa Madrigal with the Concurrence of
NORTHWEST 273 rd AVENUE	)	Acting Council President Hwang

WHEREAS, Trammell Crow Portland Development, Inc. has submitted a complete application for annexation of approximately 29 acres in the City of Hillsboro (“the territory”) to the Metro service district boundary (the “Metro boundary”); and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 05-1070A adopted on November 17, 2005; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the Metro boundary prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on June 11, 2026; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 11, 2026, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of June 2026.

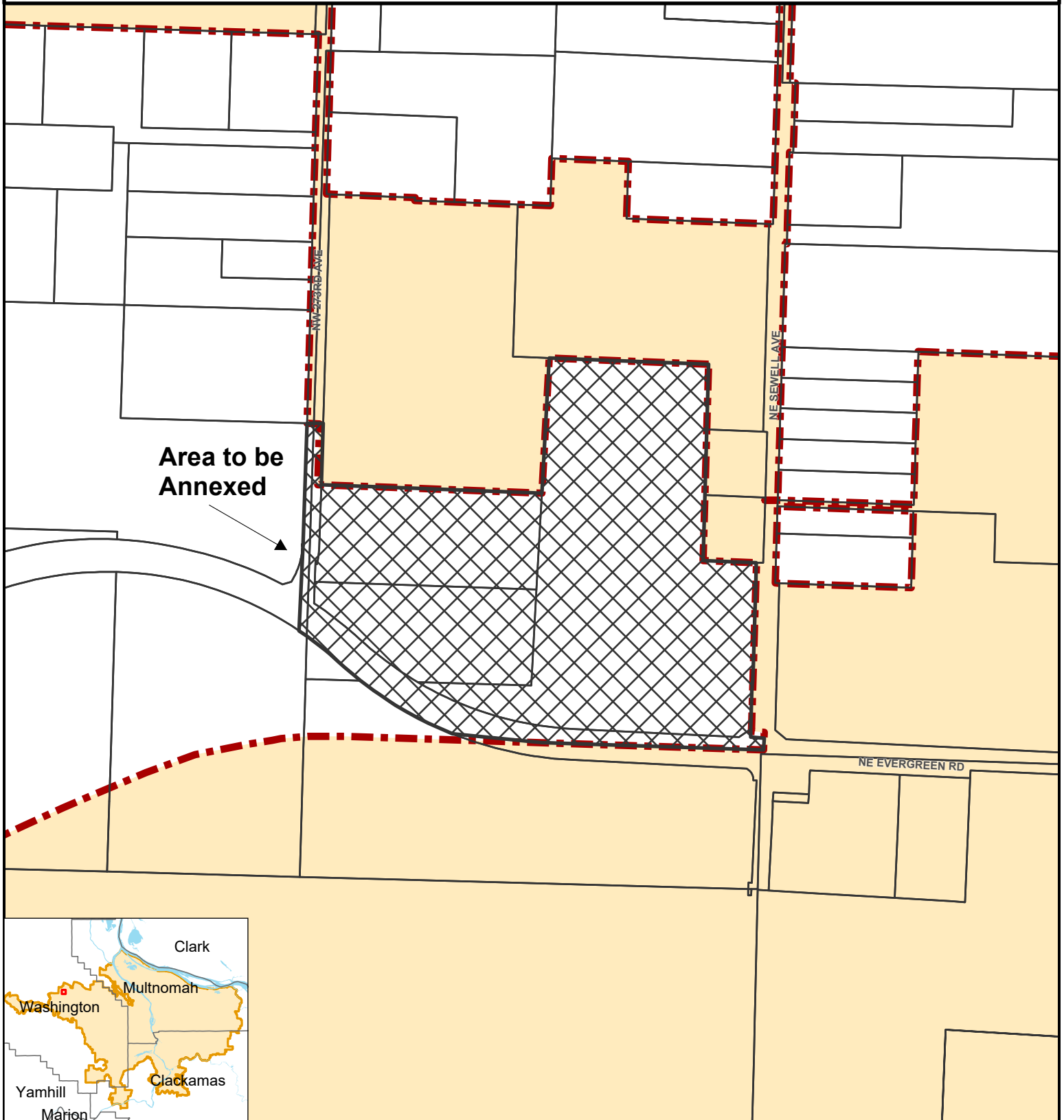
Duncan Hwang, Acting Council President

Attest:

