

Council meeting agenda

Thursday, September 14, 2023

10:30 AM

**Metro Regional Center, Council
chamber, [https://www.youtube.com/live/RX
UnWxWwq5M?feature=share](https://www.youtube.com/live/RXUnWxWwq5M?feature=share)
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

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<https://www.youtube.com/live/RXUnWxWwq5M?feature=share>

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 joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and 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. Presentations

- 3.1 Resolution No. 23-5354 For the Purpose of Proclaiming [RES 23-5354](#)
September 15 - October 15 as Hispanic Heritage Month in
the Portland Metro Region

Presenter(s): Eduardo Ramos (He/Him), Policy Advisor, Metro
Supporters in attendance:
Betsy Rodriguez Ruef (She/Her), Community Engagement
Manager, City of Tualatin
Amparo Agosto, (She/Her), Community Engagement
Manager, TriMet
Jairo Rios-Campos (He/Him), Recreation Manager, PlayEast!
(Wood Village City Councilor)
Ricardo Palazuelos (He/Him/El), Bilingual Community
Outreach Specialist, Washington County
Anna Quintrell (She/Her), Neighborhood Liaison, City of
Vancouver, WA

Attachments: [Resolution No. 23-5354](#)
[Staff Report](#)
[Attachment 1](#)

4. Consent Agenda

- 4.1 Resolution No. 23-5349, For the Purpose of Confirming [RES 23-5349](#)
the Appointments of Michael Hull and Sanjaya Silga to the
Metro Central Station Community Enhancement
Committee (MCSCEC)

Attachments: [Resolution No. 23-5349](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

- 4.2 Resolution No. 23-5350, Resolution 23-5350 For the [RES 23-5350](#)
Purpose of Confirming the Appointment of Members to
the Investment Advisory Board

Attachments: [Resolution No. 23-5350](#)
[Staff Report](#)

- 4.3 Consideration of the May 30, 2023 Council Meeting [23-5921](#)
Minutes

Attachments: [053023c Minutes](#)

- 4.4 Consideration of the June 15, 2023 Council Meeting Minutes [23-5922](#)
Attachments: [061523c Minutes](#)
- 4.5 Consideration of the June 22, 2023 Council Meeting Minutes [23-5923](#)
Attachments: [062223c Minutes](#)
- 4.6 Consideration of the June 29, 2023 Council Meeting Minutes [23-5924](#)
Attachments: [062923c Minutes](#)
- 4.7 Consideration of the July 11, 2023 Council Meeting Minutes [23-5925](#)
Attachments: [071123c Minutes](#)
- 4.8 Consideration of the July 18, 2023 Council Meeting Minutes [23-5926](#)
Attachments: [071823cw Minutes](#)
- 4.9 Consideration of the July 20, 2023 Council Meeting Minutes (consent) [23-5927](#)
Attachments: [072023c Minutes](#)
- 4.10 Consideration of the July 27, 2023 Council Meeting Minutes [23-5928](#)
Attachments: [072723c Minutes](#)

5. Resolutions

- 5.1 Resolution No. 23-5351 For the Purpose of Confirming the Reappointment of Dañel Malán to the Metropolitan Exposition Recreation Commission [RES 23-5351](#)

Presenter(s): Steve Faulstick (he/him), General Manager of Metro Visitor Venues, Metro

Attachments: [Resolution No. 23-5351](#)
[Staff Report](#)
[Attachment 1](#)

- 5.2 Resolution No. 23-5352 For the Purpose of Approving the [RES 23-5352](#)
Purchase of Certain Real Property for the Regional Illegal
Dumping (RID) Deployment Center

Presenter(s): Marta McGuire, WPES Director
Stephanie Rawson, Community Stewardship Program
Manager

Attachments: [Resolution 23-5352](#)
[Staff Report](#)

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 23-1497 For the Purpose of Annexing to [ORD 23-1497](#)
the Metro District Approximately 0.71 Acres Located West
of NE Starr Blvd, North of NE Huffman St, and South of NE
Constable St in Hillsboro

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

Attachments: [Ordinance No. 23-1497](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

7. Other Business

- 7.1 Regional Waste Plan Outcomes and Council Priorities [23-5933](#)
Discussion

Presenter(s): Marta McGuire (she/her), WPES Director, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

8. Chief Operating Officer Communication

9. Councilor Communication

10. Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

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ថ្ងៃធ្វើការ) ជ្រាបពីវិធី
ថ្ងៃធ្វើការ មន្ត្រីប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Resolution No. 23-5354 For the Purpose of
Proclaiming September 15 - October 15 as Hispanic
Heritage Month in the Portland Metro Region
Presentation

Metro Council Meeting
Thursday, September 14 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING	)	RESOLUTION NO. 23-5354
SEPTEMBER 15 TO OCTOBER 15 AS HISPANIC)	
HERITAGE MONTH IN THE PORTLAND	)	Introduced by Councilor Gerritt Rosenthal in
METRO REGION	)	concurrence with Council President Lynn
	)	Peterson

WHEREAS, the United States observes Hispanic Heritage Month each year to celebrate the culture, heritage, and invaluable contributions of Latine and Hispanic people, a diverse population in our region whose ancestors came from Mexico, Central and South America, Spain and the Caribbean; and

WHEREAS, it is also critical to understand that Latine and Hispanic people have strong connections to Indigenous, African, and Asian identities; and

WHEREAS, September 15 marks the anniversary of independence for the Latin American countries of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua; additionally, Mexico and Chile celebrate their independence days on September 16 and September 18, respectively; and

WHEREAS, the Portland Metro region has a substantial and rapidly growing Latine and Hispanic population of 13.4 percent (2020 U.S. Census) with great economic, political, and social influence; and

WHEREAS, the Latine and Hispanic communities create jobs and drive innovation across all sectors contributing to the shared prosperity of our region; Latine and Hispanic people play vital roles in building regional livability and stability; and

WHEREAS, understanding and amplifying the lived experiences of these communities is fundamental to the creation of equitable social, economic and governance systems. Opportunities to ensure the success of the Latine and Hispanic families, businesses, and communities in every corner of the Portland Metro region should be prioritized; and

WHEREAS, the Latinos in Government Alliance (LIGA) works to foster safer and healthier communities for Latine and Hispanic people and Metro commits to supporting these efforts. Together, LIGA and Metro encourage regional collaboration; now therefore,

BE IT RESOLVED that the Metro Council, on this 14th day of September 2023, does hereby proclaim September 15 to October 15 in 2023, and all future years, as Hispanic Heritage Month and encourages the region to celebrate the rich histories and tremendous contributions of these communities.

ADOPTED by the Metro Council this 14th day of September, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Council Worksheet

Agenda Item Title: Proclamation of Hispanic Heritage Month

Presenters, (titles):

Eduardo Ramos, He/Him, Policy Advisor, Metro

Supporters in attendance:

Betsy Rodriguez Ruef, She/Her, Community Engagement Manager, City of Tualatin

Amparo Agosto, She/Her, Community Engagement Manager, TriMet

Jairo Rios-Campos, He/Him, Recreation Manager, PlayEast! (Wood Village City Councilor)

Ricardo Palazuelos, He/Him/El, Bilingual Community Outreach Specialist, Washington County

Anna Quintrell, She/Her, Neighborhood Liaison, City of Vancouver, WA

Contact for this worksheet/presentation:

Eduardo Ramos, He/Him, Policy Advisor, Metro

Purpose/Objective

For the purpose of proclaiming September 15 through October 15 in 2023, and all future years, as Hispanic Heritage Month in the Portland Metro region to celebrate the rich culture and identity of Latine and Hispanic people, and their transformative contributions to the culture and prosperity of our region.

Background

Hispanic Heritage Month is nationally observed and was first celebrated in 1968 as Hispanic Heritage Week under President Johnson. It was expanded by President Reagan in 1988 to cover a 30-day period starting on September 15 and ending on October 15.

The Latinos in Government Alliance (LIGA), a group of government and non-profit professionals, developed this proclamation to highlight the economic, social, and political contributions of the Latine and Hispanic communities in the Portland Metro region. These communities have played, and continue to play, a seminal role in the success of Oregon's economic, social, and political life. Latine and Hispanic folks drive the economy with a over \$3 billion in purchasing power and they create jobs through a variety of small businesses.

In 2023, Metro and LIGA celebrate "Prosperidad para Todos," a vision for shared prosperity and stability for Latine and Hispanic communities in the Portland Metro region. This concept addresses efforts being led by LIGA members in jurisdictions across Metro and emphasizes the need to create space for historically excluded Latine and Hispanic people. The "Prosperidad para Todos" vision calls on us to find more ways to invest and collaborate to support this community.

Cynthia Gomez, Director of Community and Civic Impact at Portland State University, has dedicated her entire career to this "Prosperidad para Todos" vision. Cynthia is an exceptional leader who has positively impacted the lives of countless students and their families in our region. She is a trailblazer and catalyst for stronger, substantive representation. She is being specifically identified for her leadership in sponsoring this vision. (Details: Attachment B)

The recognition of this month elevates the accomplishments and challenges faced by Latine and Hispanic communities, today and historically. Metro and its partner jurisdictions should continue to invest in and strive to understand and support these communities to deliver more equitable outcomes for all residents in the region.

LIGA and Metro invite the community to celebrate Hispanic Heritage month at one or more of the many events being hosted throughout the region.

What packet material do you plan to include, if any?

- Recognition of Cynthia Carmina Gomez and schedule of celebrations across the Metro region (Attachment 1)



Advancing Latino/a/e representation in decision-making and engagement to create equitable and thriving communities.

September 14, 2023

Greetings Metro Council,

In celebration of Hispanic Heritage Month, it is our great honor to recognize Cynthia Carmina Gómez, Director of Community & Civic Impact at Portland State University (PSU), for her career fostering Latino leadership and prosperity through civic action, family support, mentorship, and higher education.

Cynthia is a futurist, cultural strategist, and creative writer with an MFA in nonfiction writing and a Master's in Education. She is a champion for vibrant, safe, and thriving communities. Cynthia served Latino families in the early days of Latino Network. She founded leadership programs and civic engagement initiatives in what would later become a major regional organization.

Cynthia unequivocally represents our theme "Prosperidad para Todos." She has been, and continues to be, at the center of many efforts that advance Latinos in the region, and Oregon. At PSU, she brings ideas and knowledge into practice through community-centered initiatives. She serves on the university's Climate Justice Committee and Hispanic-Serving Institution initiative. Her role in the expansion of Latino student support services has PSU quickly moving toward achieving the Hispanic-Serving Institution status. Cynthia is a fierce advocate for investment in our student and their families.

Last year, Cynthia launched Latiné Futures, a community collaboration to co-create a bold vision for our community's future. These trans-sector gatherings yielded a vision for collective wealth-building and wellbeing. Cynthia challenged attendees to balance immediate needs with long-term planning to ensure a successful future for Latinos in the region.

The regional membership of LIGA acknowledges and thanks Cynthia for positively impacting the lives of many, including LIGA professionals. Cynthia's work, more broadly, has catalyzed substantive representation and economic prosperity for our communities.

We appreciate the regional platform to recognize such a selfless leader and kick-off Hispanic Heritage Month. Please join us in celebrating this month and the diverse Latinos driving social, economic, and political life in our region.

Respectfully,

Latinos in Government Alliance (LIGA)
Contact: Eduardo Ramos, Communications

Hispanic Heritage Month Events

Wood Village

Hispanic Heritage Month Celebration
Friday, September 15, 2023 | 5:30-8 p.m.
Wood Village City Hall & Civic Center
24200 NE Halsey St.

Contact: Claudia Ramirez, 503-516-6837

Hillsboro & Centro Cultural

El Grito
Saturday, September 16, 2023 | 2-7 p.m.
Shute Park
750 SE 8th Ave, Hillsboro, OR 97123

Salem

Viva Salem! Todos Unidos
Saturday, September 23, 2023 | 12-6 p.m.
Riverfront Park, Salem

Metro

Latinos in Government Alliance
Wednesday, September 27, 2023 | 9-1
Oregon Zoo

Tigard

El Tigre Festival
Saturday, October 7, 2023 | 1-9 p.m.
Cook Park, Tigard

Resolution No. 23-5349, For the Purpose of Confirming the
Appointments of Michael Hull and Sanjaya Silga to the Metro Central
Station Community Enhancement Committee (MCSCEC)
Consent Agenda

Metro Council Meeting
Thursday, September 14, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 23-5349
APPOINTMENTS OF MICHAEL HULL AND)
SANJAYA SILGA TO THE METRO CENTRAL) Introduced by Councilor Mary Nolan
STATION COMMUNITY ENHANCEMENT
COMMITTEE (MCSCEC)

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 Council President and shall be subject to confirmation by the Council; and

WHEREAS, Metro Code Section 2.19.120, “Metro Central Station Community Enhancement Committee (MCSCE[C]),” provides the process for seating the MCSCEC, including the representation criteria for membership; and

WHEREAS, vacancies have occurred in representation of the Linnton Neighborhood Association and of the Cathedral Park Neighborhood Association on the MCSCEC; and

WHEREAS, Michael Hull has been nominated by the Linnton Neighborhood Association and Sanjaya Silga has been nominated by the Cathedral Park Neighborhood Association to represent these associations on the MCSCEC, and their appointments are supported by the MCSCEC Committee Chair; and

WHEREAS, the Metro Council President has appointed Michael Hull to represent the Linnton Neighborhood Association MCSCEC position, and Sanjaya Silga to represent the Cathedral Park Neighborhood Association MCSCEC position, and this appointment is subject to confirmation by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council confirms the appointment of Michael Hull and Sanjaya Silga to the Metro Central Station Community Enhancement Committee for a term of one year, ending June 30, 2024.

ADOPTED by the Metro Council this 14th day of September, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

FOR THE PURPOSE OF CONFIRMING THE APPONTMENTS OF MICHAEL HULL AND
SANJAYA SILGA TO THE METRO CENTRAL STATION COMMUNITY ENHANCEMENT
COMMITTEE (MCSCEC)

Date: August 17, 2023
Department: Waste Prevention and
Environmental Services
Meeting Date: September 14, 2023

Prepared by: Alejandra Cortes
Presenter(s): Councilor Mary Nolan and
Noelle Dobson
Length: Consent

ISSUE STATEMENT

Two vacancies have occurred in the Metro Central Station Community Enhancement Committee (hereinafter referred to as MCSCEC) membership. These vacancies in the MCSCEC membership currently exist due to the end of a term for members representing the Linnton Neighborhood and the Cathedral Park Neighborhood.

ACTION REQUESTED

Lynn Peterson, Council President, and Councilor Mary Nolan, chair of the MCSCEC recommend adoption of this resolution to confirm the appointment Michael Hull and Sanjaya Silga to serve on the MCSCEC.

IDENTIFIED POLICY OUTCOMES

With adoption of this resolution, Michael Hull and Sanjaya Silga will be appointed to a one-year term on the MCSCEC.

STAFF RECOMMENDATIONS

Staff recommends adoption of this resolution to appoint Michael Hull and Sanjaya Silga to the MCSCEC. Their committee applications articulate their passion for community enhancement and their interconnectedness to the communities they live in.

Hull is actively involved with townhall meetings and volunteer efforts in the Linnton Community. Additionally, Hull's connectivity to the natural environment through a lens of filmmaking and documenting environmental protection, community change, and advocacy makes them a well-positioned candidate for the MCSCEC.

Silga is actively involved with his community of St. Johns and the natural spaces in the region. Additionally, Silga's connectivity to the hazardous waste system, commitment to diversity and ability to create collaborative relationships make him a valuable addition to the MCSCEC.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How does this advance Metro's racial equity goals?

The engagement approach for recruiting committee members and the appointment of these members supports Goal B/Objective 2: Increase participation of communities of color in Metro decision-making. Hull and Silga are actively engaged in improving the lives of diverse community members in both their professional and personal lives. Their diversity-centered work makes them well suited to promote solutions and support the diverse needs of the community in the boundary area.

- How does this advance Metro's climate action goals?

Hull is actively engaged in improving the health of our natural environment through volunteer work. This, along with their residency in the Linnton Neighborhood makes them uniquely suited to address the diverse geography within the MCS Community Enhancement Grant boundary and promote community-based solutions in the grant boundary area.

Silga is actively engaged in improving the health of the natural environment through community connection and feedback groups. Along with their residency in the Cathedral Park Neighborhood this makes them a valuable addition to support in addressing the emergent needs of communities and environmental issues within the grant boundary. The MCS Community Enhancement Grant Program includes goals that can mitigate and prevent impacts to the natural environment and its impact on our climate.

- Known Opposition/Support/Community Feedback
There is no known opposition to the appointment of Michael Hull or Sanjaya Silga to the MCSCEC.
- Explicit list of stakeholder groups and individuals who have been involved in policy development.
Mary Nolan, Metro Councilor District 5
Noelle Dobson, Metro Community Enhancement Grant Program Manager
Alejandra Cortes, Metro Community Enhancement Grants Program Coordinator
- Legal Antecedents
Chapter 2.19 of the Metro Code regarding Metro Advisory Committees; specifically Section 2.19.120, which provides for the Metro Central Station Community Enhancement Committee and sets forth guidelines for committee representation.
- Anticipated Effects
Adoption of this resolution would confirm the appointment of Michael Hull and Sanjaya Silga to the MCSCEC.

BACKGROUND

The MCSCEC is charged with helping develop plans to administer grant funds, solicit and review grant applications, and select for funding improvement projects that benefit the area directly affected by the Metro Central transfer station, including portions of Northwest and North Portland.

Mary Nolan, Metro Councilor for District 5, chairs the seven-member committee. Prior to appointment, members of the committee are required to be nominated by neighborhood associations named in Metro Code Section 2.19.120 or by an environmental organization that has or will have an interest in the enhancement area.

A recruitment to fill the positions began in March of 2023, seeking replacement of representatives from the Linnton Neighborhood and the Cathedral Park Neighborhood on the MCSCEC. Metro staff engaged the Cathedral Park Neighborhood Association and the Linnton Neighborhood Association, current MCSCEC committee members, and current and past grantees to recruit nominees. Metro staff received two applications in total.

ATTACHMENTS

Attachment 1 – Michael Hull MCSCEC committee application

Attachment 2 –Sanjaya Silga MCSCEC committee application

Metro Central Community Enhancement Program Committee Application

Michael Hull

Linnton Neighborhood Association
10638 NW 4th ST
Portland, Oregon 97231

August 4, 2023

Please describe your connection to the communities in the grant area boundary, or your interest in serving those communities.

I am a resident and volunteer in the neighborhood community of Linnton. I have lived here with my partner for around 2 years. Because of where we live, and our proximity to the waterfront, big industry, and the Willamette-Columbia water channels, environmental issues are of high-effect to our lives. For this reason, I would be honored to serve on a committee that reads and reviews grants impacting our area and other regions of the Portland Metro.

Members of the Metro Central Enhancement Committee contribute a wide variety of complementary skills and experiences. Please describe any relevant knowledge, professional and/or lived experience that you would bring to the committee, including knowledge and experience about environmental justice or protecting the environmental quality of communities.

I am a filmmaker, photographer, and documentarian who cares about preserving this planet through environmental protection, community change, and advocacy. I believe I could use these areas of experience for the benefit of the Metro Central Community, using film and persuasive imagery to bring important community issues to the top of the agenda.

Please explain how you keep informed and aware of the community's diverse needs and priorities.

I am a distributor of the Linnton newsletter and read each issue cover to cover. In addition, I meet with community residents periodically through town hall meetings to stay informed about community updates and hear voices from my surrounding area. I also use these meetings to share my own ideas and contribute concrete actionable plans for improving our way of living for those on the Willamette river.

Summarize any relevant experience in working or collaborating with people whose background is different than yours.

In my career as a digital artist and filmmaker, I have spent time collaborating with people across the globe--in countries such as Egypt, Saudi Arabia, India, and the Ukraine (to name a few). I have learned through these experiences that diversity adds inherent strength to culture, and without these differences, working environments tend to suffer. I have friends from many walks of life

and count myself privileged to have met each of them. I still have much to learn from others, but strive to continue my learning with an openness and readiness that challenges my comfort zone and invites new possibilities for equity and justice to be enacted in their fullest forms.

The committee evaluates grant proposals in part on the project's and/or organization's efforts to advance equity through projects that benefit underserved communities and build their capacity to improve their own communities. What knowledge and experience do you bring in understanding how programs, services and grant dollars can benefit underserved communities?

