

FY 2024-25 Council Budget Amendment Proposals For Budget Amendment Discussion

Amendment Title (brief):

Social Innovation Opportunity Fund

Department:

Council Office

Concise Description

The social innovation program plans to launch a collaborative pilot project in 2024. This project is intended to serve as an experimental platform for joint investment. The goal is to combine resources from various stakeholders into a pilot initiative, which provides testing ground for impact and learning. The requested \$50,000 will serve as a flexible and deployable funds from Metro to complement resources provided by other stakeholders. A pilot project will be selected by the Social Innovation Council, which includes three Metro team members, including Councilor Duncan Hwang.

Objective

In January 2024, the Social Innovation Council has agreed on a goal to collaboratively identify and support a pilot project by the end of the calendar year 2024. The pilot project will mark a pioneering collaboration between the public and private sectors in jointly identifying and investing in such a project, particularly a project that focuses on learning on how to build consensus, co-invest and co-manage such initiatives. The performance indicators for this project include: 1) identifying a pilot project through the Social Innovation Council; 2) collectively funding the pilot project; and 3) and that the pilot project delivers the intended impact (to be determined based on the agreed project).

The Social Innovation Council may agree to advance two pilot projects. In such cases, the funds may be split accordingly between the potential pilot projects.

Funding time period

One-time FY2024-2025 Specific time period (e.g. two years) On-going

Cost Estimate

The requested amount is a one-time sum of \$50,000. These funds will be exclusively allocated to advance a project aimed at benefiting communities as identified by the Social Innovation Council. None of the funds will be allocated towards Metro's operational or personnel expenses.

Funding Options

\$50,000 allocation from the Council Opportunity Fund.

Relationship to other programs

The Social Innovation Director is collaborating closely with the planning, development, and research team to design community resilience and mobility hubs in the Metro region.

One of the pilot ideas that will be presented to the Social Innovation Council is the creation and launch of a Community Resilience Hub Network. Should this project be chosen to move forward, it bears strategic importance in advancing the sustainability of resilience hubs across the Metro region.

Primary Sponsor

Councilor Hwang

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan

All projects that are supported through the social innovation program will have an internal department partner, especially the community investment team.

Stakeholders

There are several philanthropy and public sector partners who are interested in promoting cross-sector collaboration. Any pilot project that this fund contributes to will pool other funds from other stakeholders. The stakeholders represented in the Social Innovation Council include:

- Metro
- Oregon Community Foundation
- Meyer Memorial Trust
- Grantmakers of Oregon and SW Washington
- iSector
- OHSU
- Port of Portland

FY 2024-25 Council Budget Amendment Proposal

For Budget Amendment Discussion

Amendment Title (brief):

Portland State University Transportation and Traffic Class

Department:

Unknown. Potentially Planning/COO.

Concise Description

Metro would take over financial support of the Portland Traffic and Transportation (PTT) class offered at Portland State University (PSU). Previously, this class was supported by the Portland Bureau of Transportation (PBOT), however due to budget constraints, PBOT decided to cut the PTT class. This class has been a great opportunity for the region and has facilitated partnerships with agencies such as Metro and TriMet in the past.

For FY 24-25 staff will work with PBOT to ensure that the program continues to run as it has in past years, while also working to develop a future version of this class. PBOT is happy to hand the program off to Metro, and will make themselves available for initial knowledge transfer and making connections to speakers, etc. There is an opportunity for Metro to take on the leadership of this course. Metro Planning Dept. staff are interested in taking on the leadership of this class in FY 25-26, and plan to work alongside Councilor Simpson to secure additional funding from ODOT and TriMet to further develop this class and to create a statewide approach. Initial conversations with ODOT and TriMet have already begun and there is interest in this partnership.