Approved as to form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney






Area to be Annexed



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Portland, OR 97232-2736
(503) 797-1742

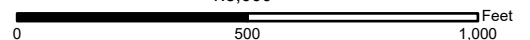
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0326



1:5,000



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 26-1545, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 29 ACRES IN HILLSBORO ALONG NORTHEAST EVERGREEN ROAD AND NORTHWEST 273rd AVENUE

Date: May 11, 2026
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

CASE: AN0326, Annexation to Metro Boundary

PETITIONER: Trammell Crow Portland Development, Inc.
1300 SW Fifth Ave., Ste. 3350
Portland, OR 97201

PROPOSAL: The petitioner requests annexation of territory in Hillsboro to Metro’s service district boundary (the “Metro boundary”).

LOCATION: The subject territory, totaling approximately 29 acres in area, is located in Hillsboro city limits on the north side of Northeast Evergreen Road and east of Northwest 273rd Avenue.

ZONING: The subject territory is primarily zoned Industrial Sanctuary (I-S) by the City of Hillsboro, though a small portion in the Northeast Evergreen Road right-of-way is zoned Industrial – General (I-G) by the city.

The subject territory was added to the urban growth boundary (UGB) in 2005. The territory must be annexed into the Metro boundary for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for annexation to the Metro boundary are contained in Metro Code section 3.09.070.

3.09.070 Changes to the Metro Boundary

(e) The following criteria apply in lieu of the criteria set forth in section 3.09.050(d). The Metro Council’s final decision on a boundary change must include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The subject territory was brought into the UGB in 2005 through the Metro Council’s adoption of Ordinance No. 05-1070A. Therefore, the territory is within the UGB and the application meets the criteria of section 3.09.070(e)(1).

2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The subject territory was annexed to the City of Hillsboro in 2017 by Hillsboro Ordinance No. 6225. The application meets the criteria of section 3.09.070(e)(2).

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is already within the UGB and Hillsboro city limits, and has been planned and zoned by the city for urban industrial uses; the territory is therefore not subject to any urban reserve concept plan. The city provides water, sanitary sewer, stormwater, and fire protection services. The proposal to be annexed to the Metro boundary has not been identified as inconsistent with any adopted cooperative or urban service agreement. The application meets the criteria in section 3.09.070(e)(3).

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code section 3.09.070 allows for annexation to the Metro boundary.

Anticipated Effects: This amendment will add approximately 29 acres to the Metro boundary. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the City of Hillsboro's comprehensive plan and implementing land use regulations.

Budget Impacts: The only resources expended for this request are for associated staff time and for routine printing and postage for required public notices, which are already in the approved budget. Territories annexed to the Metro boundary are subject to relevant Metro tax requirements.