This is still an area of growth and learning for me. I understand that better funding can generally improve underserved communities. Especially if that funding can be used toward education, the arts, social work, and health care. However, there is still much nuance and complexity here that I don't fully understand, but would like to learn. What better way to learn than by doing.

Do you now have or anticipate any conflicts of interest that might require you to excuse yourself from the review of any potential project? Please explain. For example, do you or a family member work for or serve on the board of an organization that might seek a grant from this program? Are you a consultant that might be interested in submitting a proposal for the type of work that this program funds? This does not disqualify you from applying for the committee, but you will not be allowed to review any projects that you have a conflict with.

I do not foresee anything of this sort.

Metro Central Community Enhancement Program Committee Application

Sanjaya Silga

Cathedral Park Neighborhood
7533 North Hudson St.
Portland, Oregon 97203

August 11, 2023

Please describe your connection to the communities in the grant area boundary, or your interest in serving those communities.

I have lived in St. Johns for about 9 years. I love the diversity of my community and the small town feel of the area. The St John's bridge and Cathedral Park are some of my favorite places in Portland.

Members of the Metro Central Enhancement Committee contribute a wide variety of complementary skills and experiences. Please describe any relevant knowledge, professional and/or lived experience that you would bring to the committee, including knowledge and experience about environmental justice or protecting the environmental quality of communities.

I manage a diverse team at a glass production factory. I have experience with safe handling and disposal of hazardous materials.

Please explain how you keep informed and aware of the community's diverse needs and priorities.

Talking with my neighbors, reading local publications and online news forums. I will liaison with the Cathedral Park Neighborhood Association to keep them up to date on grant opportunities and awards.

Summarize any relevant experience in working or collaborating with people whose background is different than yours.

I come from mixed race parents and I was home schooled on an organic farm until 8th grade; almost everyone I meet has a different background than I do.

The work team that I manage at the glass factory is a very diverse group. I pride my self in forming teams of unique individuals.

The committee evaluates grant proposals in part on the project's and/or organization's efforts to advance equity through projects that benefit underserved communities and build their capacity to improve their own communities. What knowledge and experience do you bring in understanding how programs, services and grant dollars can benefit underserved communities?



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oregonmetro.gov

I have not had any direct experience with grant dollars.

Do you now have or anticipate any conflicts of interest that might require you to excuse yourself from the review of any potential project? Please explain. For example, do you or a family member work for or serve on the board of an organization that might seek a grant from this program? Are you a consultant that might be interested in submitting a proposal for the type of work that this program funds? This does not disqualify you from applying for the committee, but you will not be allowed to review any projects that you have a conflict with.

None.

Resolution 23-5350 For the Purpose of Confirming
the Appointment of Members to the Investment
Advisory Board (consent)
Consent Agenda

Metro Council Meeting
Thursday, September 14, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 23-5350
APPOINTMENT OF MEMBERS TO THE)	
INVESTMENT ADVISORY BOARD	)	Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

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 Timothy Collier, Brian Nava and Tanner Warner to the Council President and the Council President has appointed Mr. Collier, Mr. Nava and Mr. Warner for a first term beginning upon confirmation of the appointment and ending August 30, 2025; and

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

BE IT RESOLVED that the Metro Council confirms the appointment of Timothy Collier, Brian Nava and Tanner Warner to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 14th day of September, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 23-5350, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF MEMBERS TO THE INVESTMENT ADVISORY
BOARD

Date: 8/25/2023
Department: Finance and Regulatory
Services
Meeting Date: 9/14/2023

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

ACTION REQUESTED

Confirm the appointment of Timothy Collier, Brian Nava and Tanner Warner 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. Metro Council President Lynn Peterson, upon recommendation of the Chief Operating Officer, has appointed Timothy Collier, Brian Nava and Tanner Warner to the board subject to Council confirmation. This appointment will be for a first term beginning upon appointment and ending August 30, 2025. Per the Metro Code, each member may be reappointed for an additional two year term.

Tim Collier is the CFO of Tualatin Valley Fire and Rescue. Prior to coming to TVFR he was the CFO of Metro for 8 years and at the Northwest Regional Education Service District. He is a CPA and received both his bachelor's degree and master's degree from Portland State University.

Brian Nava was elected as Clackamas County's Treasurer in November of 2018. Brian brings nearly 20 years of government experience to the office. Prior to his election as County Treasurer, Brian was appointed as Clackamas County's first Internal Auditor in August 2015. Brian has also held various audit positions with the Oregon Secretary of State Audits Division from 2004 to 2015. Brian has his Bachelor of Science degree in Accounting and minors in Computer Science and Math from Linfield College.

Tanner Warner is a Senior Financial Analyst with the Port of Portland with significant experience supporting government investment portfolios. Previously he held a similar role with the City of Gresham. Tanner has his Bachelor's degree from Stony Brook University and a post-baccalaureate accounting certificate from Portland State University.

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.

Consideration of the May 30, 2023 Council
Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Tuesday, May 30, 2023

10:30 AM

**Metro Regional Center Council Chamber,
<https://www.youtube.com/live/OAbDYHUnjMw?feature=share>,
<https://zoom.us/j/615079992>, or 877-853-5257 (toll free) (Webinar
ID:615079992)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

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

Excused: 1 - Councilor Mary Nolan

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.
Laura Golino de Lovato, Northwest Pilot Project: expressed concerns about the Joint Office of Homeless Services underspending of the Supportive Housing Services funds. Golino de Lovato also mentioned how important this funding is for service providers.

Council Discussion

President Peterson stated that they need to make sure that the counties are on track and are doing all that they can.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3. Consent Agenda

- 3.1 **Resolution No. 23-5338**, For the Purpose of Adding Six New Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities

Attachments: [Resolution No. 23-5338](#)

[Exhibit A](#)

[Staff Report](#)

Council President Peterson called for a motion to approve the Consent Agenda.

A motion was made by Councilor Rosenthal, seconded by

Councilor Simpson, to adopt items on the consent agenda.

The motion passed by the following vote:

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

Excused: 1 - Councilor Nolan

Council Discussion

Councilor Rosenthal mentioned that he was happy to see that work is being done on Hall Boulevard, which is important to the City of Tigard.

4. Other Business

4.1 Update on Metro's Public Engagement Guide

Presenter(s): Gloria Pinzón Marin (she/they), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

Council President Peterson introduced Gloria Pinzón Marin (she/they), Metro to present the Update on Metro's Public Engagement Guide.

Staff pulled up the *Guiding principles for meaningful public engagement PowerPoint* to present to Council.

Council Discussion:

President Peterson thanked staff for being in person and that they will work on giving more notice.

Pinzón Marin began the presentation by explaining the different ways that Metro connects to people. Pinzón Marin discussed the 2023 update to the Public Engagement Guide and the expected touchpoints. They noted definitions of key terms and explained the changes over time of the guiding

principles. Pinzón Marin discussed the input and comments on draft one of the guiding principles. Pinzón Marin and each of the Councilors read at least one of the Draft 2 guiding principles. She explained the potential application of the Public Engagement Guide for draft two and gave an example. Staff noted that they are seeking input from the Council and gave a list of suggested topics for future discussion.

Council Discussion

Councilor Simpson thanked Pinzón Marin for the presentation and including the Council's comments. He asked if the guiding principles will be translated into different languages.

Pinzón Marin hoped that the guiding principles would be translated into different languages because one of the intentions of the future guide is to give the public information on engaging with Metro.

Councilor Hwang commented about the importance and need to follow-up after the community engagement. He also mentioned the capacity-building grants and how they should use it as an opportunity for partnership in the future.

Councilor Rosenthal discussed his experience as co-chair of the Metro Public Involvement Committee. He noted that he preferred the term "community" because they mostly do community-based engagement. He noted the need to identify the kind of community and their interests when doing engagement or outreach.

Pinzón Marin stated that the process of engagement planning is complex, so the principles are broad to allow for flexibility. In the guide, they can be more specific of what

they mean.

Councilor Rosenthal suggested that staff look at the specific needs of each community and to not make a one-size fits all engagement.

Councilor Lewis mentioned the need to compensate people for their time. She asked if the guide would set best practices for compensation for their engagement, such as childcare or meals. Councilor Lewis suggested updating best practices with changes to technology.

Pinzón Marin noted that the guide will have guidance on stipends and ways to reduce barriers to participation. She also mentioned accommodating people with disabilities.

Councilor Gonzalez mentioned the importance of doing this work and commented on the different committees. He suggested that Metro changes the way that they engage people, including getting out of Metro or the committee structure.

President Peterson suggested that they focus on how the Metro Council does outreach. She also suggested having the minimums that they expect for engagement. She raised concerns about the assumptions around access.

Pinzón Marin noted that it is important that projects are unique, so tactics for engagement must be unique. She noted being interested at looking into minimums about the process and expectations for staff.

President Peterson noted that there are many groups that want to engage in Council and staff decision-making. She mentioned that they cannot be siloed by department. She also commented that all businesses should be heard,

especially small business.

Pinzón Marin asked if the Council feels comfortable supporting these guiding principles. They noted several suggestions from the Council.

President Peterson suggested that staff put that they will not be making assumptions about access into the principles.

Pinzón Marin stated that it would be related to application and that can be noted.

The Councilors supported the guiding principles.

4.2 High Capacity Transit Strategy Update: Draft Report

Presenter(s): Ally Holmqvist (she/her), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

Council President Peterson introduced Ally Holmqvist (she/her), Metro to present the High-Capacity Transit Strategy Update: Draft Report.

Staff pulled up the *HCT Strategy Update: Report & Actions PowerPoint* to present to Council.

Holmqvist explained the outcomes of the vision and the feedback they had received. She discussed the different transit tools and how they come together in the Regional Transit Network. Holmqvist explained how the draft report established the Regional High-Capacity Transit Strategy, which included what action needs to be taken, how to advance the corridors together and how stakeholders will

give their input. She noted the next steps for the 2023 RTP and the HCT Strategy.

Council Discussion

President Peterson mentioned that the Councilors may have seen the presentation before.

Councilor Gonzalez mentioned staff's tenacity of engagement with their partners. He also mentioned that local partners have concerns related to tolling, such as diversion onto local streets and capacity. He noted the importance of bringing high-capacity transit investment.

Councilor Rosenthal noted that he liked the different bus services slide. He mentioned that it may imply that there is not continuity between the bus system and the light rail system. He raised concerns that people may think that the Southwest Corridor is not high-capacity transit. He also raised concerns that they are putting 50,000 people near Roy Rogers Road in the future, but there is no projected transit system for them.

Holmqvist noted that Southwest Corridor is a priority and is in Tier 1. She mentioned that some partners thought that the map could be more clear, and they have made that change in the 2023 Draft RTP Update.

President Peterson thanked staff for their work. She asked how their partners at TriMet feel and the ability to achieve their goals.

Holmqvist mentioned that TriMet has been a close partner and are in alignment with Metro. She noted that Trimet has submitted their list of Tier 1 and Tier 2 priorities for the transportation plan. Holmqvist explained that the Tier 2 priorities are strategic, so there needs to be work done to

determine funding and commitments. She also mentioned that staff will help make an appendix of the details of the corridors and the Rapid Bus Implementation plan.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Madrigal gave an update on the staff's response and their work with Multnomah County and Joint Office of Homeless Services. She also mentioned that the initial corrective action plan response from Multnomah County to Metro was due today. She also thanked Northwest Pilot Project and the other signatories of the letter for testifying.

Council Discussion

President Peterson mentioned the importance of direct communication between Chair Pederson's office and them about how to move forward and suggested setting up meetings with them.

Councilor Rosenthal mentioned that in a meeting with the City of Portland, they implied that some of their expenditures were only one-time. He asked if there was potential for them to have more repeat expenditures. He also asked if they would respond to the article about underspending.

Madrigal mentioned that there are conversations between Multnomah County and the City of Portland but was not sure if staff have all the details. She noted that they are trying to encourage them to work together.

Madrigal noted that they can have a meeting with

Kristin Dennis, Chief of Staff on how to respond.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Gonzalez** mentioned that the partnership between the Hillsboro Hops and Metro on giving out lifejackets. He also mentioned that he and President Peterson presented on the RTP to the Portland Business Alliance.
- **Councilor Lewis** mentioned that today was the hearing for the bill that would turn around the land swap and that she was in Salem to testify against.
- **Councilor Simpson** thanked Councilor Lewis for testifying. He mentioned Memorial Day and hoped that people remember that it is about people making the ultimate sacrifice for us.
- **President Peterson** attended the Memorial Day event at Foothills Park. She also thanked Councilor Simpson, his family, and others for their service.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:56 p.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 30, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	05/30/2023	Guiding principles for meaningful public engagement Presentation	053023c-01
2.0	Powerpoint	05/30/2023	HCT Strategy Update: Report & Actions Presentation	053023c -02
3.0	Testimony	05/30/2023	Wayne Wignes Testimony	053023c-03

Consideration of the June 15, 2023 Council Meeting
Minutes

Metro Council Meeting Thursday
September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, June 15, 2023

10:30 AM

**Metro Regional Center, Council Chamber,
<https://www.youtube.com/live/vSo1bJifjSI?feature=share>,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

Present: 4 - Councilor Christine Lewis, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

Excused: 3 - Council President Lynn Peterson, Councilor Juan Carlos Gonzalez, and Councilor Mary Nolan

2. Public Communication

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on non-agenda items.

There were none.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

3. Presentations**3.1 Year 2 Report from Natural Areas and Capital Program Performance Oversight Committee**

Presenter(s): Jon Blasher (he/him), Metro
Burt Edwards (he/him)
Cary Watters (she/her)

Attachments: [Staff Report](#)
[Attachment 1](#)
[Year 2 Committee Report](#)

Deputy Council President Lewis introduced Jon Blasher (he/him), Metro, Burt Edwards (he/him), and Cary Watters (she/her) to present the Year 2 Report from the Natural Areas and Capital Program Performance Oversight Committee.

Blasher discussed the role of the oversight committee and the progress made on the 2019 Parks and Nature Bond. Watters noted some highlights and findings from the Year 2

Report. Edwards discussed some of their work to make sure implementation is consistent with the bond's goals and criteria. Watters and Edwards explained the committee's recommendations.

Council Discussion

Councilor Hwang noted criticism from the public. He asked if Metro is moving with urgency and making more green space available for the community.

Watters mentioned the need for more education and expectation setting within the community.

Edwards noted that Metro does well with their level of community engagement and land acquisition decisions.

Blasher explained some opportunities to inform the public about expectations.

Councilor Hwang noted the need to be thoughtful when communicating to the public.

Councilor Simpson wanted to see an increase in the COBID numbers and highlighted the benefits of the trail program.

Watters suggested that Metro increase opportunities to firms that may not be COBID certified, but eligible through other certifying agencies.

Councilor Rosenthal asked if they are communicating enough about the difficulties of restoration to the public.

Watters noted that community messaging and expectation setting is a key issue.

Edwards mentioned that Metro staff can put together information and communications more accessible to the public.

Blasher mentioned that there is information on their website, but there are opportunities for more effective communication.

Councilor Rosenthal suggested making clear the purpose of the sites to the public. He commented that each site is unique.

Blasher mentioned that they detail the factors for land acquisitions. He also mentioned that they can remind people about the focus for different areas.

Watters suggested that the mapping tool could be used to inform the public about the purpose.

Councilor Lewis noted her interest in comparison to 2006 in their work plan and their Blue Lake case study. She thanked staff and the committee for their work.

4. Consent Agenda

- 4.1 **Resolution No. 23-5341**, For the Purpose of Adopting the Smith and Bybee Wetlands Natural Area Interim Plan

Attachments: [Resolution No. 23-5341](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

- 4.2 Consideration of the May 9, 2023 Council Meeting Minutes

Attachments: [050923c Minutes](#)

- 4.3 Consideration of the May 11, 2023 Council Meeting Minutes

Attachments: [051123c Minutes](#)

Deputy Council President Lewis called for a motion to approve the Consent Agenda.

Council Discussion

Councilor Hwang asked to pull Resolution No. 23-5346 from the Consent Agenda.

Deputy Council President Lewis called for a motion to approve the Consent Agenda without Resolution No. 23-5346.

A motion was made by Councilor Rosenthal, seconded by Councilor Simpson, to adopt items on the consent agenda.

The motion passed by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

4.4 **Resolution No. 23-5346**, For the Purpose of Declaring Certain Property Surplus and Authorizing a Lease of a Portion of the Irving Street Garage

Attachments: [Resolution No. 23-5346](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

Council Discussion:

Councilor Hwang raised concerns about the use of the garage. He suggested that staff plan how the revenue can be used to mitigate climate impacts.

Councilor Lewis stated that it should be possible for staff to come back with a recommendation on spending the funds.

Marissa Madrigal, COO, noted that the revenue will go into the general fund and that the garage had been leased in the past.

Ryan Kinsella, Metro, stated in addition to losing revenue, there are bio-hazard clean-up expenses to maintain the garage.

Councilor Lewis asked when staff would come back to Council.

Kinsella mentioned that they can come back during the next budget amendment process.

A motion was made by Councilor Simpson, seconded by Councilor Hwang, that this Resolution be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

5. Resolutions

- 5.1 **Resolution No. 23-5337**, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP

Presenter(s): Ted Leybold (he/him), Metro
Grace Cho, Metro

Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis called on Ted Leybold (he/him), Metro, and Grace Cho, Metro to present to Council.

Staff pulled up the *Carbon Reduction Program - Recommended Allocation Powerpoint* to present to Council.

Cho explained the Carbon Reduction Program (CRP),

including the CRPs for Oregon and Portland. Leybold discussed the CRP Policy Framework, the Council's input, and the input from stakeholders. He noted the development and narrowing of investment options and mentioned the TPAC Recommendation. Leybold explained the next steps and the request that Council adopts the resolution.

Council Discussion:

Councilor Rosenthal raised concerns about 82nd Ave and TV Highway projects because he has not seen a direct correlation between administrative improvements and greenhouse gas reductions.

Councilor Lewis mentioned that basing their work with the Climate Smart Strategy gives them more tools. She asked staff to talk about the research on signal timing and the work on Better Bus.

Leybold mentioned that the Climate Smart Strategy was based on regional modeling instead of by the individual project. The climate smart implementation element will help them do project-level analysis.

Leybold noted that signal timing investment helps reduce the bus emissions and attracts more ridership.

Councilor Rosenthal suggested that there needs to be more specifics in the outcomes.

Councilor Hwang asked about the evaluation process and if there are federal requirements for evaluation.

Leybold mentioned that New Starts projects are evaluated, so there will be better understanding of benefits and impacts of the investment, like emission reduction.

Cho stated that the federal program does not have a reporting requirement. She mentioned that they do evaluate the package of investments related to the goals of the Regional Transportation Plan, like their climate change goals.

Councilor Hwang asked about whether the 82nd and TV Highway allocations can be used as local match.

Leybold noted that Carbon Reduction Program federal funds cannot be used as the local match for the New Starts program. He mentioned that TriMet agreed to help fund both programs, but he did not know the funding source.

Councilor Simpson thanked staff and suggested they try to get measurable outcomes.

Leybold mentioned that the resources from the Carbon strategy investment could help them provide more information.

Councilor Lewis noted that the Council wants more concrete measures and hoped to be more innovative at TPAC.

A motion was made by Councilor Simpson, seconded by Councilor Rosenthal, that this Resolution be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

5.2 **Resolution No. 23-5331**, For the Purpose of Adopting Guiding Principles of Meaningful Public Engagement

Presenter(s): Gloria Pinzon Marin (She/They), Metro

Attachments: [Resolution No. 23-5331](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis called on Gloria Pinzon Marin (She/They), Metro to present to Council.

Staff pulled up the *Guiding principles for meaningful public engagement and Public Engagement Guide Powerpoint* to present to Council.

Kimberlee Ables, Strategic Communications Manager mentioned the work of her team. Pinzon Marin discussed the 2023 public engagement guide update, the key terms, and the proposed guiding principles. Pinzon Marin mentioned the feedback they received from Council.

Council Discussion:

Councilor Hwang thanked staff for their work.

Councilor Rosenthal suggested adding “culturally distinct” communities to Principle Five.

Councilor Lewis stated that Councilor Rosenthal’s suggestion will not be resolved before they vote.

Councilor Rosenthal was still comfortable voting.

A motion was made by Councilor Hwang, seconded by Councilor Simpson, that this Resolution be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

- 5.3 **Resolution No. 23-5330**, For the Purpose of Amending the FY 2022-23 Budget and Appropriations Schedule and FY 2022-23 Through FY 2026-27 Capital Improvement Plan to Provide for Changes in Operations

Presenter(s): Cinnamon Williams (she/her), Metro
 Patrick Dennis (he/him), Metro

Attachments: [Resolution No. 23-5330](#)
 [Exhibit A](#)
 [Staff Report](#)
 [Attachment 1](#)
 [Attachment 2](#)
 [Attachment 3](#)

Deputy Council President Lewis called on Cinnamon Williams (she/her), Metro to present to Council.