Course description:

The Portland Traffic and Transportation Class is a sponsored course in partnership with PSU and a consultant facilitator with an emphasis on land use, mobility, social justice, and racial equity. The class focuses on equitable traffic and transportation design and planning for our communities and infrastructures in the City of Portland. The 10-week course is composed of weekly guest speaker lectures and student-led projects. For the final class, students prepare a vision plan or class project addressing community planning for transportation systems (e.g., roads, bridges, transit, parks, urban centers, etc.). Students are encouraged to research current design trends in the traffic and transportation industry, including new developments in connectivity, green technologies, and changing populations. This class is free to Portland area residents, and PSU students may take the course for credit.

Objective

Demonstrate and increase Metro's leadership in building knowledge in the region. This outcome will be supported by students if there is enrolling in the class.

Primary Sponsor

Councilor Simpson

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

Funding time period

One-time Specific time period (e.g. two years) On-going

Cost Estimate

The total operating costs for this class in the past were \$41,000. Metro staff have determined that an additional \$4,000 will be needed to work with PBOT to administer the class for a total of \$45,000. A cost breakdown is as follows:

- \$15K for facilitator
- \$15K for PSU/ facility/ grad assistant support
- \$11K staff time (could potentially be Metro staff in the future, please see description above.)
- \$4K administrative costs

Funding Options

Unclear where this funding should come from.

Relationship to other programs

This class aligns with Metro's transportation planning work.

Stakeholders

This class positively impacts students and people around the region looking to learn about transportation and multi-modal transportation in particular throughout the region. This class also positively impacts PSU by providing an opportunity for practical learning regarding the future of transportation in the Portland area.

FY 2024-25 Council Budget Amendment Proposals

For Budget Amendment Discussion

Amendment Title (brief):

WPES Reuse Pilot and one-time funding support

Department:

Waste Prevention and Environmental Services

Concise Description

Provide one-time funding to reuse organizations while Metro develops a pilot program to establish ongoing, predictable funding.

Objective

WPES is developing a program for sustainable funding for reuse organizations to advance waste reduction goals. Council instructs WPES staff to return to council by November 2024 with a full presentation on funding recommendations, whether new resources or reallocation of existing resources, to establish ongoing, predictable funding grants, or similar mechanisms, for reuse organizations, that can measure effectiveness in diverting reusable items from the landfill. In addition, Council directs WPES to allocate \$750,000 in one-time funding to reuse organizations to support their ongoing operations while WPES works to create a pilot program that will eventually lead to stable funding.

Funding time period

One-time _____ Specific time period (e.g. two years) _____ On-going

Cost Estimate

Allocate \$750,000 from the WPES operating budget and contingency to support regional reuse organizations, distributing funds by the end of the 2024 calendar year.

Relationship to other programs

Part of WPES' mission is to enhance opportunities to reduce, reuse and recycle. WPES has many partners from industry to nonprofit organizations who help it do this work. Reuse organizations are in a uniquely challenging funding environment. To continue to have a robust reuse partnership environment, this amendment provides one-time, emergency funding and injects urgency into finding a long-term strategy.

This amendment is in line with the vision, goals and actions found in the 2030 Regional Waste Plan.

Stakeholders

WPES

Reuse organizations

Users of the solid waste system in the Metro Region

Primary Sponsor

Christine Lewis, D2

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

FY 2024-25 Council Budget Amendment Proposals

For Budget Amendment Discussion

Amendment Title (brief):

Washington Park Train Task Force

Department:

Council Office

Concise Description

Provides direction and funds to support a newly formed Washington Park Train Task Force

Objective

This amendment directs Council Office leadership to manage and support a Washington Park Train Task Force with the aim to produce a report that:

- clarifies the cost to bring a whole loop train back to Washington Park;
- explores the train as a tourist attraction and related revenue generation; and
- makes recommendations regarding future feasibility and funding scenarios, including the potential for electrification; possible impact to other zoo investments; and various funding sources.

The task force should include residents of Portland and representation from City of Portland, Explore Washington Park, Oregon Zoo Foundation, and Oregon Zoo staff.