RECOMMENDED ACTION

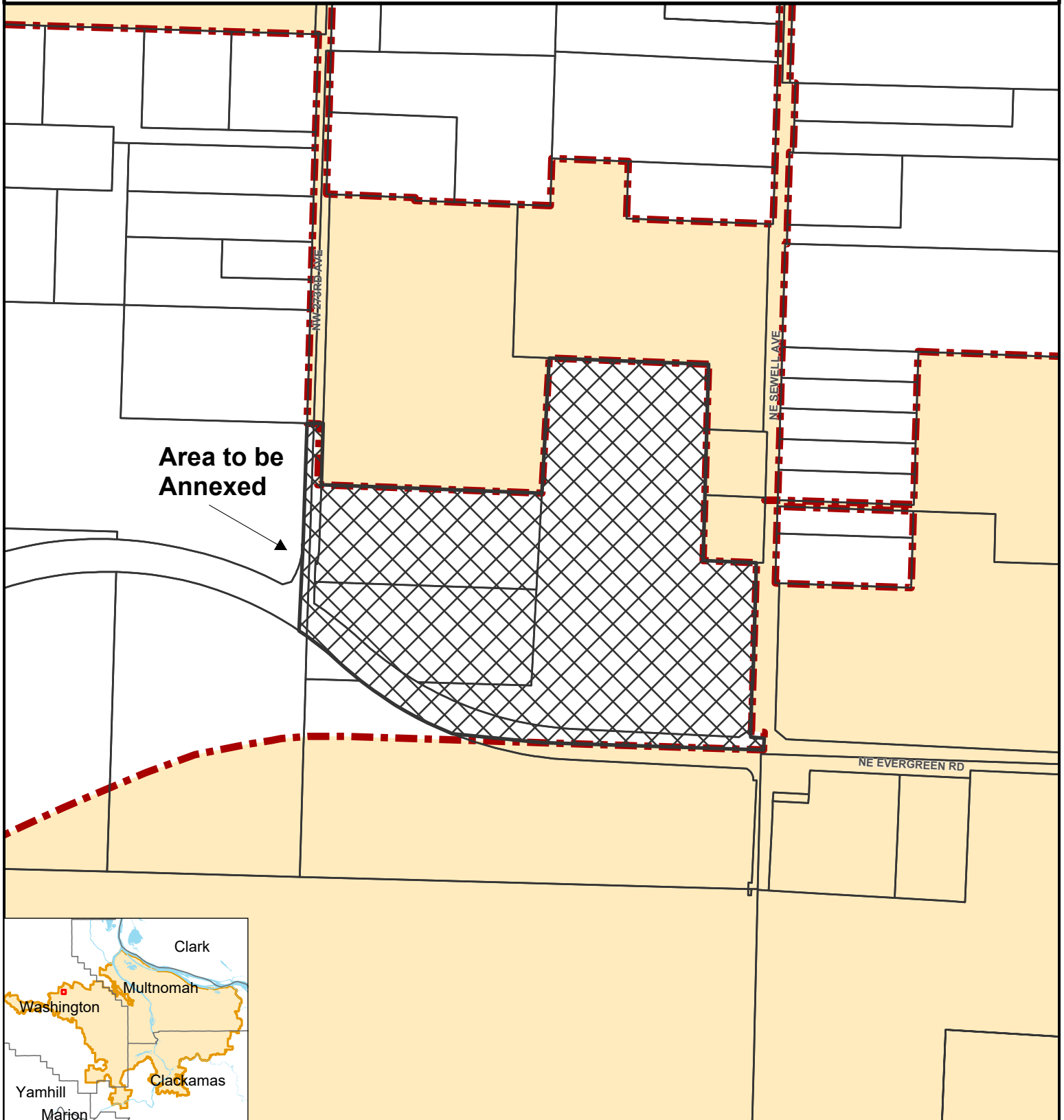
Staff recommends adoption of Ordinance No. 26-1545.

Proposal No. AN0326

1N2W20

Annexation to the Metro Service District

Washington County






Area to be Annexed



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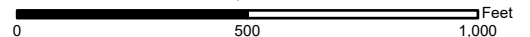
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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0326



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Agenda #:

File #: ORD 26-1546

Agenda Date:6/11/2026

Ordinance No. 26-1546 For the Purpose of Annexing to the Metro District Approximately Half an Acre Along the Northwest Springville Road in Washington County

Glen Hamburg (he/him), Senior Regional Planner

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 26-1546
METRO BOUNDARY APPROXIMATELY)
HALF AN ACRE ALONG NORTHWEST) Introduced by Chief Operating Officer
SPRINGVILLE ROAD IN WASHINGTON) Marissa Madrigal with the Concurrence of
COUNTY) Acting Council President Hwang

WHEREAS, Nga Nguy has submitted a complete application for annexation of approximately half an acre of unincorporated Washington County (“the territory”) to the Metro service district boundary (the “Metro boundary”); and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-987A adopted on December 12, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the Metro boundary prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on June 11, 2026; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 11, 2026, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ___ day of June 2026.