Staff pulled up the *Resolution 23-5330: FY 2022-23 Budget Amendment Powerpoint* to present to Council.

Williams explained each of the June Budget Amendments, which included Smith & Bybee Wetlands and the Oregon Zoo Transfer and the Appropriation Changes by Fund. Williams also explained the Capital Improvement Plan Amendments.

Council Discussion:

Councilor Hwang asked about the Arlene Schnitzer cooling tower and what was the total amount for the replacement.

Williams noted that the amount for the cooling tower is for spending this month.

Kennedy stated that they still need to determine the cost but needed appropriation for the work they are doing.

Councilor Hwang asked about the contingency fund and if they can pay for the new cooling tower in the future. He also asked if this was a temporary solution.

Kennedy believed the fund was over \$10 million but expected that they will need support from the City of Portland. He noted that this is most likely a temporary solution

Councilor Lewis asked Madrigal for a deeper dive on the tower if they will be sharing the cost with the City of Portland.

Madrigal noted that staff's work will be determining who is responsible for which expenditures. She mentioned that Metro does pay for some of the facilities' maintenance.

Councilor Rosenthal asked if they would have to add something to this year's budget for the cooling tower.

Kennedy mentioned to expect a mid-year budget amendment for the 2023-2024 budget or for fiscal year 2024-2025.

A motion was made by Councilor Rosenthal, seconded by Councilor Hwang, that this Resolution be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

6. Resolutions (First Reading and Public Hearing)

6.1 Resolution No. 23-5333, For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

6.1.1 Public Hearing on Resolution No. 23-5333

Presenter(s): Marissa Madrigal (she/her), Metro
Brian Kennedy (he/him), Metro

Attachments: [Resolution No. 23-5333](#)
[Staff Report](#)

Deputy Council President Lewis called on Marissa Madrigal (she/her), Metro, and Brian Kennedy (he/him), Metro to present to Council.

Staff pulled up the *FY 2023-24 Proposed Budget Amendments & Budget Notes Powerpoint* to present to Council.

Kennedy explained that there have been no budget amendment changes since the June 13th Work Session. He also explained each of the Budget Note changes.

Council Discussion:

Councilor Rosenthal asked if they added wording to clarify which small communities in one of the budget notes. He commented that there are communities not within the Metro boundary that are still of interest.

Kennedy noted there were no changes to the wording. He mentioned that staff can bring them a project plan that Council can clarify.

Public Hearing:

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on Resolution No. 23-5333.

There were none.

A motion was made by Councilor Simpson seconded by Councilor Rosenthal, that the proposed amendments in the Annual Budget for Fiscal Year 2023-24 be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

A motion was made by Councilor Lewis seconded by Councilor Rosenthal, to include the proposed budget notes in the Annual Budget for Fiscal Year 2023-24 be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang,

Excused: and Councilor Simpson

3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

7. Ordinances (First Reading and Public Hearing)

7.1 **Ordinance No. 23-1495**, For the Purpose of Annexing to the Metro District Boundary approximately 4.86 acres Located in Tigard on the West Side of SW 150th Ave

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1495](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

Deputy Council President Lewis called on Carrie MacLaren, Metro Attorney, to explain the procedural requirements.

MacLaren explained the procedures for the meeting.

Deputy Council President Lewis asked if any of the Councilors had conflicts of interest or Ex Parte contacts.

None of the Councilors had conflicts of interest or Ex Parte contacts.

Deputy Council President Lewis called on Glen Hamburg (he/him), Metro to present to Council.

Hamburg noted that the territory was not directly adjacent to the area that was added through the exchange.

Public Hearing:

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on Ordinance No. 23-1495.

Matt Wellner, one of the property's owners: thanked staff and mentioned his support for the Ordinance.

Deputy Council President Lewis stated the second reading and vote will be June 22, 2023.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

8. Ordinances (Second Reading and Vote)

- 8.1 **Ordinance No. 23-1493**, For the Purpose of Annexing to the Metro District Approximately 20.27 Acres Located in Hillsboro on the East Side of NE Sewell Ave

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1493](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

Deputy Council President Lewis stated that the first reading and public hearing for Ordinance No. 23-1493 took place on Thursday, May 18.

Deputy Council President Lewis called on Glen Hamburg (he/him), Metro, to present to Council.

Council Discussion

There was none.

A motion was made by Councilor Rosenthal, seconded by Councilor Simpson, that this Ordinance be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

- 8.2 **Ordinance No. 23-1494**, For the Purpose of Annexing to the Metro District Approximately 27.41 Acres Located in Hillsboro on the East Side of NE Sewell Ave and the North Side of NE Evergreen Rd

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1494](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis stated that the first reading and public hearing for Ordinance No. 23-1494 took place on Thursday, May 18.

Deputy Council President Lewis called on Glen Hamburg (he/him), Metro, to present to Council.

Council Discussion

Councilor Lewis asked if there was a staff report.

Hamburg stated that the report is the same as the one from a few weeks ago. He mentioned that the territory is adjacent to the property just approved for annexation.

A motion was made by Councilor Rosenthal, seconded by Councilor Simpson, that this Ordinance be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 3 - Council President Peterson, Councilor Gonzalez, and Councilor Nolan

9. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Staff's work with Multnomah County on their Corrective Action Plan

Council Discussion

Councilor Simpson asked if salary increases for outreach workers is included.

Madrigal noted that a COLA increase for partners is a part of the discussion.

Councilor Lewis mentioned that \$2 million for COLA is in their new amended plan, but it might not be enough.

Councilor Rosenthal asked if they would need corrective action plans with the other counties.

Madrigal mentioned that no other county has triggered a corrective action plan, and this was the first corrective action plan.

Councilor Hwang asked to clarify the process of what happens once there is a plan.

Madrigal mentioned that the corrective action plan is outlined in the IGA.

Carrie MacLaren, Metro Attorney, stated that the corrective action plan does not need approval from the oversight committee or the Tri-County Planning body. She also explained the process.

Councilor Hwang asked if staff makes the decision and keeps the Council informed.

MacLaren noted that was correct.

Councilor Lewis suggested having an update for Council every week for the upcoming month.

10. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Lewis** gave updates on the Tri-County Planning Body meeting and the Metro South Community Enhancement grants, and JPACT meeting.
- **Councilor Rosenthal** gave an update on community enhancement grants for Wilsonville and Sherwood.

11. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:44 p.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 15, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	06/15/2023	Carbon Reduction Program – Recommended Allocation Presentation	061523c-01
2.0	Powerpoint	06/15/2023	Guiding principles for meaningful public engagement and Public Engagement Guide Presentation	061523c -02
3.0	Powerpoint	06/15/2023	Resolution 23-5330: FY 2022-23 Budget Amendmen Presentation	061523c -03
4.0	Powerpoint	06/15/2023	FY 2023-24 Proposed Budget Amendments & Budget Notes Presentation	061523c -04
5.0	Testimony	06/15/2023	Richard Ellmyer Testimony	061523c -05

Consideration of the June 22, 2023
Council Meeting Minutes (consent)
Consent Agenda

Metro Council Meeting
Thursday, September 14, 2023

Council meeting

Minutes

June 22, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, June 22, 2023

10:30 AM

Metro Regional Center, Council Chamber,
https://www.youtube.com/live/5Peu_Ag6Mm0?feature=share
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or

Council meeting

888-475-4499 (toll free)

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://www.youtube.com/live/5Peu_Ag6Mm0?feature=share

1. Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council Meeting to order at 10:30am

Present: Council President Lynn Peterson, Council Deputy Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal Councilor Duncan Hwang, and Councilor Ashton Simpson

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis,

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Council meeting

June 22, 2023

Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Council President Duncan Hwang, and Council President Ashton Simpson

2. Public Communication

3. Consent

- 3.1 Resolution No. 23-5347 For the Purpose of Confirming Appointment of Community Representatives to the Metro Central Enhancement Committee (consent)

Attachments: [Resolution No. 23-5347](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Resolution 23-5347
First: Councilor Simpson Second: Gonzales
Passed unanimously

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

4. Resolutions

- 4.1 Resolution No. 23-5332 For the Purpose of Approving the Regional Trails System Plan Map

Council President Lynn Peterson called for a motion to approve Resolution 23-5347
First: Councilor Lewis Second: Councilor Rosenthal
Passed unanimously

A motion was made by Councilor Lewis, seconded by

Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye:7 –

Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

Council President Lynn Peterson called on Jon Blasher to present on the Regional Trail System Plan Map for Resolution 23-5332

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation is a 5-year update regarding the map update process around the 40 mile loop and how they applied racial equity to the trails and it also presented more upcoming trail projects.

Council Discussion:

Councilor Hwang asked what the resolution means and what the next step is beyond that regarding the regional plan trails map and what happens after the approval.

Jon Blasher explained that the goal is to keep the planning and coordination at a large level and then each local jurisdiction is responsible for building out the system and generation the ideas.

Councilor Gonzales expressed how he is excited he is about the plan going forward.

Councilor Rosenthal asked what the highest priority trails are incorporated into the RTP and if there is a way they get highlighted, and then he followed up with a second question asking if there are any restrictions or issues with electric bikes on the trails and then asked if there are opportunities with the powerlines and if they can improve the inventory of powerlines.

Jon Blasher explained they do not manage most of the trails and explained he will check with the jurisdictions to get a better answer and explained he will have to direct the RTP question to Robert Spurlock.

Robert Spurlock explained most of the trails on the map have an RTP function and explained that trails are following federal guidelines and they implement the same top speeds as E-bikes so there are no conflicts.

Councilor Lewis asked what the future is for private investment.

Robert Spurlock explained he does not know the direct answer to that question.

Council President Peterson explained she would like to see a 5-year strategic plan and get ready for the 2025 transportation project.

End of Presentation.

A motion was made by Councilor Lewis, seconded by

Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

- 4.2 Resolution No. 23-5333A For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Exhibit D](#)
[Staff Report](#)

Council President Lynn Peterson called Brian Kennedy to present on Resolution 23-5333a For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation went over the adaptation of FY2023-24 Annual Budget, setting appropriations, and the levies ad valorem taxes.

Council Discussion:

Council President Peterson asked Brian if he could more research on the actual median of home prices.

Brian Kennedy explained it is difficult to assess the value of a home as the counties don't report those numbers out and the \$250,000 is not far out of the values of a median home

however, he does acknowledge it is low.

End of Presentation.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

- 4.3 Resolution No. 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

Attachments: [Resolution No. 23-5334](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

Council President Lynn Peterson called Brian Kennedy to present on Resolution 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

No Presentation.

Council Discussion:

Councilor Rosenthal asked if they adjusted a budget for the HVAC system for the Schnitzer Concert Hall

Brian Kennedy explained they are refining the cost estimates

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Council meeting

June 22, 2023

and they will bring the amendment back with the actual cost of the project.

End of Discussion.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

5. Ordinances (Second Reading)

- 5.1 **Ordinance No. 23-1495**, For the Purpose of Annexing to the Metro District Boundary approximately 4.86 acres Located in Tigard on the West Side of SW 150th Ave

Attachments: [Ordinance No. 23-1495](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Ordinance 23-1495
First: Councilor Rosenthal Second: Gonzales
Passed unanimously

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

6. Chief Operating Officer Communication

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Council meeting

June 22, 2023

Andrew Scott provided an update on the following events or items:

- There was no update given.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis wanted to thank the workers at the transfer stations and staff.
- Councilor Simpson wanted to highlight the success of the Juneteenth second Rodeo and first ever black rodeo in Oregon.
- Councilor Rosenthal spoke about a project happening in Tualatin and a 480-unit development and explained everyone was very appreciative for it.

Council President Peterson spoke about the Affordable housing department helping families.

8. Adjourn

There being no further business, Council President Lynn Peterson adjourned the Metro Council Meeting at 11:47am

Respectfully submitted,

Sermad Mohamad

Sermad Mohamad, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 22, 2023

Doc. Date	Document Description	Doc. Number
06/22/2023	23-5332_Trails Plan_Council presentation	062223c-01
06/22/2023	FY 2023-24 Adopted Budget	062223c-02

Consideration of the June 22, 2023 Council Meeting
Minutes

Metro Council Meeting Thursday,
September 14 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, June 22, 2023

10:30 AM

**Metro Regional Center, Council Chamber,
https://www.youtube.com/live/5Peu_Ag6Mm0?feature=share
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or**

Council Meeting

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://www.youtube.com/live/5Peu_Ag6Mm0?feature=share

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30am

Present: Council President Lynn Peterson, Council Deputy Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal Councilor Duncan Hwang, and Councilor Ashton Simpson

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Council President Duncan Hwang, and Council President Ashton Simpson

2. Public Communication

3. Consent

- 3.1 Resolution No. 23-5347 For the Purpose of Confirming Appointment of Community Representatives to the Metro Central Enhancement Committee (consent)

Attachments: [Resolution No. 23-5347](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Resolution 23-5347

First: Councilor Simpson Second: Gonzales

Passed unanimously

A motion was made by Simpson, seconded by Councilor Gonzalez, that this item be approved. The motion passed

by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

4. Resolutions

4.1 Resolution No. 23-5332 For the Purpose of Approving the Regional Trails System Plan Map

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

Council President Lynn Peterson called on Jon Blasher to present on the Regional Trail System Plan Map for Resolution 23-5332

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation is a 5-year update regarding the map update process around the 40 mile loop and how they applied racial equity to the trails and presented more upcoming trail projects.

Council Discussion:

Councilor Hwang asked what the resolution means and what the next step is beyond that regarding the regional plan trails map and what happens after the approval.

Jon Blasher explained that the goal is to keep the planning and coordination at a large level and then each local jurisdiction is responsible for building out the system and

generate the ideas.

Councilor Gonzales expressed how excited he is about the plan going forward.

Councilor Rosenthal asked what the highest priority trails are incorporated into the RTP and if there is a way they get highlighted, and then he followed up with a second question asking if there are any restrictions or issues with electric.

bikes on the trails and then asked if there are opportunities with the powerlines and if they can improve the inventory of powerlines.

Jon Blasher explained they do not manage most of the trails and explained he will check with the jurisdictions to get a better answer and explained he will have to direct the RTP question to Robert Spurlock.

Robert Spurlock explained most of the trails on the map have an RTP function and explained that trails are following federal guidelines and they implement the same top speeds as E-bikes so there are no conflicts.

Councilor Lewis asked what the future is for private investment.

Robert Spurlock explained he does not know the direct answer to that question.

Council President Peterson explained she would like to see a 5-year strategic plan and get ready for the 2025 transportation project.

End of discussion.

A motion was made by Councilor Lewis, seconded by

Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

4.2 Resolution No. 23-5333A For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Exhibit D](#)
[Staff Report](#)

Council President Lynn Peterson called Brian Kennedy to present on Resolution 23-5333a For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation went over the adaptation of FY2023-24 Annual Budget, setting appropriations, and the levies ad valorem taxes.

Council Discussion:

Council President Peterson asked Brian Kennedy if he could do more research on the actual median of home prices.

Brian Kennedy explained it is difficult to assess the value of a home as the counties don't report those numbers out and the \$250,000 is not far out of the values of a median home

however he does acknowledge it is low.

End of Presentation.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

- 4.3 Resolution No. 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

Attachments: [Resolution No. 23-5334](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

Council President Peterson called Brian Kennedy to present on Resolution 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

No Presentation.

Council Discussion:

Councilor Rosenthal asked if they adjusted a budget for the HVAC system for the Schnitzer Concert Hall

Brian Kennedy explained they are refining the cost estimates and they will bring the amendment back with the actual cost

of the project.

End of Discussion.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

5. Ordinances (Second Reading)

- 5.1 **Ordinance No. 23-1495**, For the Purpose of Annexing to the Metro District Boundary approximately 4.86 acres Located in Tigard on the West Side of SW 150th Ave

Attachments: [Ordinance No. 23-1495](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Ordinance 23-1495

First: Councilor Rosenthal Second: Gonzalez

Passed unanimously

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

6. Chief Operating Officer Communication

Andrew Scott provided an update on the following events or items:

- There was no update given.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis wanted to thank the workers at the transfer stations and staff.
- Councilor Simpson wanted to highlight the success of the Juneteenth second Rodeo and first ever black rodeo in Oregon.
- Councilor Rosenthal spoke about a project happening in Tualatin and a 480-unit development and explained everyone was very appreciative for it.

Council President Peterson spoke about the Affordable housing department helping families.

8. Adjourn

There being no further business, Council President Lynn Peterson adjourned the Metro Council Meeting at 11:47am

Respectfully submitted,

Sermad Mohamad, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 22, 2023

Doc. Date	Document Description	Doc. Number
06/22/2023	23-5332_Trails Plan_Council presentation	062223c-01
06/22/2023	FY 2023-24 Adopted Budget	062223c-02

Consideration of the June 29, 2023 Council Meeting
Minutes (consent)
Consent Agenda

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, June 29, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/live/jraOhY2QHoY?feature=share>,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

Present: 5 - Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

Excused: 2 - Council President Lynn Peterson, and Councilor Mary Nolan

2. Public Communication

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on non-agenda items.

Sarah Iannarone, Executive Director of The Street Trust: mentioned the feedback they received from their engagement with the community.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

3. Consent Agenda**3.1 Consideration of the April 20, 2023 Council Meeting Minutes**

Attachments: [042023c Minutes](#)

3.2 Consideration of the May 25, 2023 Council Meeting Minutes

Attachments: [052523c Minutes](#)

Deputy Council President Lewis called for a motion to approve the Consent Agenda.

A motion was made by Councilor Gonzalez, seconded by Councilor Simpson, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 5 - Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Hwang, and Simpson

Excused: 2 - Council President Peterson, and Councilor Nolan

4. Other Business**4.1 Metro Supportive Housing Services FY22 Regional Annual Report**

Presenter(s): Patricia Rojas, Regional Housing Director
Liam Frost, Assistant Director
Nui Bezaire, Supportive Housing Services Manager
Susan Emmons, Supportive Housing Services Oversight
Committee Co-Chair
Dr. Mandrill Taylor, Supportive Housing Services Oversight
Committee Co-Chair

Attachments: [Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis introduced Patricia Rojas, Metro Regional Housing Director and others to present the Metro Supportive Housing Services FY22 Regional Annual Report

Staff pulled up the *Metro Regional Supportive Housing Services Powerpoint* to present to Council.

Rojas noted a few core values of SHS and the regional funding and goals, Nui Bezaire discussed the SHS Oversight Committee's role, the annual review process and the FY 22 regional performance on goals and revenue collection and distribution. Dr. Mandrill Taylor discussed key highlights and challenges. Susan Emmons and Dr. Mandrill Taylor explained the recommendations from the Committee and how people's lives have been transformed.

Council Discussion

Councilor Hwang asked about the resources needed to do the recommendations. He also asked about the interplay between these recommendations and the ones from Tri-County Planning Body.

Rojas mentioned that their budget request for more staff is to help support those areas and the counties. She noted that they started work on strategies, for example improving reporting structures.

Rojas noted that the Tri-County Planning Body will be moving forward with many of the Oversight Committee's initiatives. She added that staff is working to have all bodies communicate with each other.

Councilor Hwang asked how to make the work plan development more urgent.

Rojas mentioned that staff is working to address these areas currently. Staff can come back to Council about the work plan timelines.

Councilor Lewis asked Emmons to share her comments from a previous meeting.

Emmons mentioned that there are providers waiting for reimbursement from counties. She also mentioned that they will ask counties how they will address this problem in their next meeting.

Councilor Rosenthal asked how they can inform people about the complexity of the process. He also asked how they are changing racial or minority group disparities in the larger systems.

Emmons noted that some people do not know that there has been a decrease in affordable housing units over time. She added that it is important for people to know no other

region has done this and they are inventing it as they go along.

Dr. Taylor commented that individuals have specific needs that are not being met. Dr. Taylor noted that there is a difference between program reforms and structural reform needed to make the programs successful. Dr. Taylor raised concerns about people not understanding that this is an emergency.

Rojas explained that system alignment is needed to make progress. She mentioned that staff is trying coordinate with others about the Medicaid waiver to combine their resources together.

Councilor Gonzalez suggested thinking about transformational housing policies and an opportunity for rapid response. He commented on the need to make sure providers are paid and the possibility of using SHS funds to help cities to do this work.