Funding time period

One-time _____ Specific time period (e.g. two years) _____ On-going

Cost Estimate

Not to exceed \$20,000 for materials and services to contract with a facilitator

Funding Options

FY 23-24 unspent Council funds

Relationship to other programs

This proposal compliments our work at the Oregon Zoo.

Stakeholders to include in the Task Force

- Train advocates
- Trail advocates
- Explore Washington Park
- Oregon Zoo
- Oregon Zoo Foundation
- City of Portland

Primary Sponsor

Christine Lewis, D2

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

FY 2024-25 Council Budget Amendment Proposals

For Budget Amendment Discussion

Amendment Title (brief):

Performing Arts Grants

Department:

Venues – P’5

Concise Description

This budget amendment directs the Chief Operating Officer to create a one-year grant program for performing arts.

Primary Sponsor

Christine Lewis, D2

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

Objective

This funding proposal is in response to a uniquely challenging arts environment. \$125,000 will be divided equally into two distinct grant programs. One program will support resident companies and presenting arts organizations that call our venues home, particularly in light of significant cost increases coming back from the pandemic closures. No more than \$6,250 to each:

- Oregon Symphony
- Portland Opera
- Oregon Balley Theatre
- Oregon Children’s Theatre
- Portland Youth Philharmonic
- White Bird Dance
- Stumptown Stages
- Portland Arts and Lectures
- Metropolitan Youth Symphony
- Broadway in Portland

The second program will provide grants to partner with local community-based organizations (CBOs) specifically for venue rentals. This allows organizations to collaborate with our Department of Culture and Community to curate events relevant to their communities. These grants are intended to be low-barrier and quick for groups who would like access to perform in P’5 but don’t normally have the funds required for access.

Benefits:

- **Develop new audiences:** Attract younger and more diverse patrons from marginalized communities.
- **Invest in Portland's future:** Build a sustainable theater by nurturing a wider audience base.
- **Economic empowerment:** Creating financial opportunities for historically excluded groups
- **Vibrant cultural scene:** Spark fresh perspectives and stories through collaboration.

Funding time period

One-time Specific time period (e.g. two years) On-going

Cost Estimate

\$125,000

Funding Options

\$25,000 reappropriation in Special Appropriations (RACC funding) plus \$100,000 from General Fund contingency.

Relationship to other programs

This proposal compliments our venues work and enhances our partnerships with performing arts groups.

Stakeholders

- Resident art companies that currently use the performing arts halls Metro operates
- Arts organizations that qualify for reduced pricing but lack funds necessary to cover additional costs, such as labor
- RACC

**FY 2024-25 Council Proposals
For Budget Note Discussion**

Budget Note Title: Unallocated General Fund Reserve for Capital— Climate Resilience

Budget Note Narrative: Allocate the undesignated general fund resources after required reserves are fully funded to expanded capital reserves. The current estimate of this amount for FY 2024-25 is approximately \$2 million. This budget note will designate these funds in the general fund contingency for climate justice and resilience projects related to Metro assets. Priority will be given to projects in the Capital Improvement Plan (CIP) that are eligible for Direct Pay incentives.

The Chief Operating Officer will return to Council in November 2024 with a budget amendment to allocate these funds to projects and make the necessary appropriations.

<p style="text-align: center;"><u>Primary Sponsor</u></p> <p style="text-align: center;"><u>Sponsoring Councilors</u></p> <p><input type="checkbox"/> President Peterson</p> <p><input type="checkbox"/> Councilor Simpson</p> <p><input checked="" type="checkbox"/> Councilor Lewis</p> <p><input type="checkbox"/> Councilor Rosenthal</p> <p><input type="checkbox"/> Councilor González</p> <p><input type="checkbox"/> Councilor Nolan</p> <p><input type="checkbox"/> Councilor Hwang</p>