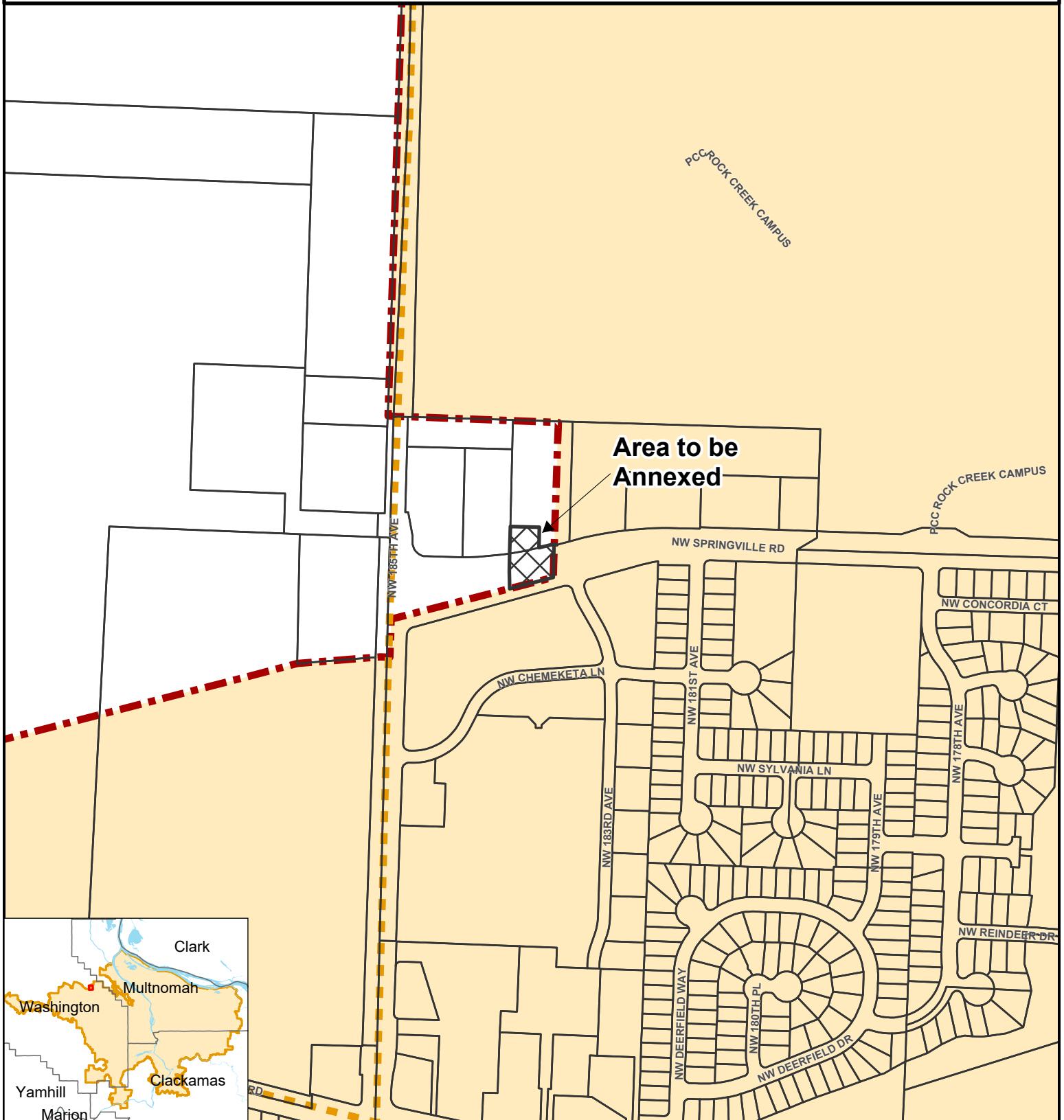
Duncan Hwang, Acting Council President

Attest:

Approved as to form:




Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

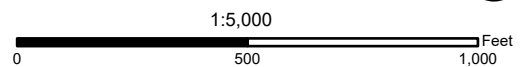


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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0426



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 26-1546, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY HALF AN ACRE ALONG NORTHWEST SPRINGVILLE ROAD IN WASHINGTON COUNTY

Date: May 11, 2026
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

CASE: AN0426, Annexation to Metro Boundary

PETITIONER: Nga Nguy
13362 SW 136th Pl.
Tigard, OR 97223

PROPOSAL: The petitioner requests annexation of territory in Washington County to Metro's service district boundary (the "Metro boundary").