Councilor Simpson asked who is getting eviction prevention services and where. He raised concerns about people relying of these funds that may not be available in the future.

Emmons mentioned organizations that do eviction prevention look at the situation of the household. She noted that there is information about those being served that can be given to Council.

Councilor Lewis thanked staff and the Oversight Committee for their work.

5. Resolutions

5.1 **Resolution No. 23-5342**, For the Purpose of Approving Initial Round Funding for Nature in Neighborhoods Capital Grants

Presenter(s): Jon Blasher (he/him), Metro
 Crista Gardner (she/her), Metro
 Gabe Sheoships, Friends of Tryon

Attachments: [Resolution No. 23-5342](#)
 [Exhibit A](#)
 [Staff Report](#)

Deputy Council President Lewis called on Jon Blasher (he/him), Metro, Crista Gardner (she/her), Metro, and Gabe Sheoships, Friends of Tryon Creek to present to Council.

Staff pulled up the *Nature in Neighborhood Capital Grants Powerpoint* to present to Council.

Blasher gave an overview of the Parks and Nature Bond. Gardner explained the Nature in Neighborhood Capital Grants program. Sheoships explained the Tryon Creek project. Gardner discussed the review committee recommendation and each of the projects.

Council Discussion:

Councilor Lewis thanked staff and Sheoships for the presentation.

Councilor Gonzalez thanked staff for their work.

Councilor Hwang asked how contracting, and workforce was considered. He also asked if they could support more workforce equity through the investments.

Blasher mentioned the goal of at least 20 percent of contracts to COBID firms. Staff has worked to inform their

local partners about Metro's C2P2 program.

Councilor Rosenthal asked if all the projects have plans for accessibility.

Blasher mentioned that they expect some projects to be more accessible, while some others are focused on doing acquisition for the future.

Gardner added that projects must be publicly owned and have some component of public accessibility. She noted that the kind of accessibility is project specific.

Blasher mentioned that staff is working on how people get to sites and how people with disabilities move around the site.

Gardner added that the Hoyt Arboretum project is to make an accessible trail.

Councilor Lewis thanked staff for their work.

A motion was made by Councilor Rosenthal, seconded by Councilor Simpson, that this Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Hwang, and Simpson

Excused: 2 - Council President Peterson, and Councilor Nolan

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

5.2 **Resolution No. 23-5343**, For the Purpose of releasing the draft 2023 Regional Transportation Plan (RTP) and project list for public review and policy discussion

Presenter(s): Kim Ellis (she/her), Metro

Tom Kloster (he/him), Metro

Attachments: [Resolution No. 23-5343](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis called on Kim Ellis (she/her), Metro and Tom Kloster (he/him), Metro to present to Council.

Staff pulled up the *2023 Regional Transportation Plan Update Powerpoint* to present to Council.

Ellis explained what the Resolution does, the 2021-23 engagement efforts, and the feedback they received from community. She discussed new and updated policies, a map of the draft list of projects, and the mixed progress toward RTP outcomes. Ellis mentioned opportunities to advance RTP goals by 2030, the 45-day comment period and next steps.

Council Discussion:

Councilor Gonzalez thanked staff for their work and suggested staff have an implementation plan for their goals with the RTP.

Councilor Lewis thanked staff and added that this needs to be finished by December 6th. She commented on the need to balance their relationship with the community with their relationship with the government.

A motion was made by Councilor Simpson, seconded by Councilor Gonzalez, that this Resolution be adopted. The motion carried by the following vote:

Aye: 4 - Councilor Lewis, Councilor Gonzalez, Hwang, and Simpson

Excused: 3 - Council President Peterson, Councilor Nolan, and Councilor Rosenthal

6. Chief Operating Officer Communication

Andrew Scott, Deputy Chief Operating Officer provided an update on the following events or items:

- Expo Future Sports Feasibility RFP submittal deadline
- New members of the Expo Future Committees
- Historical Significance Memorialization Community Engagement RFP

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Hwang** mentioned Community Cycling Center's trivia night and the MPAC meeting
- **Councilor Simpson** mentioned a roundtable with the Port of Portland on economic development in East County

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:24 p.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 29, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	06/29/2023	Metro Regional Supportive Housing Services Presentation	062923c-01
2.0	Powerpoint	06/29/2023	Nature in Neighborhoods Capital Grants Presentation	062923c -02
3.0	Powerpoint	06/29/2023	2023 Regional Transportation Plan Update Presentation	062923c -03
4.0	Testimony	06/29/2023	Friends of Cooper Mountain Nature Park Testimony	062923c -04
5.0	Testimony	06/29/2023	Martin Slapikas Testimony	062923c -05

Consideration of the July 18, 2023 Council Meeting
Minutes (consent)
Minutes

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Tuesday, July 18, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/live/0TlXn43GhEI?feature=share>,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or**

Council Meeting

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://www.youtube.com/live/OTIxn43GhEI?feature=share>

1. Call to Order and Roll Call

Present: Council President Peterson, Councilor Christine Lewis, Councilor Duncan Hwang, Councilor Garrett Rosenthal, Councilor Mary Nolan, Councilor Juan Carlos Gonzales

Excused: Councilor Ashton Simpson

Present Commissioners: Chair Karis Stoudmire-Phillips, Deidra Krys-Rusoff, David Martinez, David Penilton, Damien Hall, Danel Malan

2. Public Communication

3. Work Session Topics:

3.1 Venues Capital Improvements Report

Attachments: [Staff Report](#)

Council President Peterson introduced Steve Faulstick & Ryan Kinsella to present on the Capital Improvement Plan.

Staff pulled up the Capital Improvement Presentation to present to Council.

Summary of presentation: The presentation went over the capital planning and asset management programming history, goals in building asset management practices, current capital improvement planning process.

Robyn Williams then went over the Portland5 Center for the Arts CIP update. Williams went over projects, concerns, and future plans.

Cindy Wallace then went over the Oregon Convention Center projects and future projects which included a \$40,000,000 project that was recently completed.

Council Discussion:

Councilor Rosenthal asked if the glazing project was completed.

Cindy Wallace explained it will finish in October 2023 depending on weather.

Councilor Lewis asked what the time horizon is on making decisions for the next steps around the building renovations.

Cindy Wallace explained it will start in 2025-2029 and it will be in a phased approach.

Commissioner Malan asked about the bathroom renovation and if they are building more.

Cindy Wallace explained they are looking at the feasibility around that to make it single use restrooms.

Council President Peterson asked if the new Seattle convention Center is affecting business and if other states are competing with Portland.

Cindy Wallace explained other cities are in a different market that Portland does not compete with as they are larger in scale however Cindy explained Spokane is a direct competitor.

Chair Stoudamire-Phillips asked Wallace to explain more about who competes with Portland.

Cindy Wallace explained that Seattle does compete with Portland however since it is a higher term market, Long Beach, Denver, and Phoenix are more direct competitors with Portland as they are similar in size.

Councilor Nolan asked how the market demand is influencing the convention industry and what about the available inventory within new expansions in other markets are.

Cindy Wallace explained that she does not know of other major projects that have occurred in the past 3 years besides the one in Seattle.

End of Council Discussion.

Mathew Rotchford then went over the Portland Expo Center CIP Update.

Council Discussion:

Councilor Lewis asked how they finance 15 units at once.

Mathew Rotchford explained that support from Metro has helped and they are working on the plan now by working on 2 units per year.

Council President Peterson asked how they can look into the future for capital improvement and how they can help reduce the heat island effect in the parking lot of the Expo Center.

Mathew Rotchford explained they have thought about replacing trees with cherry blossoms and including solar panels.

Commissioner David Penilton asked what the top priorities are for the Expo Center renovation.

Mathew Rotchford explained halls E & D need renovations however he explained that other halls also will need work due to age.

Councilor Hwang asked about keeping up with technological advancements and if they are part of the capital improvement plan.

Mathew Rotchford explained that the Expo Center had got a higher bandwidth.

Councilor Hwang asked how that looks physically.

Mathew Rotchford explained there were physical changes and change of cost.

Robyn William explained that the theaters receive a lot of technological advancements such as cameras, screenings, and security.

End of council discussion.

3.2 MERC Venue Rate Setting Report

Attachments: [staff report](#)

Council President Peterson introduced Will Norris to present on the MERC Rate Setting Report.

Staff pulled up the MERC Rate Setting Presentation to present to Council.

Summary of presentation:

The presentation went over the core considerations, competition, public purpose, financial sustainability, the oversight and approval, operating revenues, operating costs, and public safety investments.

Council Discussion:

Councilor Rosenthal asked what the rates are for the regional competitors.

Chair Stoudamire-Phillips explained the rates are the same however Portland still has a low rate.

Councilor Hwang asked what the sentiment is for booking visitors and do other venues get to share revenue with the city.

Steve Faulstick explained they may get support from travel agencies and sports commissions may help out however with Portland no sales tax is a major help to get people booking the venues.

Councilor Gonzales asked what the next 4-5 years looks like for the conventions and what can we expect for the recovery.

Cindy Wallace explained they are behind on pace however she is very hopeful, and they have a strong strategy including incentives that Portland has no sales tax, so it is more financially attractive for clients.

Councilor Lewis asked where does community access come into play.

Cindy Wallace explained that part of the racial equity plan is to have a program and have a community engagement program to find out what they need to book, and they will have an agency to do the community engagement.

Councilor Rosenthal asked if the public perception that downtown Portland is dangerous affects the Expo Center, conventions, and theaters.

Cindy Wallace explained that it does affect business however it is improving.

Robyn Williams explained that the older audience has a hard time wanting to come back to downtown Portland however the younger audience are coming a lot more especially since 2021.

Commissioner David Penilton asked what the thoughts are to educate what the Portland market has to offer.

Cindy Wallace explained that they are hosting events, going to trade shows, and talking to planners.

Robyn Williams then went over the Portland5 Center For The Arts Rate setting Report. She went over the funding of the DEI team, history of rates such as tenant and resident rates.

No Council Discussion was given.

Alicia Crawford-Loos then went over the Expo Center Rate

Setting Report such as revenue generators, staff efficiencies, and market rate analysis

End of presentation.

3.2.1 Public Comment Opportunity on Agenda Item 3.2

Scott Showalter spoke about the costly fees, rate hikes within the P5 and the security concerns surrounding the venues.

Mont Chris Hubbard then spoke about supporting the performing arts jobs by providing a living wage.

3.3 Expo Future Project Update

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Item was moved to another date.

4. Chief Operating Officer Communication

No COO Communication was given.

5. Councilor Communication

No Councilor Communication was given.

6. Adjourn to Executive Session

There being no further business, Council President Peterson adjourned the Metro Work Session at 12:32pm

Respectfully submitted,

Sermad Mohamad, Legislative Assistant

This Executive Session will be held under ORS 192.660 (2)(d); To conduct deliberations with persons designated by the governing body to carry on labor negotiations

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 19, 2019

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	07/18/2023	Capital Improvements presentation	07182023cw-01
2.0	PowerPoint	07/18/2023	Expo Future	07182023cw-02
3.0	PowerPoint	07/18/2023	Rate Setting	07182023cw-03
4.0	Testimony	07/18/2023	Mont Chris Hubbard Testimony	07182023cw-04
5.0	Testimony	07/18/2023	Sasha Reid Testimony	07182023cw-05

*Consideration of the July 11, 2023 Council Meeting
Minutes (consent)
Consent Agenda*

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Tuesday, July 11, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/live/kYCjwH-JP64?feature=share>,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Council President Peterson stated that Resolution No. 23-5345 was taken off the Consent Agenda and there will be public comment opportunity.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items. There was none.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3. Resolutions

- 3.1 **Resolution No. 23-5345**, For the Purpose of Adding Three new Projects and Canceling One Project to the 2021-24 MTIP Enabling Required Federal Approval Actions to Move Forward

Attachments: [Resolution No. 23-5345](#)
[Exhibit A](#)
[Staff Report](#)

3.1.1 Public Comment Opportunity for Resolution No. 23-5345

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Councilor Nolan, Councilor Hwang, and Councilor Simpson

Council President Peterson called on Tom Kloster, Metro and Ted Leybold (he/him), Metro to present to Council.

Leybold explained the projects being added and the one canceled. He noted some of the funding sources of the projects. He mentioned that there was a comment in opposition.

Council Discussion:

President Peterson asked to go over the two transit projects.

Leybold stated that the projects were for the Beaverton Transit Center and for the Beaverton School District.

Public Hearing:

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 23-5345. There were none.

Council Discussion:

Councilor Rosenthal asked about the grant addition for seismic work and how it is different from previous work. Shilpa Mallem (she/her), IBR noted that the work is supplemental to the CRC. She noted that the test is to see how to stabilize the ground during construction and minimize risk.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

4. Other Business

4.1 Climate Justice Task Force Budget Note Presentation

Presenter(s): Victor Sin (he/him), Policy Advisor, Metro
Mychal Tetteh (he/him), Community Services Program Director, Metro
Eliot Rose (he/him), Senior Transportation Planner Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

Council President Peterson introduced Marissa Madrigal (she/her), Chief Operating Officer to present.

Staff pulled up the *Budget Note: Climate Justice and Resilience PowerPoint* to present to Council.

Madrigal discussed the background of the Climate Justice Task Force. Victor Sin (he/him), Metro mentioned their definitions of Climate Justice and Resilience and discussed the work of the task force. Sin also discussed the feedback they received from their workshops. Eliot Rose (he/him), Metro explained the Regional EPA Climate Pollution Reduction grant and what drives Metro's climate work. Mychal Tetteh (he/him), Metro explained the foundation of the framework which included the vision, equity principles and the proposed work plan.

Council Discussion

Councilor Gonzalez noted his excitement for this work and thanked staff for their work. He suggested that they make sure that implementation helps the communities on the frontlines.

Councilor Hwang thanked staff and the community partners for their work. He suggested that they lift up community voices.

Councilor Simpson thanked Councilor Gonzalez, Councilor Hwang, and staff for their work. He suggested thinking about how Metro can be an example for the region. He noted that

people may move to the region because of the work Metro is doing.

Councilor Nolan commented that they have had ambitious climate goals and have relied on others to achieve them. For example, reduce greenhouse gas emissions that relied on the electrification of the entire fleet. Councilor Nolan asked how the task force and their work will rely on what Metro or their partners control.

Sin mentioned that there is an incentive for partners because of the grant program.

Councilor Nolan commented that the bigger incentive is the infrastructure grant that will happen. They are interested in having conversations on how to use those funds.

Rose explained that the grant program requires quantifying the impact of the proposed actions for implementation funding.

Councilor Lewis suggested working across departments to amplify their regional investments, particularly in workforce development in WPES. She mentioned that many in her district live in unincorporated Clackamas County, and they do not have a county Climate Action Plan. She asked about the outreach done in District 2.

Rose noted that they had two open-ended listening sessions and there is time for more people to get involved. He mentioned that there are concerns about capacity building and that they can advocate to the EPA for follow-up dollars.

Councilor Lewis suggested that they share their work with C4, WCCC, MPAC, and JPACT.

Sin mentioned that task force members were also involved

in efforts of different departments. He also mentioned that staff is working on department coordination.

Councilor Rosenthal noted climate injustices, like not having enough trees and that disadvantaged communities lived in floodplains in the past. He asked about maintaining strong coordination between Metro and other jurisdictions.

Sin noted that in the next phase, staff will look into the resources and capacity needed to do engagement with their partners.

President Peterson commented that Metro can propose projects, not just react to projects brought to them. She suggested that they be more proactive and work with other parts of the region to propose projects. President Peterson also suggested having a minimum standard for engagement with emphasis on those without good access or capacity building.

Councilor Hwang asked about the deliverables of the planning grant. He also asked if the process is like the RTP.

Rose explained that they need a preliminary Climate Action Plan, due in the spring, and a second Climate Action Plan due in Summer 2025.

Rose noted that it is like the RTP process, but maybe more narrowly focused because of the three criteria. He also mentioned that the projects need to be in line with EPA requirements.

Councilor Rosenthal commented that the meanings of climate justice and resilience are different in different parts of the region. He suggested having tailored responses for specific parts of the region.

Councilor Nolan commented on the importance of having a regional response on what does and does not get built. They suggested having an opportunity for the climate regional table to weigh on other infrastructure investments.

President Peterson thanked staff for their work.

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- The deadline for the Expo Futures RFP is due today
- The Employee Engagement survey will be open in a couple of weeks
- Metro Leadership retreat at the Zoo tomorrow

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Hwang** mentioned a tour of the Oregon Convention Center, a visit from Secretary Pete Buttigieg, and an update on the TOD program.
- **Councilor Lewis** mentioned the visit from Secretary Pete Buttigieg and an update on the Keller project.

Council Discussion

President Peterson asked about the criteria for the request for land. She also asked if the City of Portland is trying to achieve a bigger vision through relocation.

Councilor Lewis stated that it is open-ended, so people can call back. She noted that if no one is willing to sell, then relocation is no longer possible. Councilor Lewis noted that it must be in the core and there is minimum acreage.

- **Councilor Simpson** mentioned the visit from Secretary Pete Buttigieg
- **Councilor Gonzalez** mentioned the Community Choice

grants for Parks and Nature, that the RTP draft is published for public comment, and a meeting with the Oregon Transportation Commission.

- **Councilor Rosenthal** mentioned the opening of Terrace Glen.
- **President Peterson** mentioned the CoMotion Conference and an update from the regional toll advisory committee.

Council Discussion

Councilor Rosenthal asked if the Vehicle Mile Tax was part of the discussion.

President Peterson stated that it was not, it would have to be legislatively directed.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:55 a.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 11, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	07/11/2023	Budget Note: Climate Justice and Resilience Presentation	071123c-01
2.0	Testimony	07/11/2023	Jennifer Schloming Testimony	071123c -02
3.0	Testimony	07/11/2023	Peter Wilcox Testimony	071123c -03
4.0	Testimony	07/11/2023	Susan Bladholm Testimony	071123c-04

*Consideration of the July 18, 2023 Council Meeting
Minutes (consent)
Consent Agenda*

Metro Council Meeting
Thursday, September 14, 2023

*Consideration of the July 20, 2023 Council Meeting
Minutes (consent)
Consent Agenda*

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, July 20, 2023

10:30 AM

**Metro Regional Center, Council Chamber,
<https://www.youtube.com/live/s3EqH88P3Ck?feature=share>
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or**

Council Meeting

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://www.youtube.com/live/s3EqH88P3Ck?feature=share>

1. Call to Order and Roll Call

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Council President Duncan Hwang, and Council President Ashton Simpson

2. Public Communication

3. Presentations

3.1 Pride Month 2023: Transgender inclusion at Metro

Attachments: [Transgender Inclusion](#)

Staff pulled up the presentation to present to Council.

Metro COO Marissa Madrigal went over the presentation.

Summary of presentation: The presentation went over current issues that affect those in the transgender & LGBTQ community, and goals within Metro to create more progress.

Owens-Wilson, Russ Sanchez, and S.B Collins went over the Comprehensive employee policy on gender equity in the workplace which includes training courses & tool kits to help employees who transition.

Council discussion:

Council President Peterson spoke about making sure the

entire region feels like a safe space for everybody and making sure moving forward Metro is applying an inclusive transgender lens in everything Metro does in the future.

Councilor Lewis explained that there needs to be more work done although things have improved. She thanked the presenters for speaking.

Councilor Hwang asked what can Metro do to not do the do to not do the bare minimum?

Owens-Wilson explained that going to the federal level would help and make sure the inclusive transgender lens is an explicit part in all equity work within Metro.

COO Madrigal explained that Metro does provide certain positions in ERG leadership premium compensation.

Councilor Gonzalez expressed his feelings about what is going on & explained that it is a mandate for Metro to make the region a right place and be held accountable.

Councilor Rosenthal expressed his gratitude to the presenters and acknowledged that the cities he represents don't have a lot of push back and are starting to apply DEI analysis such as the city of Wilsonville.

End of council Discussion.

3.2 2019 Parks & Nature Bond Measure Audit Presentation

Attachments: [Parks and Nature Bond Audit](#)
[Parks and Nature Audit](#)

Council President Peterson called on Auditor Brian Evans, Mason Atkin, & David Beller to present on the 2019 Parks & Nature Bond Measure Audit Presentation.

Staff pulled up the presentation to present to Council.

Summary of presentation: the presentation went over four objectives, summarize and define access, determine the current state of access in Metro land portfolio, determine if the bond is structured to increase access and identified opportunity to increase access.

Council discussion:

Marissa Madrigal acknowledged the agency's work on the 2019 bond to work on racial equity and community engagement.