LOCATION: The subject territory, totaling approximately 0.47 acres (roughly half an acre) in area, is located in unincorporated Washington County on the north side of, and includes a portion of right-of-way for, Northwest Kaiser Road.

ZONING: The subject territory is zoned R-6 North Bethany District (R-6 NB) by Washington County.

The subject territory was added to the urban growth boundary (UGB) in 2002. The territory must be annexed into the Metro boundary for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for annexation to the Metro boundary are contained in Metro Code section 3.09.070.

3.09.070 Changes to the Metro Boundary

(e) The following criteria apply in lieu of the criteria set forth in section 3.09.050(d). The Metro Council's final decision on a boundary change must include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The subject territory was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A. Therefore, the territory is within the UGB and the application meets the criteria of section 3.09.070(e)(1).

2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The subject territory is already zoned R-6 NB, an urban residential zoning district of Washington County. The territory is already in the Tualatin Valley Fire & Rescue District and the Tualatin Valley Water District. However, the territory is not presently in a sewer service district or connected to sewer utility services. Connection to sanitary sewer service, itself a form of urbanization but also allowing for further development of the property, will require future annexation to Clean Water Services before the property can be urbanized. The subject property is therefore subject to measures that will prevent its urbanization until it is annexed to the necessary urban sanitary sewer service provider. The application meets the criteria in section 3.09.070(e)(2).

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is already within the UGB and has been planned and zoned for urban residential land uses; it is therefore not subject to any urban reserve concept plan. The territory is in the North Bethany Subarea of Washington County's "Comprehensive Framework Plan for the Urban Area" and has been zoned R-6 NB by the county for urban residential land uses. Chapter 390-8 of the Community Development Code of Washington County states that the zone is intended for residential development at no more than six units per acre and no less than five units per acre, except as otherwise specified for middle housing (e.g., triplexes, cottage clusters, etc.). The code also provides other opportunities for density bonuses. The territory is already in the Tualatin Valley Water District, Tualatin Valley Fire District, TriMet's transit service district, and the Beaverton School District. The proposal to be annexed to the Metro boundary has not been identified as inconsistent with any adopted cooperative or urban service agreement. The application meets the criteria in section 3.09.070(e)(3).

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

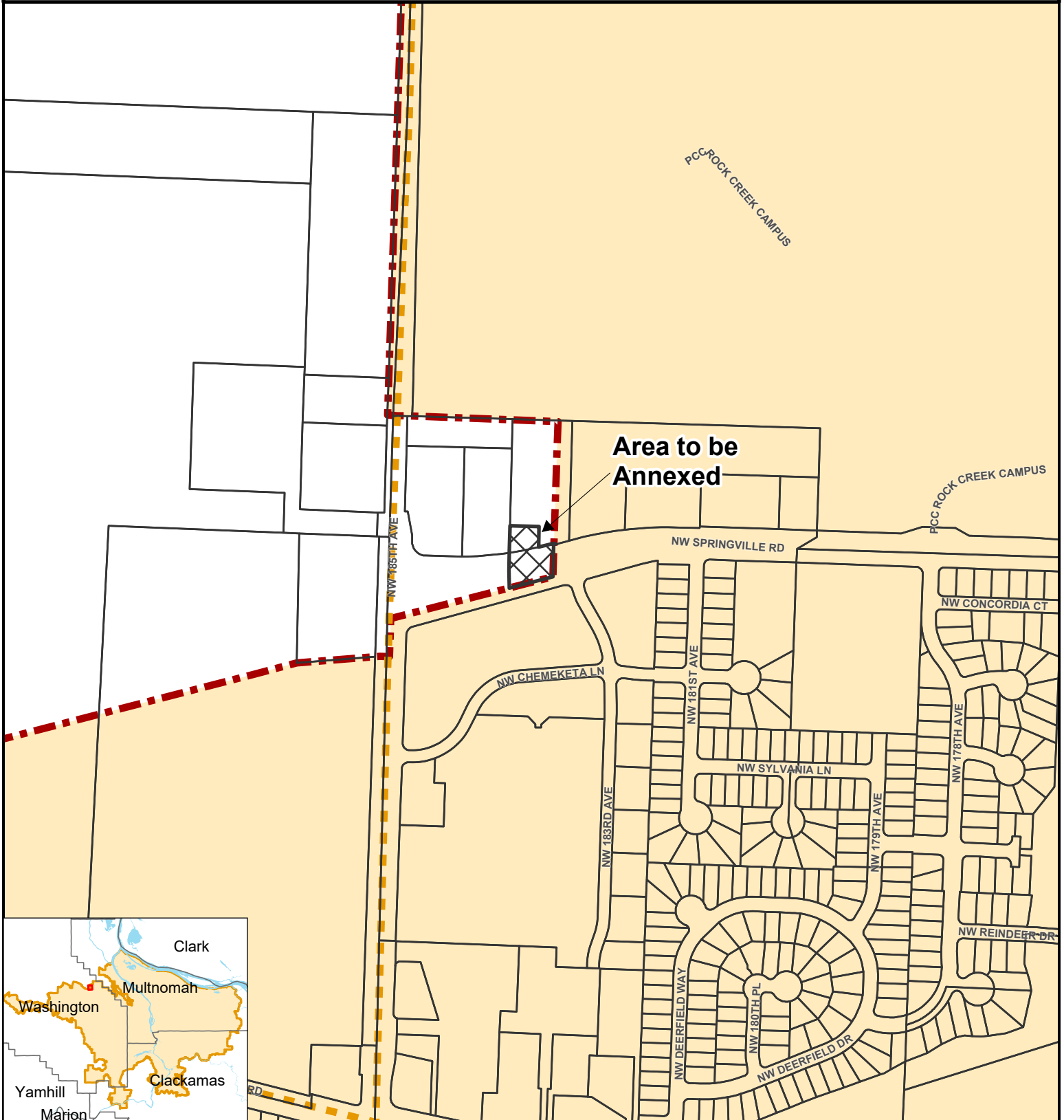
Legal Antecedents: Metro Code section 3.09.070 allows for annexation to the Metro boundary.