Jon Blasher spoke about the commitment to close the gaps pointed out in the audit and continue to work with the community.

Councilor Nolan acknowledged the audit provided solid research and dialogue and expressed that this is how every audit should be & thanked Jon Blasher and his team for the work that has been done.

Councilor Hwang asked what the level of urgency to the approach of work is and then followed up with a second

question asking if the work can be expedited sooner than December 2024.

Jon Blasher explained that they don't want to undercut a process with engagement.

Madrigal explained that Metro wants to make sure there is time to provide performance measures.

Councilor Hwang explained that he hopes Council can help expedite the process.

Councilor Rosenthal asked if Metro anticipates they are going to have certain categories of purchases and acquisitions dedicated for protection/public access and if Metro will see that in the future.

Council President Peterson explained that is up to Council on how to move forward.

Councilor Lewis asked if they prefer to have the deadline sooner or later.

Auditor Evans explained that it is a very difficult process, and the pace is appropriate to be successful.

Councilor Gonzalez asked if the recent cycle of community choice grants is an example of the window in this audit or did it close than begin again, and how this fits into the

recommendations.

Auditor Evans explained they developed a conceptual framework with questions such as: how do we get to the sites, how do you experience the sites and how welcome do you feel. He then explained they did not include into the scope.

End of discussion.

4. Resolutions

- 4.1 Resolution No. 23-5335, For the Purpose of Adopting the 2024-2027 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area

Attachments: [Resolution No. 23-5335](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Metro Council Worksheet](#)

Staff pulled up the presentation to present to Council.

Summary of presentation:

The presentation went over the purpose and function of the MTIP, development activities from summer of 2020 until now, the 2024-2027 MTIP- System Investment Type, 2024-2027 MTIP overview - mobility and climate, equity, project highlights, public comment, and setting the stage 2027-2030 MTIP.

Council discussion:

Councilor Hwang asked what the benefit would be of doing a deeper engagement process.

Grace Cho explained that staff feels comfortable moving forward despite the lower number of comments received.

Councilor Rosenthal asked if they have a list of larger projects that could be added on the list and if there is a process that addresses green house gases and safety.

Ted Leybold explained that projects come to the MTIP when they are financed, and they have consensus in the region to move forward.

Grace Cho answered the second question and explained that there isn't a formal process.

Council President Peterson called for a motion to pass.

Councilor Rosenthal moved to pass the motion and Councilor Hwang seconded.

Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

Resolution adopted.

This item was adopted.

4.1.1 Public Hearing for Resolution 23-5335

4.2 Resolution No. 23-5344 For the Purpose of Approving Fiscal year 2023-24 Funding for a 2040 Planning and Development Grant Funded with the Construction Excise Tax

Attachments: [Resolution 23-5344](#)
 [Staff Report](#)
 [Attachment A](#)
 [Attachment B](#)
 [Attachment C](#)

Council President Peterson called on Glen Hamburg, Skyler Warren & City of Tigard Council President Yi-Kang Hu to present on Resolution No. 23-5344 For the Purpose of Approving Fiscal year 2023-24 Funding for a 2040 Planning and Development Grant Funded with the Construction Excise Tax.

Staff pulled up the presentation to present to Council.

Summary of presentation:

The presentation went over the UGB exchange and the complex planning task with 500 acres of land that include two sections that are sensitive habitat areas, adjacent to major roads, near other jurisdictions & 3 school districts. The deadline is in February 2027 and the area will have a minimum of 3000 homes. The city of Tigard's request, which totals \$700,000, must align with Metro's criteria, have the support of the Tigard City Council, be funded by the city itself for staffing, and also involve the city's pursuit of additional funds.

Skyler Warren and Yi-Kang Hu reviewed the second part of the presentation, which covered the concept plan and council packet, and requested council approval for the plan.

Council discussion:

Councilor Lewis asked if \$700,000 enough.

Yi-Kang Hu explained he will speak to Metro staff and come back with an answer.

Councilor Rosenthal asked if the plan would include more than more than 10 units per acre and then asked if they plan coordination with King City.

Skyler Warren explained they will have higher housing density and that only 350 acres are developable and that they have been coordinating with King City and continue to do so as they meet regularly.

Council President Peterson called for a motion to pass.

Councilor Rosenthal moved and Councilor Hwang seconded. Resolution adopted.

This item was adopted.

Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

This item was adopted.

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

5. Other Business

5.1 2024 Urban Growth Management Decision: Work Program Status Updates

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Moved to another Council Meeting date.

6. **Chief Operating Officer Communication**
7. **Councilor Communication**
8. **Adjourn**

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 20, 2023

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	07/20/2023	Res. No. 23-5335 24-27 MTIP Adoption	072023c-01
2.0	PowerPoint	07/20/2023	Resolution 23-5344	072023c-02
3.0	PowerPoint	07/20/2023	Trans inclusion at Metro	072023c-03
4.0	PowerPoint	07/20/2023	UGM	072023-04

*Consideration of the July 27, 2023 Council Meeting
Minutes (consent)
Consent Agenda*

Metro Council Meeting
Thursday, September 14, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, July 27, 2023

10:30 AM

**Metro Regional Center, Council chamber,
https://www.youtube.com/live/_qAlgyEQ1gs?feature=share,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 5 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Duncan Hwang

Excused: 2 - Councilor Gerritt Rosenthal, and Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items.

- Rachel Plyler: commented on the Her Voice Movement Conference and mentioned receiving a flyer.
- Mary Ann Schwab: raised several concerns about scams and the need to slow traffic down on Taylor St. Schwab also mentioned several upcoming community events.
- Marina Garcia, Locals 483: discussed the health and safety concerns that employees work in and mentioned their low wages.
- Jessica Gentry: discussed the Her Voice Movement Conference and shared the experience of a family member.
- Grezuana Wright: commented on attending the Her Voice Movement Conference.
- Dashull Harrison, Locals 483: mentioned the conditions that Parks and Zoo employees experience, including dealing with the opioid crisis and not being paid a living wage.
- Mallory Crozier, Locals 483: noted the dangerous situations that Metro employees have to work in.
- Samantha McCarrell, Locals 483: discussed not being paid a living wage and several hazards of the job.

- Kendra Carillo, Locals 483: noted the challenges of not being paid a living wage and the hazards that employees face.
- Jason Delibero, Locals 483: mentioned the decrease in purchasing power of their wages and that they need hazard pay.
- Monica Haster, Locals 483: mentioned the lack of benefits and wages for variable hour employees.
- Daniel Zelli: commented on the Her Voice Movement Conference and raised concerns about how it was portrayed in a flyer.
- Zane Neely, Locals 483: commented on work at the zoo and the strong bond with coworkers.
- Paige Barton, Locals 483: on behalf of Kendra Strom, Barton shared Strom's experiences of hazardous conditions and lack of benefits for variable hour employees.

Council Discussion

President Peterson thanked all the LIUNA members for testifying, so Council can hear their stories. She also appreciated those that testified on Her Voice. President Peterson noted that Metro tries to provide a safe space and met their constitutional requirements.

Councilor Nolan thanked the LIUNA members for sharing their stories and for their work.

Councilor Lewis thanked the LIUNA members for testifying and noted the importance of their stories.

3. Consent Agenda

- 3.1 Consideration of the May 4, 2023 Council Meeting Minutes
Attachments: [050423c Minutes](#)
 - 3.2 Consideration of the May 18, 2023 Council Meeting Minutes
Attachments: [051823c Minutes](#)
 - 3.3 Consideration of the June 22, 2023 Council Meeting Minutes
Attachments: [062223c Minutes](#)
-

A motion was made by Councilor Gonzalez, seconded by Councilor Nolan, to adopt items on the consent agenda.

The motion passed by the following vote:

Aye: 5 - Council President Peterson, Councilor Lewis, Councilor Nolan, Councilor Gonzalez, and Councilor Hwang

Excused: 2 - Councilor Rosenthal, and Councilor Simpson

4. Public Hearings

4.1 Public Hearing as Part of the Public Comment Period for the Draft 2023 Regional Transportation Plan and Draft 2023 High Capacity Transit Strategy

Presenter(s): Kim Ellis, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)

Council President Peterson called on Kim Ellis, Metro, to present to Council.

Staff pulled up the *2023 Regional Transportation Plan and High-Capacity Transit Strategy PowerPoint* to present to Council.

Ellis noted the timeline for the update and that the public review draft documents were available. Ellis mentioned the 2021-2023 engagement touchpoints, the feedback they received, and the new and updated policies. Ellis noted the over \$68 billion of planned projects by 2045, and the 45-day comment period.

Public Hearing:

Council President Peterson opened the meeting to members of the public wanting to testify on the draft 2023 Regional Transportation Plan.

- Indi Namkoong, Verde: raised concerns that the system analysis shows they will not meet their safety, equity and mobility goals.

- Tony Jordan, Parking Reform Network: mentioned opportunities and benefits of including parking pricing in the RTP.
 - Ethan Rohrback, Cascade Policy Institute: suggested that Metro stop more TOD investments. Rohrback noted Metro should not force those living in transit-oriented communities to change their mode of transportation.
 - Sam Herrin, Cascade Policy Institute: suggested that Metro should focus on terminating underperforming lines and reallocate the funds.
 - Micah Desilva, Cascade Policy Institute: discussed how and why VMT is an inaccurate measure to approximate greenhouse gas emissions and reducing road congestion.
 - Zachary Lauritzen, Oregon Walks: raised concerns about projects maintaining the current system, such as adding lanes.
 - Citlaly Ramirez-Sierra, Street Trust: discussed the lack of safety measures and transportation infrastructure in Clackamas County.
 - Burgin Utaski, Street Trust: mentioned concerns about pedestrian safety and suggested Metro prioritize projects based on safety, equity and transportation needs.
 - Sarah Iannarone, Street Trust: discussed issues such as pedestrian deaths and the need for deeper relationships with the community. Iannarone also distributed a map during the meeting.
 - Joe Cortright: raised concerns about the climate crisis and how Metro staff are using inaccurate models.
 - Adriadna Gonzalez: explained the work of the coalition and discussed the safety and climate crisis.
 - Jacqui Treiger, Oregon Environmental Council: mentioned previous RTPs have not met their VMT or greenhouse gas goals. Treiger suggested to significantly electrify and reduce vehicle miles traveled.
-

- Brett Morgan, 1000 Friends of Oregon: noted that the RTPs need to prioritize safety and anti-displacement investments. Morgan supported the regional mobility pricing and the HCT strategy.

Council Discussion:

President Peterson thanked everyone for their comments.

Councilor Nolan mentioned Cortright's testimony and asked if staff are using out-of-date information for their model.

Ellis noted what the state requires them to use in their analysis. Ellis mentioned that they have raised concerns about the assumptions to the state.

Councilor Nolan summarized staff's comments and suggested that staff have a meeting with them.

Councilor Gonzalez appreciated the testimony and gave an overview of the RTP process. He noted that staff takes into consideration the public comments, but also need to balance the needs of different stakeholders.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5. Other Business

5.2 2024 Urban Growth Management Decision: Work Program Status Updates

Presenter(s): Eryn Kehe (she/her), Urban Policy and Development Manager, Metro

Ted Reid (he/him), Principle Regional Planner, Metro

Laura Combs (she/her), Associate Planner, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Peterson stated that 2024 Urban Growth Management Decision: Work Program Status Updates

agenda item will be rescheduled for a different meeting.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5.1 Expo Future Project Update

Presenter(s): Paul Slyman (he/him), Metro
Giyen Kim, Metro,
Amy Nelson, Metro,
Jovian Davis, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Peterson called on Paul Slyman (he/him), Metro and others to present the Expo Future Project Update.

Staff pulled up the *Expo Future Project PowerPoint* to present to Council.

Slyman noted the expo future and partnership updates. He also discussed the feasibility RFP and the Phase 2: Project Governance. Amy Nelson, Metro explained the committees including the Executive Advisory Committee. Jamie Mathis, Metro mentioned the Phase 2: Strategic Communications. Giyen Kim, Metro explained Phases 1 and 2 of their community engagement work. Kim also noted the RFP: Objective 1 Community Engagement.

Council Discussion

Councilor Lewis thanked staff for their work. She suggested they continue to be flexible and accessible to the community. Councilor Lewis also suggested they think about how women and non-binary people can participate equally at the site.

Councilor Hwang asked if their budget is enough for the amount of engagement they plan to do.

Slyman noted the budget is a one-year budget that began July 1st. He noted that if they need additional funds they may need to speak to COO or possibly get funding from the Urban Land Institute.

Councilor Gonzalez thanked staff for their work, especially for honoring the current and past communities that are impacted.

Councilor Lewis noted Kim's work and mentioned that she is resigning soon.

President Peterson thanked Kim, Slyman and staff for their work.

6. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Employee Survey was opened yesterday

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Lewis** mentioned that the City of Portland will exit the IGA with RACC.

Councilor Discussion

President Peterson asked Madrigal if they can have a conversation and come back with a recommendation.

Madrigal mentioned that they can have a conversation and Metro has paused its contribution to RACC until they understand the situation more.

- **Councilor Hwang** gave an update on the MPAC meeting.

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:49 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Jemeshia Taylor".

Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 27, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	07/27/2023	2023 Regional Transportation Plan and High-Capacity Transit Strategy Presentation	072723c-01
2.0	Powerpoint	07/27/2023	The Expo Future Project Presentation	072723c -02
3.0	Testimony	07/27/2023	Lesley McClintock Testimony	072723c -03
4.0	Testimony	07/27/2023	Rafael Lopez Testimony	072723c-04
5.0	Testimony	07/27/2023	Ted Thompson Testimony	072723c-05
6.0	Testimony	07/27/2023	Joe Cortright Testimony	072723c-06
7.0	Testimony	07/27/2023	Aleah Hesse Testimony	072723c-07
8.0	Testimony	07/27/2023	Amador Marquez Testimony	072723c-08
9.0	Testimony	07/27/2023	Amy Fitzpatrick Testimony	072723c-09
10.0	Testimony	07/27/2023	Dana Rokosny Testimony	072723c-10
11.0	Testimony	07/27/2023	Emily Van Cleve Testimony	072723c-11
12.0	Testimony	07/27/2023	Kendra Strahm Testimony	072723c-12
13.0	Testimony	07/27/2023	Mary Coolidge Testimony	072723c-13
14.0	Testimony	07/27/2023	Moriah Burkland Testimony	072723c-14
15.0	Map	07/27/2023	Map distributed by Sarah Iannarone	072723c-15

*Resolution No. 23-5351 For the Purpose of
Confirming the Reappointment of Dañel Malán to
the Metropolitan Exposition Recreation Commission*
Resolution

Metro Council Meeting Thursday,
September 14, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 23-5351
REAPPOINTMENT OF DAÑEL MALÁN TO THE	)	Introduced by Council President Lynn
METROPOLITAN EXPOSITION RECREATION	)	Peterson
COMMISSION		

WHEREAS, the Metro Code Section 6.01.030(a) provides that the Metro Council President will appoint all members to the Metropolitan Exposition Recreation Commission; and

WHEREAS, the Metro Code Section 6.01.030(b) provides that the Metro Council President's appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, pursuant to Metro Code Section 6.01.030(d)(1), Multnomah County nominated Dañel Malán for reappointment on the Commission; and

WHEREAS, pursuant to Metro Code Section 6.01.030(e)(1), the Metro Council President has the authority to concur with Multnomah County's nomination of Ms. Malán or reject it; and

WHEREAS, the Metro Council President concurred with Multnomah County's nomination of Dañel Malán and submitted the reappointment of Ms. Malán to the Metro Council for confirmation; and

WHEREAS, the Council finds that Dañel Malán has the experience and expertise to make a substantial contribution to the Commission's work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President's reappointment of Dañel Malán as a member of the Metropolitan Exposition Recreation Commission, for a 4-year term as provided by the Metro Code, commencing on September 23, 2023, and through September 23, 2027.

ADOPTED by the Metro Council this 14th day of September 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5351, FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF DAÑEL MALÁN TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION

Date: September 28, 2023

Prepared by: Steve Faulstick
General Manager, Metro Visitor Venues

BACKGROUND

The Metro Code, Section 6.01.030(a), gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Section 6.01.030 (d)(1) of the Code allows Multnomah County to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with Multnomah County's nomination and submit it to the Council for confirmation or reject it.

Multnomah County has nominated Dañel Malán for reappointment on the Commission. The Council President has concurred with this nomination and accordingly submitted her appointment of Ms. Malán to the Metro Council for confirmation. A copy of the nomination letter from Multnomah County is attached as Attachment 1 to this Staff Report. If confirmed, Ms. Malán will, pursuant to the Metro Code, serve a 4-year term beginning September 23, 2023, through September 23, 2027.

ANALYSIS/INFORMATION

- **Known Opposition.** None
- **Legal Antecedents.** Metro Code as referenced above.
- **Anticipated Effects.** Reappointment of Ms. Malán to the Metropolitan Exposition Recreation Commission, in the manner provided by the Metro Code.
- **Budget Impacts.** None

RECOMMENDED ACTION

The Metro Council President recommends approval of Resolution 23-5351 to confirm the reappointment of Dañel Malán to the Metropolitan Exposition Recreation Commission for a four-year term beginning on September 23, 2023 and ending September 23, 2027.



Jessica Vega Pederson
Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-5090
Email: mult.chair@multco.us

July 26th, 2023

Lynn Peterson
President, Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear President Peterson,

Thank you for the opportunity to nominate Dañel Malán for reappointment to the Metropolitan Exposition Recreation Commission (MERC) as the Multnomah County representative pursuant to Chapter 6 of the Metro Code.

Malán is co-founder of Milagro, the premier Latino arts and culture center of the Pacific Northwest. She also created the bilingual education program, Teatro Milagro, and co-founded OYE, opciones y educación, a Latino sexual health coalition with Multnomah County's Health Department. Her professional experience in curricular work, budget oversight, and bilingual education techniques makes her an excellent commissioner, and I'm pleased that she will continue serving as a valuable member of MERC.

I am pleased to nominate her for reappointment to the MERC Commission with a term of September 23, 2023, through September 23, 2027.

Sincerely,

Jessica Vega Pederson
Multnomah County Chair

*Resolution No. 23-5352 For the Purpose of Approving
the Purchase of Certain Real Property for the Regional
Illegal Dumping (RID) Deployment Center*
Resolution

Metro Council Meeting
Tuesday, September 14, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 23-5352
PURCHASE OF CERTAIN REAL PROPERTY)	
FOR THE REGIONAL ILLEGAL DUMPING	)	Introduced by Chief Operating Officer
(RID) DEPLOYMENT CENTER	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the solid waste system planning authority for the region and acts pursuant to its constitutional, statutory, and charter authority; and

WHEREAS, in Ordinance No. 19-1431, the Metro Council adopted the 2030 Regional Waste Plan, which serves as the greater Portland area's blueprint for investing in a garbage and recycling system, reducing the environmental and health impacts of products that end up in this system, and advancing progress towards Metro's racial equity objectives; and

WHEREAS, Goal 11 of the 2030 Regional Waste Plan is to “address and resolve community concerns and service issues” and Action 11.4 of the Plan is to “provide services to clean up illegal dumps on public property, prioritizing communities with greatest need”; and

WHEREAS, Metro staff completed an extensive property search from March 2020 through June 2021 to identify potential properties for a Regional Illegal Dumping (RID) deployment center; and

WHEREAS certain property at 1630 SE 8th Avenue in Portland (the “Property”) was determined to best meet RID’s operational and program needs; and

WHEREAS, the Metro Council expanded the RID Patrol program through Resolution No. 21-5158 on April 8, 2021; and

WHEREAS, on May 11, 2021, the Metro staff presented to the Metro Council the RID Patrol workforce transition program strategic plan, which identified that the program needs one facility that accommodates current and future program operations; and

WHEREAS, in June 2021, Metro began leasing the Property to house the RID Patrol program; and

WHEREAS, in October 2022, the Property owner notified Metro of its intent to sell the Property and, in accordance with the lease terms, gave Metro the right of first opportunity to make a purchase offer; and

WHEREAS, in January of 2023, after consulting with WPES and Finance staff, and notifying the Metro Council, the Chief Operating Officer entered into a contract to purchase the Property, conditioned on (a) Metro’s satisfaction with property inspections and (b) the Metro Council’s approval of the acquisition; and

WHEREAS, Metro staff has completed its inspection of the Property (including appraisal, environmental and geotechnical studies) and still believes acquiring the Property would be in Metro’s best interests; and

WHEREAS, Metro Code Section 2.04.050 requires Metro Council approval of all real property purchases and acquisitions; now therefore

BE IT RESOLVED that the Metro Council approves the purchase of the Property and authorizes the Chief Operating Officer to complete the acquisition in accordance with the terms of its purchase contract, or as otherwise approved by the Office of the Metro Attorney.