Anticipated Effects: This amendment will add approximately half an acre to the Metro boundary. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Washington County Comprehensive Framework Plan for the Urban Area.

Budget Impacts: The only resources expended for this request are for associated staff time and for routine printing and postage for required public notices, which are already in the approved budget. Territories annexed to the Metro boundary are subject to relevant Metro tax requirements.




RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 26-1546.



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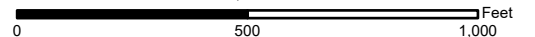
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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0426



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Agenda #: 6.1

File #: 26-6573

Agenda Date: 6/11/2026

Council Discussion: On-Boarding Incoming Metro Councilor For District 4

Victor Sin (he/him), Council Office Manager

STAFF REPORT

COUNCIL DISCUSSION: ON-BOARDING INCOMING METRO COUNCILOR FOR DISTRICT 4

Date: June 3, 2026
Department: Council Office
Meeting Date: June 11th, 2026

Prepared by: Victor Sin
victor.sin@oregonmetro.gov
Presenter(s): Victor Sin, Council Office
Manager
Length: 30 minutes

ISSUE STATEMENT

Metro Council Office staff are developing a comprehensive on-boarding program for the incoming District 4 Metro Councilor. Staff are seeking feedback from Council on the design and desired components to include in the programming. Additionally, Councilors have expressed an interest in finding team development opportunities early in the Councilor's term.

ACTION REQUESTED

Provide feedback to Council Office staff on on-boarding proposal.

POLICY QUESTION(S)

- Will the current on-boarding proposal provide the necessary background and education to understand information presented in work sessions and policies and programs considered at Council meetings?
- Will the current on-boarding proposal adequately prepare a new Councilor for effective leadership and participating in governance as part of a team?

BACKGROUND

On June 4, 2026, Metro Council adopted Resolution No. 26-5617 and declared a vacancy in the Office of Metro Councilor for District 4, following Council President González's resignation from the seat to accept his appointment.

The vacancy process concludes on July 9, 2026 with concurrent interviews, public hearing and voting confirmation conducted by Council at meeting in District 4. Staff expect the interim councilor to begin their term immediately after confirmation with the on-boarding program set to begin the following Monday, July 13.

ATTACHMENTS

- None