ADOPTED by the Metro Council this 14th day of September 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: PURCHASING PROPERTY FOR RID DEPLOYMENT CENTER FOR REGIONAL CLEAN UP SERVICES

Date: August 28, 2023

Department: Waste Prevention and Environmental Services

Meeting Date: September 14, 2023

Prepared by: Stephanie Rawson

Presenters: Marta McGuire, Waste Prevention and Environmental Services Director and Stephanie Rawson, Community Stewardship Program Manager

Length: 20 minutes

ISSUE STATEMENT

As part of Metro's responsibilities for managing the garbage and recycling system, Waste Prevention and Environmental Services RID Patrol program tackles the problem of dumped garbage on public property and provides other cleanup services around greater Portland. The RID Patrol is working to expand its work transition program and creating career pathways for individuals with systemic barriers to employment. A central deployment center is a key component of the long-term stability of the program. Staff are seeking approval to purchase the existing deployment center that is a leased property.

ACTION REQUESTED

Staff seeks Metro Council approval to purchase the real property at 1630 SE 8th Avenue in Portland (OR) to be used as a RID Deployment Center and authorizes the Chief Operating Officer to complete the acquisition in accordance with the terms of its purchase contract.

IDENTIFIED POLICY OUTCOMES

This property purchase invests in RID Patrol program services that address key community concerns related to illegal dumping and other cleanup needs on public property. Purchasing this property will support the RID Patrol program in advancing Metro's equity goals which include eliminating employment barriers for communities of color and supporting efforts to increase the diversity of the workforce in all occupations where people of color, women, and other historically marginalized communities are underrepresented; and address and resolve community concerns and service issues.

The property purchase will provide long-term stability for the RID Patrol program, allow crew members to work from one central facility, and prevent decreased service levels during a move or if the program must work from multiple facilities. The purchase also provides flexibility as the property could be repurposed for other strategic uses such as a centrally located reuse and recycling hub.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve purchase of the real property at 1630 SE 8th Avenue for continued use of the RID Deployment Center.

2. Direct staff to continue leasing the current building and identify alternative long-term options to house the RID program.

STAFF RECOMMENDATIONS

Staff recommend approval of resolution 23-5352 to purchase the real property at 1630 SE 8th Avenue for continued use of RID Deployment Center.

STRATEGIC CONTEXT AND BACKGROUND

The Waste Prevention and Environmental Services department is responsible for ensuring that all garbage and recycling (solid waste) generated in the region is managed in a manner that protects public health and safeguards the environment. As a part of this responsibility, the department administers the Regional Waste Plan that serves as the region's blueprint for improving our garbage and recycling system, reducing the impacts of waste, and advancing Metro's racial equity goals. Specific plan guidance includes providing services to clean up dumped garbage on public property and prioritizing communities with the greatest need.

Program History

During its 30-year history, the RID Patrol program has proven to be a critical resource for the greater Portland area in addressing cleanup issues and enhancing livability across the region. This was especially evident during the pandemic when RID's services became more important than ever in addressing acute cleanup needs exacerbated by COVID-19 impacts. In general, residents, community-based organizations, local governments and other stakeholders engaged by staff have demonstrated strong support of RID's service and in many instances wish to see them expanded further in the region.

Given this support and critical role, Metro embarked on the development of the RID workforce transition program expansion to increase service levels and provide job opportunities to those impacted by the carceral system. In 2020, a strategic plan was developed with Council guidance that identified "the program needs one facility that accommodates current and future program operations." In 2021, Metro Council allocated \$2.5 million in funding for staffing, equipment, and other resources necessary to both stabilize RID's service levels during the pandemic and support the long-term implementation of the workforce transition program. Purchasing a central deployment center was identified as a key component of the program's success.

Advancing Racial Equity Goals

Metro's Strategic Plan to Advance Racial Equity includes two key goals for advancing economic opportunities for communities of color and hiring, training, and promoting a racially diverse workforce. RID focuses on eliminating employment barriers for communities of color and supporting efforts to increase the diversity of the workforce in all occupations where people of color, women, and other historically marginalized communities are underrepresented; and address and resolve community concerns and service issues. As RID continues to expand its workforce transition program, serving people impacted by the carceral system, it is essential to have a stable, long-term space that meets the program's unique needs and is highly accessible through various transit options.

Property Search and Purchase Proposal

The purchase will help stabilize the RID Patrol program, support the expansion of the workforce transition program, and ensure efficient, effective service delivery. Historically, RID Patrol has

struggled with a variety of space limitations including a lack of storage, office and training space, as well as the program being fragmented across different sites. This has created significant inefficiencies which limits the program from both providing regular services as well as expanding the workforce transition program.

From October 2019 through June 2021 staff conducted an extensive property search to identify appropriate facilities to house a RID Deployment Center. Properties evaluated included the Expo Center, Glisan St., Kmart, Pepsi Blocks, Anzen Block and Metro Regional Headquarters. After this search, the property located at 1630 SE 8th Ave. in Portland (OR) was evaluated and determined to be the best fit among currently available properties. A five-year lease was signed in June 2021. To accommodate the RID Patrol program, improvements have been made to the building including internet, security, fire systems and HVAC.

The property has an excellent, central location with good access to major highways, as well as public transportation and walking and biking infrastructure. This centralized location is both ideal for efficient service delivery as well as being accessible to workforce transition program staff. The 4,500 square feet masonry building built in 1968, sits on a 40,000-sf city block that is zoned industrial. The building is configured with offices, meeting rooms, a kitchen area, and restrooms.

Figure 1. RID Deployment Center



In addition, Metro Council is actively working with staff to create a Garbage and Recycling System Facilities Plan that will help implement the 2030 Regional Waste Plan vision. The plan will identify places where people lack services and set a strategy to invest in modernizing the region's reuse, recycling, and garbage infrastructure. The potential SE 8th Ave. property purchase has been incorporated into the Systems Facilities Plan scenarios. Long-term, the property location allows for growth and re-development opportunities being located on a full city block designated light industrial.

In October 2022, the property owner decided to sell and initiated a right of first offer. In November and December 2022 staff met with individual Councilors to determine interest in a purchase. The estimated market value of the building was \$4M-\$4.5M. With Council endorsement, the Chief Operating Officer signed the purchase and sale agreement in January 2023 for \$3.8M contingent on Metro's satisfaction with property inspections and final approval of Metro Council.

From January 2023 to August 2023, Metro staff completed an appraisal and environmental and geotechnical studies. There were no issues uncovered during the due diligence period. Staff, therefore, recommend purchasing the property.

Budget Implications

Waste Prevention and Environmental Services amended the capital improvement plan in the spring of 2023 to include the potential purchase of this property. Funding for the building will be provided through the capital reserves in addition to funds identified in the current operating budget.

ATTACHMENTS

none

For work session:

Is legislation required for Council action? YES

If yes, is draft legislation attached? YES

*Ordinance 23-1497 For the Purpose of Annexing to
the Metro District Approximately 0.71 Acres
Located West of NE Starr Blvd, North of NE
Huffman St, and South of NE Constable St in
Hillsboro*
Ordinance

Metro Council Meeting
Thursday, September 14, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 23-1497
METRO DISTRICT BOUNDARY)	
APPROXIMATELY 0.71 ACRES LOCATED IN	)	Introduced by Chief Operating Officer
HILLSBORO ON THE WEST SIDE OF NE	)	Marissa Madrigal with the Concurrence of
STARR BLVD	)	Council President Lynn Peterson

WHEREAS, the City of Hillsboro has submitted a complete application for annexation of 0.71 acres of Hillsboro (“the territory”) to the Metro District; 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 district 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 September 14, 2023; 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 August 14, 2023, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of September 2023.

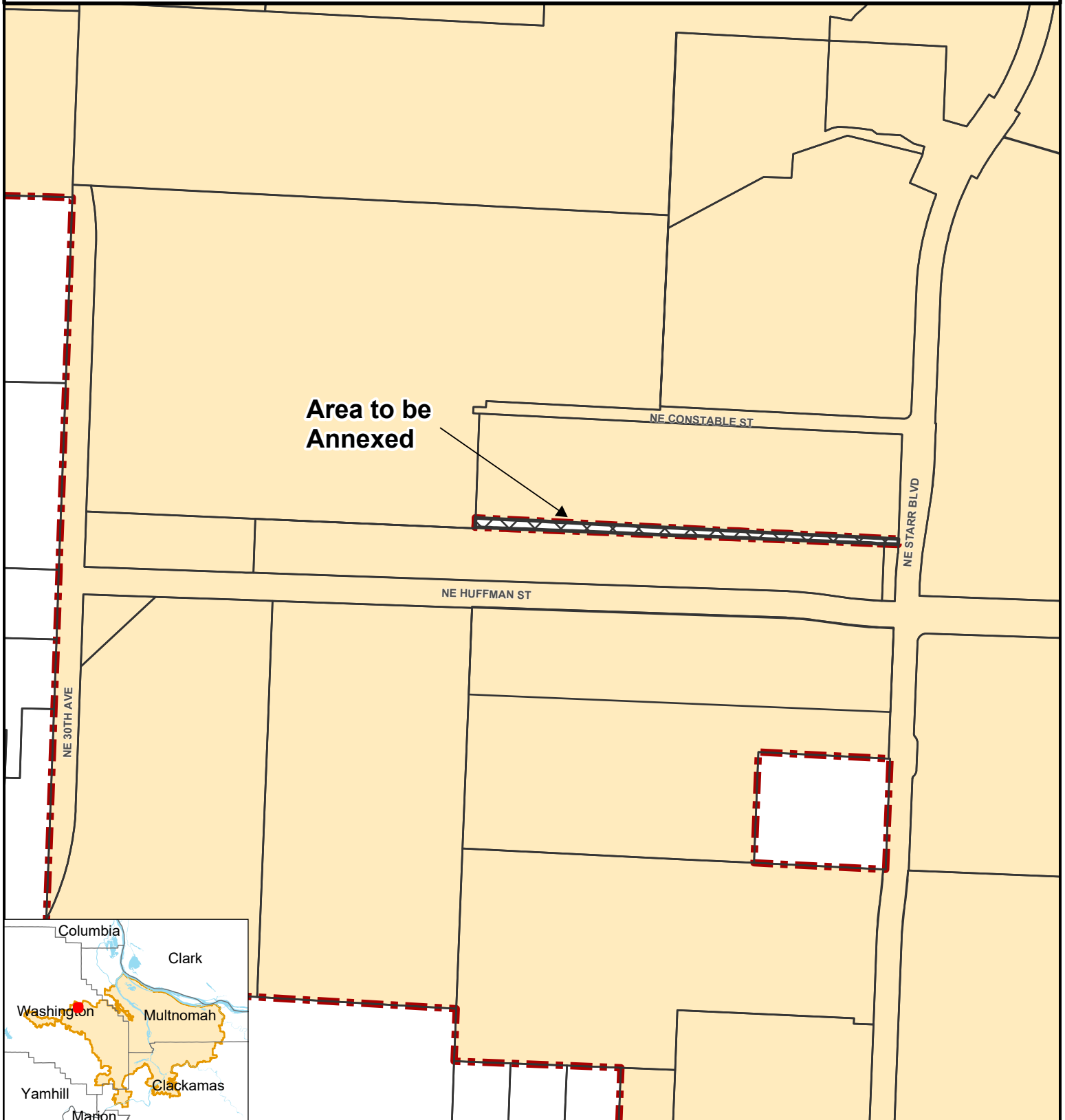
Lynn Peterson, Council President

Attest:




Approved as to form:

Connor Ayers, Recording Secretary

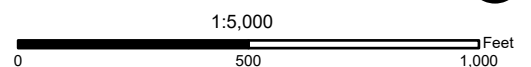
Carrie MacLaren, Metro Attorney



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

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0523



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 23-1497, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 0.71 ACRES LOCATED IN HILLSBORO ON THE WEST SIDE OF NE STARR BLVD

Date: August 14, 2023
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Associate Regional Planner

BACKGROUND

CASE: AN-0523, Annexation to Metro District Boundary

PETITIONER: City of Hillsboro
150 E Main St
Hillsboro, OR 97123

PROPOSAL: The petitioner requests annexation of land in Hillsboro to the Metro District Boundary.

LOCATION: The subject territory is a single tax lot on the west side of NE Starr Blvd, between NE Constable St to the north and NE Huffman St to the south. The subject territory is approximately 0.71 acres in area and can be seen in Attachment 1.

ZONING: The City of Hillsboro adopted Ordinance No. 6448 on April 18, 2023, to zone the subject territory Industrial Sanctuary (I-S).

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

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall 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 MC Subsection 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 City of Hillsboro has already annexed the subject territory with approval of Ordinance No. 6447. The application meets the criteria of MC Subsection 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 has been approved by the City to be zoned for industrial use. The proposed boundary change would allow for industrial development of the subject territory. The subject territory is already within the UGB and is not in an urban reserve with a concept plan. Urban services will be provided by the City of Hillsboro and Clean Water Services (CWS). The application meets the criteria in MC Subsection 3.09.070(E)(3).

ANALYSIS/INFORMATION

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

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

Anticipated Effects: This amendment will add approximately 0.71 acres to the Metro District. The territory is currently within the UGB and approval of this request will allow for the urbanization of the territory to occur consistent with the City of Hillsboro Comprehensive Plan and Community Development Code.




Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 23-1497.



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-  Taxlots
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Proposal No. AN0523



1:5,000

0 500 1,000 Feet

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2030 Regional Waste Plan Outcomes - Investments
and Priorities
Other Business

Metro Council Meeting
Thursday, September 14, 2023

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: REGIONAL WASTE PLAN OUTCOMES AND COUNCIL PRIORITIES DISCUSSION (CONTINUED)

Date: August 31, 2023

Department: Waste Prevention and
Environmental Services

Meeting Date: September 14, 2023

Prepared by: Marta McGuire,

marta.mcguire@oregonmetro.gov

Rosalynn Greene, rosalynn.greene@oregonmetro.gov,

Presenter: Marta McGuire, Waste Prevention and
Environmental Services Director

Length: 40 minutes

ISSUE STATEMENT

During the creation of the FY23-24 budget, Council directed the Waste Prevention and Environmental Services department to provide ongoing education about fees and regional waste priorities to inform future Council direction on the annual WPES budget and regional waste fees. In response, the department refined its Council engagement strategy to include additional touchpoints to review technical information to support key decisions and seek additional guidance on Council priorities. These engagements will also provide additional context to support Council decisions on the Garbage and Recycling System Facilities Plan that will provide direction on future infrastructure investments.

At the September 12th work session, staff reviewed the outcomes and goals for the regional waste system. This work session will continue the discussion, provide additional information on the regional waste system and seek direction on Council priorities to guide policy development and inform FY24 budget.

Beyond September, staff seeks to increase ongoing communications with Council about budget and fee considerations for the FY24-25 budget cycle. Both the September work sessions and future Council engagements will reinforce the connections between regional waste goals, existing policies and programs, and future priorities for investment. These engagements will include data and other information Councilors specifically requested during past budget cycles.

ACTION REQUESTED

Staff requests Council direction on priorities to guide policy development work for council consideration and areas of investment to inform FY24 budget development.

IDENTIFIED POLICY OUTCOMES

Regional Outcomes

This Council and previous Councils have reiterated their support for an equitable and accessible garbage and recycling system that protects the environment through a series of policies. Current Council priorities are reflected in existing policy guidance, presenting strong opportunities to more aggressively advance goals. Those priorities include:

- Reduce garbage through waste reduction and recycling
- Improve service quality and access
- Keep services affordable

- Minimize impacts on people and the environment
- Improve economic opportunities and provide good jobs in the garbage and recycling industry

2030 Regional Waste Plan

The 2030 Regional Waste Plan, adopted in 2019, includes the region's statutorily required waste reduction plan. The plan is the region's blueprint for improving our garbage and recycling system, reducing the impacts of waste, and advancing Metro's racial equity goals that are implemented collaboratively with local governments and partners in local communities.

The plan is comprised of goals and actions to achieve three sets of desired outcomes: shared prosperity, a healthy environment, and an excellent and accessible garbage and recycling system outlined below.

Figure 1. Regional Waste Plan Outcomes



In the September 12th and 14th work sessions, staff will share progress to date towards these outcomes and introduce program and policy priorities for council consideration.

POLICY QUESTIONS

- Does the policy guidance and goals in the Regional Waste Plan reflect your priorities for the region's waste system?
- Are there additional areas of investment for the FY24 budget that Council would like brought forward for discussion?
- What technical information is needed in the upcoming budget cycle to make informed decisions about facilities, fees, or the budget for the remainder of the fiscal year?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Staff requests Council direction on priorities to guide policy development work for Council consideration and areas of investment to inform FY24 budget development. This includes key policy and planning efforts underway, priorities for Council policy direction and areas of investment for the FY24 budget.

Key policy and planning efforts underway include both state and regional-level initiatives. In addition, there are existing programs that require policy direction by Metro Council. Lastly, there are proposed investment areas that staff seek additional direction from Council to guide levels of investment for FY24 budget development. These priorities are listed below along with the associated regional outcome.

Proposed Policy Priorities and Investment Areas

Key Policy and Planning Efforts Underway	• Oregon Recycling Modernization Act	●	●	●
	• Garbage and Recycling System Facilities Plan	●	●	●
	• Waste System and Fee Task Force	●		
	• Bulky Waste Policy Project	●		
Priorities for Council Policy Direction	• Rate Transparency	●		
	• Wet Waste Tonnage Allocation Program Evaluation	●	●	●
	• Community Enhancement Grant Program	●	●	●
	• Dry Waste Recovery Program Update	●	●	
Proposed FY24 Investment Areas for Council Discussion	• Innovation and Investment Grant Assessment	●	●	●
	• RID Work Force Transition Program			
	• Household Hazardous Waste Collection Events	●		
	• Business Food Scraps Requirement	●		
	• Implementation and Infrastructure Investments	●	●	

Related regional outcomes:

● Shared Prosperity ● Healthy Environment ● Excellent and Accessible Garbage and Recycling System

STRATEGIC CONTEXT AND COUNCIL FRAMING DISCUSSION

Key Policies and Planning Efforts Underway

There are two key initiatives for advancing progress toward regional outcomes, the state Recycling Modernization Act and the Garbage and Recycling Systems Facilities Plan.

Oregon Recycling Modernization Act

The new statewide law will update Oregon's outdated system and restore public trust by ensuring that materials are recycled and create environmental benefits. This system-wide update will make recycling easier for the public to use, expand access to recycling services, upgrade the facilities that sort recyclables, and create environmental benefits while reducing social and environmental harms, such as plastic pollution. It will do this by increasing access to recycling and in 2025, there will be one statewide list of what can be recycled. Producers and manufacturers of packaged items, paper products and food service ware will pay for many of these necessary improvements and help ensure recycling is successful in Oregon. The new law became effective Jan. 1, 2022, and recycling

program changes will start in July 2025. Metro and local governments are engaged in the state's rule-making process for the law and coordinating around implementation for greater Portland.

Systems Facilities Plan

The Garbage and Recycling Systems Facilities Plan is designed to provide options for Council to decide on the future infrastructure investments needed in our region to modernize our reuse, recycling, and garbage system. Four draft scenarios for Council consideration are designed to address existing service gaps and help ensure we continue to meet waste reduction goals and ensure equitable and affordable services for everyone.

While the Regional Waste Plan provides the policy guidance, the System Facilities Plan currently under development will provide a long-range infrastructure plan and pinpoint key investments needed to fulfill the Regional Waste Plan goals including improving access to reuse, recycling and garbage services. The plan will also guide Metro's participation in Recycling Modernization Act implementation.

Key Projects Related to Budget and Fee Setting

Waste System and Fee Reforms Budget Note

Council directed the Chief Operating Officer to work with WPES to clarify regional waste outcomes to guide reforms of waste system and solid waste fees for the FY24-25 annual budget. To support this direction, staff will work with the Council President to announce the formation of a special task force to convene in 2023 and the first months of 2024 to evaluate the structure of fees and provide recommendations to Council to inform FY24-25 fee setting.

Rate Transparency

Beginning in 2010, local governments began expressing concern as rates at private facilities began to exceed rates at public stations. During the last fee-setting process, cities and counties also elevated the need to ensure that rates charged at private stations are reasonable, regionally consistent, and well-understood. Metro does not currently regulate rates at privately owned facilities but could exercise the authority to do so if Metro Council finds it to be in the public interest. Prior to any decision by Council to consider regulation, staff recommend that a rate assessment is conducted to better understand what actual cost drivers are impacting actual private transfer stations in our region. Staff are developing a proposal for Council consideration to respond to local government concerns that follow up on the implementation of the Transfer System Configuration Policy adopted by Metro Council in 2016, which was aimed at ensuring rate transparency.

BACKGROUND

Metro has broad authority for planning, managing, and overseeing the regional waste system. The Regional Waste Plan provides policy guidance and outlines responsibilities for cities, counties and Metro to collaboratively manage the system.

Regional Authority

In 1987, the Metro Council designated solid waste as an area and activity appropriate for a functional plan. With this action, it recognized the complexity of managing a regional waste system that serves two dozen cities, portions of three counties, over a million residents, thousands of businesses and many solid waste service providers. A regional plan provides a unified blueprint to coordinate all parties and to bring the parts of the system together into a well-functioning whole.

Additionally, under Oregon state law, any jurisdiction sending more than 75,000 tons of solid waste per year to a permitted disposal site is required to prepare a waste reduction program for review and approval by the Oregon Department of Environmental Quality. The statutorily required waste reduction program for the Metro region consists of the 2030 Regional Waste Plan actions and the requirements for local governments outlined in Metro Code Chapter 5.15 and the corresponding administrative rules.

The Waste Prevention and Environmental Services department is responsible for ensuring that all solid waste generated in the region is managed in a manner that protects public health and safeguards the environment. As a part of this responsibility, the department administers the Regional Waste Plan that helps fulfill state planning requirements.

ATTACHMENTS

Attachment 1: 2030 Regional Waste Plan Executive Summary

Attachment 2: Regional Waste Plan Progress Report



Metro

**2030 Regional Waste Plan:
Equity, health and the environment**

Executive summary

Introduction

The garbage and recycling system is more than garbage trucks and recycling bins. It's about reducing waste and protecting the environment. It's about making sure everyone has access to high-quality services, information and economic opportunities. And it's about reducing the impacts of products throughout their lives.

The 2030 Regional Waste Plan connects those values—from jobs and services to health and the environment—to specific actions aimed at achieving them. It's the guide that Metro, cities, counties and others involved in managing the garbage and recycling system will use to determine what to focus on over the next 12 years.

From spring 2017 to fall 2018, Metro worked with communities around greater Portland to shape the future of the garbage and recycling system. This plan reflects those voices and continues our efforts to protect the environment, keep people healthy and ensure everyone has what they need to thrive.

What is the 2030 Regional Waste Plan?

Plan website: www.oregonmetro.gov/regionalwasteplan

The 2030 Regional Waste Plan is both a vision for greater Portland's garbage and recycling system and a blueprint for achieving that vision. Metro created the plan in partnership with cities, counties, businesses and community leaders in the greater Portland area. Metro also collaborated with members of culturally specific community-based organizations who historically have had the least influence in the decision-making process to shape the garbage and recycling system. This will help ensure the plan moves us toward a system that delivers benefits shared by all.



What problems and opportunities does the new plan address?

The 2030 Regional Waste Plan addresses challenges with our regional garbage and recycling system, including:

How it impacts the environment, both locally and globally, and throughout the life of the products we make, use and throw away.

How it impacts human health, including harmful emissions from facilities and chemicals in products that pose a danger.

The long history of exclusionary and discriminatory policies and practices that continue to harm communities in the region.

In addressing these challenges, the plan also seeks to take advantage of opportunities, such as:

Protecting our climate

Reducing pollution

Preventing harm to human health

Sharing the system's economic benefits equitably

Looking at the full life of products, from when they're designed and made until they're thrown away

Engaging local communities and community organizations throughout the process



PREVIOUS WASTE PLANS

Metro has adopted three solid waste system plans to date. These are updated about every 10 years to meet the needs of the changing region and to align with state and federal guidance.

Addressing the full life of products

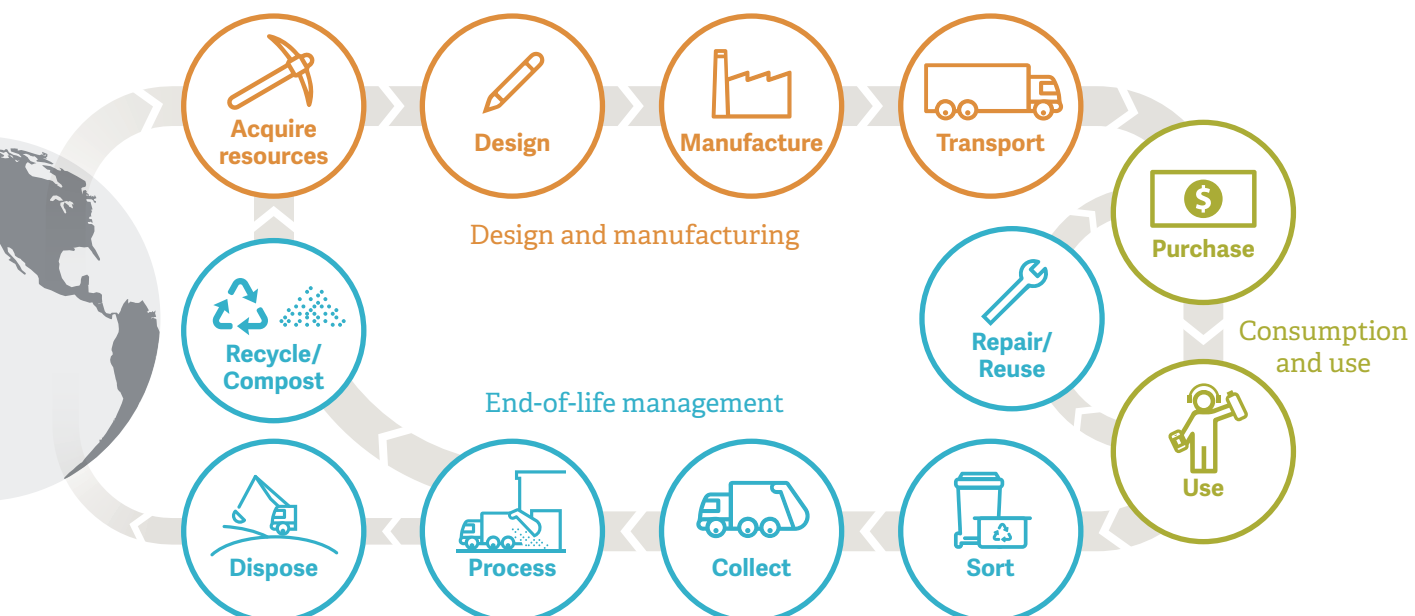
This Regional Waste Plan addresses the entire life cycle of products. The goals and actions are designed to not only improve the way we manage materials at the end of their life, but also to reduce harmful impacts by intervening earlier. There's opportunity to improve how we design and produce products, extract raw materials from the earth, make purchasing decisions and use what we buy. The traditional garbage and recycling system, which handles products and packaging after we are done with them, is just one part of this larger system.

This life cycle approach can result in healthier people and a healthier planet. It can improve access to high-quality services and information, no matter where you live. It can help you decide what to buy or where to get rid of an item you are done using. It can also lessen the negative health and environmental impacts from the materials and products we use every day.

Why Metro regulates the garbage and recycling system

The Metro Charter, the Oregon Constitution and Oregon Statutes grant Metro broad authority for planning, managing and overseeing the regional solid waste system to protect public health and safeguard the environment. As a part of these responsibilities, Metro is responsible for developing a regional plan that sets direction for programs, services and facilities. Metro and local governments work together to manage the system for the region and this plan set direction across the 12 years it will be in effect. It's a living document that will guide us toward a healthier, more resilient and more equitable system.

THE FULL LIFE CYCLE OF PRODUCTS



Metro's new approach

For the 2030 Regional Waste Plan, Metro embarked on a new approach to planning for the future. The plan includes a significant focus on racial equity. It also addresses impacts throughout the life of products and materials. These core ideas strongly influence the goals and actions that make up the plan.

Leading with equity

Our region is stronger when everyone has access to financial prosperity, a healthy environment and the range of opportunities that allow us to thrive. But unfortunately, a long history of exclusionary and discriminatory policies has harmed communities of color in the Portland metropolitan region. As a result, communities of color currently experience the worst economic and social outcomes of any demographic group.

Metro, cities and counties are committed to creating the conditions that allow everyone to enjoy the benefits of our growing region. With our programs, policies and services, we are working to make this a great place for everyone—today and for generations to come.

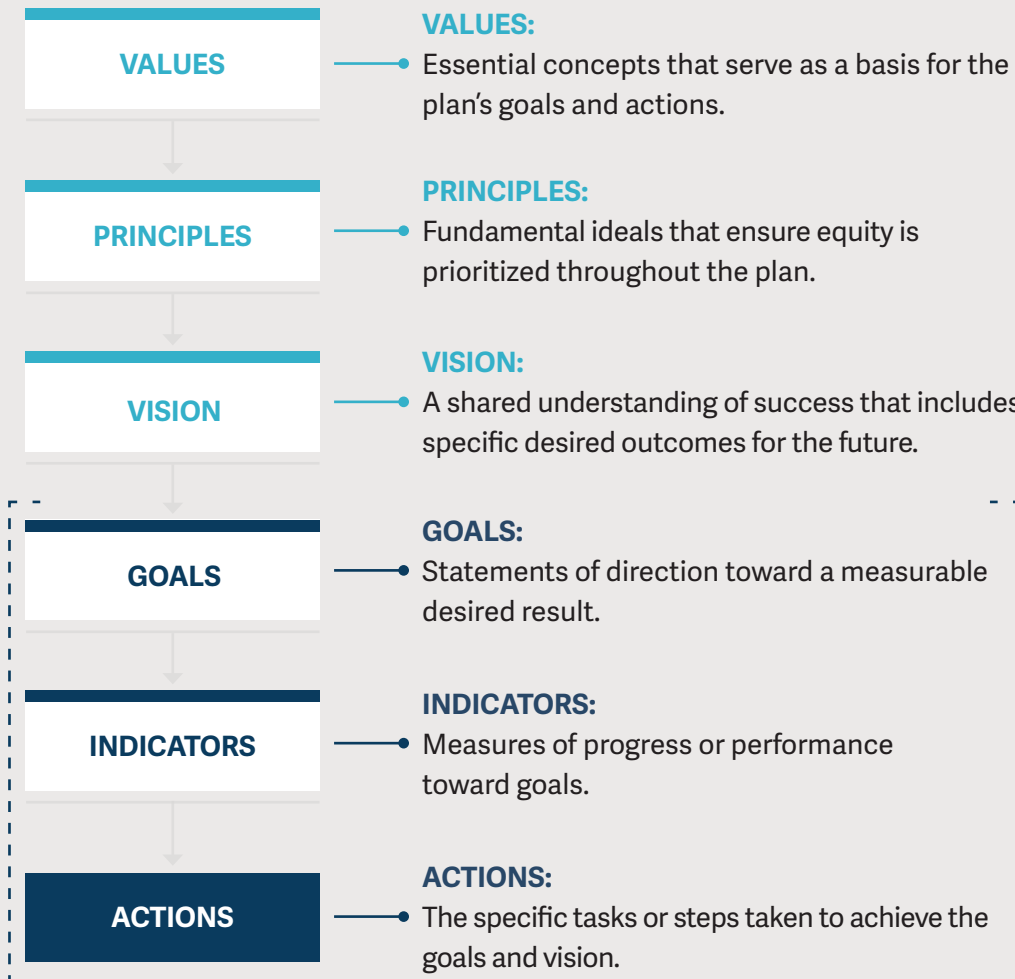
To address inequities and establish an inclusive process from the start, Metro convened an Equity Work Group, comprised of seven individuals with expertise and experience working with communities of color and historically marginalized communities, to engage in each phase of the process. The work group collaborated with staff to draft elements of the plan. Metro also partnered with eight community-based organizations to host a series of engagements about the future of garbage and recycling. Ideas and feedback gathered from the community informed many of the aspects of the plan.

WHAT IS RACIAL EQUITY?

Racial equity has been achieved when race can no longer be used to predict life outcomes, and outcomes for all groups are improved.

FROM COMMUNITY ENGAGEMENT TO CONCRETE ACTIONS

The values, principles and vision inspire and inform the concrete actions that Metro and local governments will implement as part of this plan.



40 actions focus directly on advancing equity and reducing disparities.

E This symbol identifies actions with the greatest potential for advancing racial equity.

Find the actions in the Goals and Actions section of the plan.

Learn more about how community engagement led to concrete action in the Creating the Plan section of the plan.

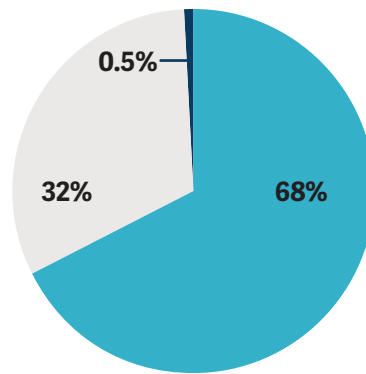
Environmental impacts of products and materials

Metro and others involved in the garbage and recycling system have typically measured the environmental impact of what we produce, consume and throw away by looking at the amount and types of items that show up in the recycling, composting and garbage.

This focus on the end of a product's life provides an incomplete picture of how we're affecting the environment and how we can reduce our impact. In this plan, to align with a new focus on the full life cycle of products and materials, we are assessing our environmental impact in a more comprehensive way: by looking at the greenhouse gas emissions and other environmental and health impacts associated with products and materials throughout their life, from production to disposal.

GREENHOUSE GAS EMISSIONS FROM PRODUCTS, MATERIALS AND SERVICES

In 2015, the Metro region generated 41 million metric tons of greenhouse gas emissions from the products and materials we bought, used and threw away and the services we used.



- Design and manufacturing: 68%
- Consumption and use: 32%
- End-of-life management: 0.5%

*Note: The figures in this chart do not add up to 100% due to rounding.
Source: Oregon Department of Environmental Quality (2018). 2015 Consumption-Based Greenhouse Gas Emissions Inventory for the Metro Region.*

FIND IT IN THE PLAN

How equity and engagement shaped the plan (p. 16)

More about the full life cycle of products (p. 12)

A look at the environmental impacts of what we make and consume (p. 18)

Narrative table of contents

These brief descriptions of the plan's content and organization are intended to help the reader more easily navigate the plan.

Introduction.....4

This section provides an overview of the plan by describing the key trends and challenges it addresses and the opportunities and outcomes it delivers. Also included is a brief guide to navigating the plan.

A new approach to managing waste10

This section describes two ideas that are the foundation of Metro's approach: addressing the entire life of products and advancing equity. It outlines how the plan will reduce harmful impacts by intervening before a product reaches the end of its life. It also describes the importance of equity and introduces the community engagement process. Also included is a map of facilities, services and providers.

Environmental impacts of products and materials.....18

This section explains how producing and consuming goods and services affects the environment--locally and beyond. It also shows why our choices about managing waste matter and describes ways to measure environmental impacts.

Economic footprint.....24

This section looks at the economic footprint of the garbage and recycling system. It details how the fees residents pay for garbage and recycling services support jobs and economic activity.

Legal foundation and policy guidance.....28

This section presents the history and existing policies that guide the plan.

Creating the plan34

This section summarizes the steps taken to develop the plan, with a focus on the wide range of individuals, groups and advisors that gave input and guidance.

Values, principles and vision42

This section describes essential concepts, or values, that guided creation of the plans vision and goals. It also describes the standard beliefs, or principles, that provide further direction for the plan's development and implementation. And it shares the desired future, or vision, for the garbage and recycling system. Together, the values, principles and vision are the foundation on which the plan is built.

Goals and actions48

Goals and related actions in five areas will address the impacts of materials and products, from production to disposal. Metro, city and county governments will work to implement the actions in the coming years.

Measuring progress102

This section describes how Metro and local governments will monitor work at all levels. It also describes processes to evaluate, measure and report progress to the community and elected officials.

Plan implementation108

This section focuses on the roles of those responsible for carrying out the plan and the approach to completing actions, ensuring compliance with existing requirements and amending the plan.

Appendices

Acknowledgments

Waste Reduction Program

(list of plan items that meet the waste reduction requirements required by state law)

Key solid waste laws

Glossary of terms

Values, principles and vision

With equity considerations front and center, the values, principles and vision serve as the plan's foundation. Existing guidance—including regional, state and federal policies and plans regarding waste management, recycling, toxics and other related environmental programs—informed these core concepts.

Values

The values serve as a basis for the plan's goals and actions and will guide implementation.



PROTECT AND RESTORE THE ENVIRONMENT AND PROMOTE HEALTH FOR ALL

- Ensure that current and future generations enjoy clean air, water and land
- Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment



CONSERVE NATURAL RESOURCES

- Reduce the amount of energy, water and raw materials needed to make products
- Manage materials to their highest and best use (reduce, reuse, recycle)



ADVANCE ENVIRONMENTAL LITERACY

- Facilitate life-long environmental learning for youth and adults
- Increase knowledge of natural systems, and the human impacts on them, in order to foster civic responsibility and community empowerment



FOSTER ECONOMIC WELL-BEING

- Promote inclusive prosperity and living well for all residents of the region
- Increase access to economic opportunities for all communities



ENSURE OPERATIONAL RESILIENCE, ADAPTABILITY AND SUSTAINABILITY

- Maintain a regional system that is safe and responsive to changing conditions to ensure long-term viability
- Prepare for recovery after natural disasters



PROVIDE EXCELLENT SERVICE AND EQUITABLE SYSTEM ACCESS

- Ensure that high-quality and good-value programs, services and facilities are equitably accessible to all

Principles

This plan provides Metro and local governments a powerful opportunity to advance racial equity, diversity and inclusion. The following principles were developed by the Equity Work Group in collaboration with Metro staff. Their purpose is to help address historical and disproportionate impacts of the waste system on marginalized communities and to define how the plan may advance racial equity.

Community restoration

Take action to repair past harms and disproportionate impacts caused by the regional solid waste system. In practice, this means:

- Acknowledging historical impacts passed from generation to generation within communities.
- Actively including communities that have been historically marginalized from decision-making processes.
- Equitably distributing costs and benefits, taking into account historical and system impacts.
- Valuing indigenous and cultural knowledge about using resources sustainably.
- Committing to building a greater awareness of equity among providers of garbage and recycling services.

Community partnerships

Develop authentic partnerships and community trust to advance the plan's vision. In practice, this means:

- Prioritizing historically marginalized communities within the delivery of programs and services.
- Expanding voice and decision-making opportunities for communities of color.
- Supporting resilient community relationships by creating ongoing opportunities for leadership development.

Community investment

Emphasize resource allocation to communities of color and historically marginalized communities. In practice, this means:

- Making investment decisions in partnership with communities.
- Investing in impacted communities and youth through education and financial resources.
- Eliminating barriers to services and employment.

Vision

The 2030 Vision identifies the desired future for the garbage and recycling system and specific outcomes for managing and reducing the impacts of products consumed in the region. The goals and actions are designed to close the gap between today and this desired future.

Economic prosperity

Innovation, investments and partnerships support a thriving garbage, recycling, reuse and repair economy that benefits local communities.

Good jobs

All garbage and recycling industry jobs pay living wages and provide opportunities for career advancement. All occupations in the industry reflect the diversity of our local communities.

Education and information

Everyone has the culturally relevant, age-appropriate information and educational resources needed to make purchasing and disposal decisions that will protect their health and the environment.

Healthy products

Companies and consumers share responsibility for reducing the harmful impacts of products and packaging on public health, climate, air quality, waterways and wildlife throughout the entire life cycle of products.

Reduce, reuse and repair

Reduce, reuse, repair and donation are mainstream practices accessible to all, creating economic opportunity and building community self-reliance.

Quality service

Garbage and recycling services meet the needs of all people and all communities.

Garbage and recycling operations

From trucks to facilities, our garbage and recycling system is safe for workers and the public, minimizes pollution of air, soils and water, and is financially sustainable.

Preparedness and resilience

The region's garbage and recycling system is resilient and prepared to recover quickly from disruptions like natural disasters, while minimizing harmful impacts to the most affected communities.

Goals and actions

The goals of the plan focus on addressing the impacts of materials—from production to disposal—and closing the gap between today's reality and the region's vision for the future. This involves taking action at every stage of the product life cycle and addressing community needs within the garbage and recycling system.

The plan identifies goals and actions in five areas of work:

- Shared prosperity
- Product design and manufacturing
- Product consumption and use
- Product end-of-life management
- Disaster resilience

The goals in each area identify what the region would like to achieve by 2030. Each goal has an associated set of actions to be undertaken by Metro and local governments.



Shared prosperity

This area of work aims to address barriers faced by communities of color and those who have been disproportionately impacted by the garbage and recycling system. Through the goals and actions in this section, Metro and local governments aim to make progress toward a future where all people have equitable access to the benefits of the garbage, recycling, reuse and repair economies.

- Goal 1:** Increase engagement of youth and adults historically underrepresented in garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.
- Goal 2:** Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other underrepresented groups.
- Goal 3:** Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.
- Goal 4:** Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

FIND IT IN THE PLAN

Learn more on p. 52 of the plan.



Product design and manufacturing

The goal of the highly collaborative actions in this new area is for manufacturers to become more responsible for the impacts of their products. There's potential to create healthier products every step of the way, from natural resource extraction to manufacturing processes to decisions about materials and packaging.

- Goal 5:** Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

FIND IT IN THE PLAN

Learn more on p. 60 of the plan.



Product consumption and use

Goals in this area focus on reducing the environmental and health impacts of what we buy and use. The actions emphasize education and policy efforts to reduce those impacts and support better purchasing choices. Education will prioritize culturally responsive efforts, with programs and services designed and delivered in partnership with community organizations to reach historically marginalized groups. Policy actions in this area aim to provide safer, lower-risk products and reduce the use of single-use items that harm the environment and create problems for the recycling system.

Goal 6: Reduce product environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices.

Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.

FIND IT IN THE PLAN

Learn more on p. 64 of the plan.



Product end-of-life management

Every year, the greater Portland region disposes of well more than 1 million tons of garbage and recovers more than 1 million tons of food scraps, yard trimmings and recyclables. While the ultimate goal is to prevent waste to begin with, the Portland region still needs a system that safely and conveniently manages products at the end of their useful life. The goal of the actions in this area is to ensure that the programs and services not only protect human health and the environment, but that they do so in a way that meets the needs of all residents and all communities today and into the future.

- Goal 8:** Increase the reuse, repair and donation of materials and consumer products.
- Goal 9:** Increase knowledge among community members about garbage, recycling and reuse services.
- Goal 10:** Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.
- Goal 11:** Address and resolve community concerns and service issues.
- Goal 12:** Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.
- Goal 13:** Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.
- Goal 14:** Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.
- Goal 15:** Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.
- Goal 16:** Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

FIND IT IN THE PLAN

Learn more on p. 70 of the plan.



Disaster resilience

The region's garbage and recycling system must be resilient and prepared to recover quickly after a disaster, and the recovery process should minimize harmful impacts to local communities. These actions focus on coordinating effectively with partners, preparing to restore routine garbage and recycling services following a disruption, and planning to expedite the removal of debris in a way that makes the best use of local services and maximizes recovery.

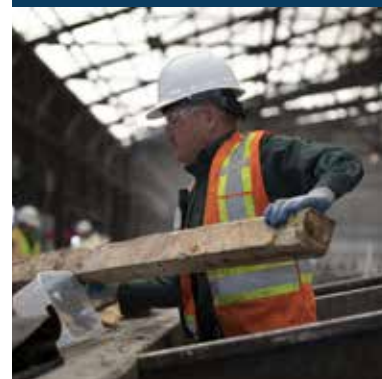
Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

Goal 18: Ensure routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption.

Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.

FIND IT IN THE PLAN

Learn more on p. 94 of the plan.



Plan implementation

Implementation

Responsibility for implementing the 2030 Regional Waste Plan is shared by Metro and city and county governments in the region. The actions in the plan will be carried out by these agencies in collaboration with the Oregon Department of Environmental Quality, for-profit garbage and recycling companies, and non-profit organizations involved in different areas of the system.

Metro is responsible for coordinating implementation of the plan and assessing plan performance. Cities, counties and Metro are responsible for leading or participating in implementation of the actions. Several different approaches, described on page 116 of the plan, will be used to implement the actions. In the action tables in the Goals and actions section, one or more implementation approaches are identified for each action and Metro and/or cities and counties is indicated as the lead.







Implementation of the actions will be coordinated through regional and local work plans developed by Metro and local governments to prioritize actions.

Measuring progress

The plan includes a robust measurement framework to evaluate progress toward its vision and goals. This will allow Metro and local governments to demonstrate the positive impacts the plan's activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes.

Key indicators

Key indicators communicate the overall trajectory of progress to a broad audience. They draw from the plan's values and demonstrate overall performance. A number of the key indicators are new measures that would require investment to implement.

VALUE	KEY INDICATORS	LEAD AGENCY	STATUS
	Greenhouse gas emissions associated with the products and services consumed in the Metro region (Environment and Health value)	Metro	In progress
	Annual tons of waste generated (Resource Conservation value)	Metro	In progress
	Number, geographic location and demographics of youth reached through education programs (Environmental Literacy value)	Metro	In progress
	Share of multifamily communities with adequate collection services (Service Excellence and Equity value)	Metro Cities Counties	Investment needed
	Recycling contamination by sector (Operational Resilience value)	Metro	Investment needed
	Median wage in the waste management industry by race, ethnicity and gender (Economic Well-Being value)	Metro Cities Counties	Investment needed

Goal indicators

Indicators at the goal level are designed to measure the progress of specific programs, policies or investments that are linked to attaining the 2030 Regional Waste Plan's goals. A number of the goal indicators will also inform the key indicators. The goal indicators are listed on page 104 of the plan.

Baseline and targets

As of the date of adoption of this plan, all of the indicators need additional work to develop baseline and evaluation methodologies. This work will be completed within the first two years of plan implementation, after which Metro, in consultation with local governments and community partners, will establish targets for each indicator.

Progress reports

On an annual basis, Metro will report on the status of each action and whether it has been implemented. Reporting on the key and goal indicators will occur at least every three years.

Plan oversight

Metro Council, the Metro Policy Advisory Committee and the Regional Waste Plan Implementation Committee will oversee implementation of the plan.

The Regional Waste Plan Implementation Committee will be newly formed following adoption of the Regional Waste Plan. The committee is expected to provide input on development of the programs and policies that implement the plan's actions and advise the Metro Council and Metro Chief Operating Officer on legislative and administrative actions they will consider related to plan implementation.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the Convention Center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Plan adopted by Ordinance No. 19-1431 on March 7, 2019.

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Lynn Peterson

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AUDITOR

Brian Evans

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Art and events
Garbage and recycling
Land and transportation
Parks and nature
Oregon Zoo

oregonmetro.gov



Metro



Photo taken at St Johns Landfill

Waste Prevention & Environmental Services

Regional Waste Plan Progress Report

January 2023

Public service

We are here to serve the public with the highest level of integrity

Excellence

We aspire to achieve exceptional results

Teamwork

We engage others in ways that foster respect and trust

Respect

We encourage and appreciate diversity in people and ideas

Innovation

We take pride in coming up with innovative solutions

Sustainability

We are leaders in demonstrating resource use and protection

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

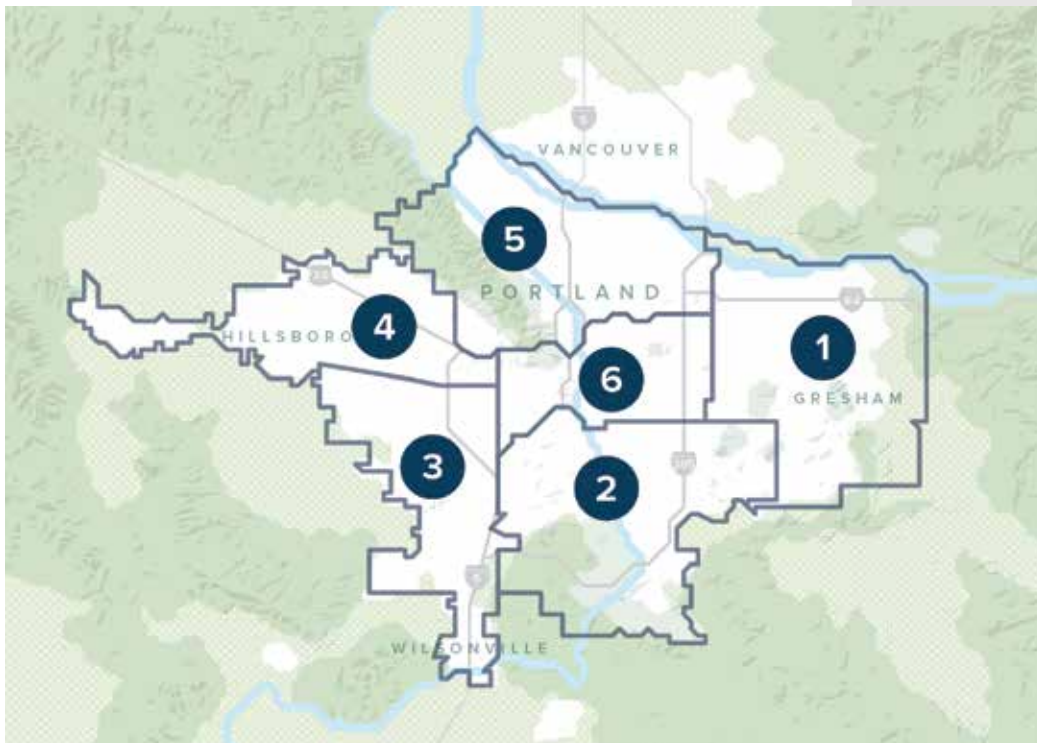
Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans



Introduction

The [2030 Regional Waste Plan](#) is both a vision for greater Portland’s garbage and recycling system and a blueprint for achieving that vision. It was created in partnership with cities, counties, local businesses and community leaders to set direction for how we manage and improve the system between 2019 and 2030.

From the community-driven process that created the plan to the goals and actions in it, the plan acknowledges past and present inequities across the garbage and recycling system and is designed to address these inequities by building a more inclusive system. The plan includes a regional call-to-action for a more proactive approach to reducing negative impacts on human health, climate and the environment caused from the full life cycle of a product and considering solutions for both consumers and producers.

True success of the Regional Waste Plan relies on partnerships built on trust and mutual respect. Three years in, the work to implement the plan continues to elevate collaboration between Metro, city, county and state governments, community-based organizations and private sector service providers.

Navigating the plan and progress report

The Regional Waste Plan sets out goals in five areas of work. Goals in each area focus on addressing the impacts of materials – from production to disposal – and addressing community needs within the garbage and recycling system. Action items within each goal represent concrete steps being taken to help reach the goal. More information on goal areas and the full list of goals and actions within each goal can be found on the following pages of this report.

Goal Areas	Pages
Shared prosperity	6 - 9
Product design and manufacturing	10 - 11
Product consumption and use	12 - 14
Product end-of-life management	15 - 21
Disaster resilience	22 - 24

The Regional Waste Plan evaluates progress toward each goal by monitoring the status of action items and by measuring indicators over time. Indicators at the goal level measure on-the-ground outcomes of programs, policies or investments linked to each goal. Key indicators are broad, long-term metrics that demonstrate progress overall. A full list of indicators can be found in the appendix. More information on actions and indicators can be found in the first [Regional Waste Plan Progress Report](#).

This report is the second in a series of annual progress reports and covers the year 2021. It is a streamlined version that highlights overall progress on actions and indicators as well as positive impacts and opportunities for improvement within each goal area. For each goal, the report provides a progress update on actions and shares success stories. It then presents results for the indicators selected for this progress report.

Executive Summary

Greetings,

We live in a place where people care deeply about protecting our lands and waters, conserving resources, keeping people healthy and ensuring that everyone has access to the range of opportunities that contribute to our quality of life. There is a strong connection between our ability to achieve these values and the decisions made about managing waste.

Three years ago, our region adopted the 2030 Regional Waste Plan, an exciting and ambitious blueprint for how our region plans for and manages the impacts of the products we use and when we throw them away. This innovative plan in many ways is unique in our nation, just like our garbage and recycling system operates like no other. It is the result of a community-driven process that centered racial equity, collaboration and partnership.

In the pages that follow, we report out the many accomplishments achieved this past year to move this Plan forward. These are not Metro's successes alone to celebrate, but rather ones that we share with our local government, community and industry partners. Together, we ensured that dumped waste is quickly cleaned up and that we are keeping hazardous products out of landfills. We worked to improve systems for recycling and recovery. We provided culturally responsive education in schools and communities about the connections between consumer products, people and nature. We also worked to advance more equitable collection standards and services to meet the needs of all residents.

We recognize there is still much work to be done. I am grateful for and humbled by the energy, innovation and commitment of the many people that work hard every day to make our communities and region a great place to live today and for generations to come.

Sincerely,

Marta


Marta McGuire, Ph.D. (she/her)
Director, Waste Prevention & Environmental Services

Progress on all actions



Actions advancing racial equity



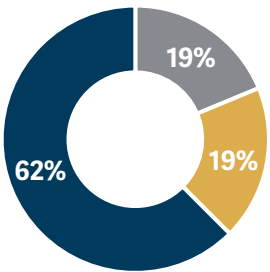
 On track or Completed  Not started  In process but facing obstacles

2021 Snapshot of Goal Area Progress

Shared Prosperity

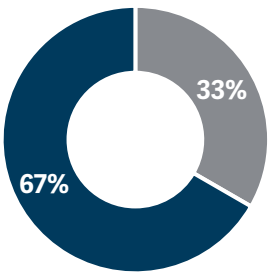
The greater Portland area increased the representation of people of color in engagement, planning and leadership opportunities. Funding for regional cleanup and reuse, repair and waste reduction programs centered racial equity. Efforts to remove systemic barriers to participation, like language support, continued. Metro, local governments and service providers also made progress on workforce equity goals, incorporating “good jobs” provisions into contracts and regulatory instruments. Work not yet started includes establishing a living wage and benefits standard for the solid waste industry and a career pathways strategy for all solid waste occupations. Data collection, training and engagement that took place in 2021 will support future efforts to address these actions.

Goal Area Status



Product Design and Manufacturing

In 2021, Metro, cities and counties participated in committees and work groups supporting the development and implementation of the statewide Plastic Pollution and Recycling Modernization Act (RMA). They also successfully advocated for legislation establishing a statewide mattress recycling program and began work on product stewardship legislation for other materials. Work not yet started includes development of incentives for green manufacturing techniques for products and packaging and advocacy for legislation reducing use of toxic building materials. Work to implement the RMA will help guide future work on these actions.



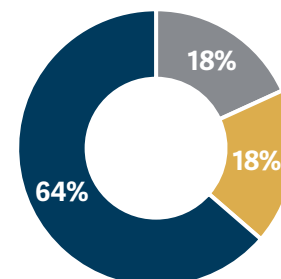
■ Not started ■ In process but facing obstacles ■ On track or Completed



Product Consumption and Use

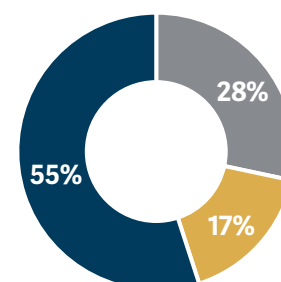
Goal Area Status

In 2021, Metro, cities and counties continued youth and community education about products' environmental impact and waste reduction through school-based programs, social media, online tools and apps. They advanced efforts to provide culturally responsive education and outreach. Work not yet started includes promoting procurement and policies that reduce single-use products and prioritize purchase of products with low environmental and human health impacts.



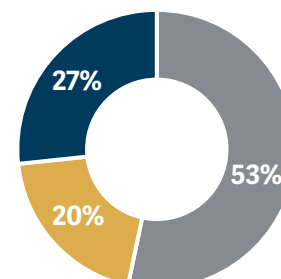
Product End-of-Life Management

In 2021, Metro and local governments activated partnerships with community organizations and businesses to share resources and expand the region's access to services for reuse and repair, bulky waste collection, cleanup of dumped trash and hazardous waste collection. Regional work continued to implement collection service standards and education, including the roll out of an improved signage system for containers at multifamily properties. Washington County worked toward a reduced rate program for garbage collection (introduced in 2022). Work on a number of actions is still gearing up, such as regulatory tools for promoting reuse, accessible collection of bulky waste and consistent solid waste fees across the region. Planning of engagement and research to inform new systems for facilities, regularly occurring bulky waste collection and markets for recycling and reuse began in 2021 and will support future work to address these actions.



Disaster Resilience

In 2021, work focused on establishing partnerships between Metro, local governments and community organizations as the foundation for developing regional frameworks for emergency management response and recovery. These include strategies to maximize access to critical solid waste infrastructure during disruptions and agreements with service providers to ensure rapid response during emergencies. There is additional work to be done on creating a regional database of, and strategies for, infrastructure capabilities and vulnerabilities as well as prioritizing reuse and recycling of disaster debris.



Indicators Snapshot

Indicators measure the impact of the plan over time. Key indicators demonstrate overall performance and goal indicators measure progress toward the plan's goals. In 2021, many indicators have baseline data established to compare future years of data against. Where data is available, this second progress report also shows the direction indicators are trending.

		2021 Data	Change since baseline year	Progress to goal
Key Indicators	Annual tons of waste generated	2.61M tons	↑	-
	Youth reached through education programs	6,160 students 3,120 BIPOC	↓ ↑	- +
	Median wage in Metro's solid waste workforce	\$27.60	↑	+
	Greenhouse gas consumption based emissions	41M MTCO₂e (2015)	Not updated in 2021	
	Multifamily properties with adequate collection	32%	Not updated in 2021	
	Recycling contamination	9% Single family (2015) 21% Multifamily (2017) 14% Commercial (2019)	Not updated in 2021	
Goal Indicators	Diversity in Metro's garbage and recycling internship program	88% BIPOC 100% Women	Baseline only	
	Diversity in solid waste committees	50% BIPOC 55% Women	Baseline only	
	Temporary workers in Metro's solid waste workforce	21%	Baseline only	
	Diversity in Metro's solid waste workforce	33% BIPOC 36% Women	↑ ○	+ -
	Priority materials collected by a product stewardship program	3.4%	↑	+
	Online interactions with education resources	1,126,450	↑	+
	Dumped garbage in most impacted communities	663 tons 59% sites in equity focus areas	↑ ↓	- +
	Private facilities with rates at or near Metro's transfer station fees (varies by waste type)	14%-57% Collection companies 0%-17% Self-haul	Baseline only	
	Recycling materials sent to Oregon or other domestic markets	76%	↑	+
	Jurisdictions with disaster debris plans	42%	○	-

Increase
 Decrease
 No change
 Progress made
 No progress made

Sources for individual indicators can be found in the indicator section of this report on pp 25-33.

Shared Prosperity

Goal Area Progress

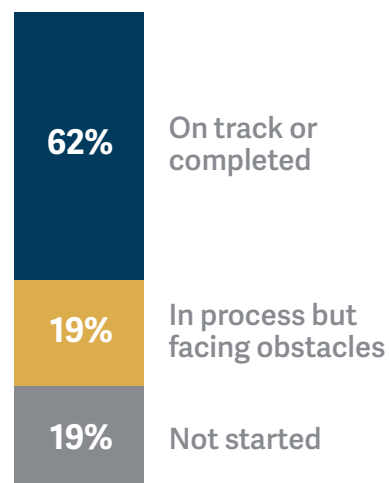
Summary

This area of work is addressing barriers faced by communities of color and those who have been disproportionately impacted by the garbage and recycling system. Through the goals and actions in this section, Metro and local governments are making progress toward a future where all people have equitable access to the benefits of the garbage, recycling, reuse and repair economies.

2021 highlights include:

- Oregon Green Schools activates climate and sustainability leadership by providing an inclusive network and resources for students, schools and communities. City of Gresham redesigned their Oregon Green Schools board recruitment process to better incorporate equity.
- Washington County provided language support to members of the community applying to advisory committees at the local and state levels.
- Metro's Investment & Innovation Grant Program awarded roughly \$2 million to businesses and organizations with creative ideas for reducing waste and advancing equity.

4 Goals | 16 Actions



Regional Refresh Fund

Launched in 2021, Metro's Regional Refresh Fund supports community-led efforts to promote livability and increase garbage and recycling service equity in the Metro region by providing flexible, low-barrier funding for immediate cleanup needs in underserved communities.

Nonprofits, public agencies, schools and business district associations can request up to \$5,000 in funding per cleanup project or event. As one example, Woodlawn Neighborhood Association organized a two-day event that combined bulky waste collection, neighborhood litter pick-up and document shredding followed by a celebration.

“ We saw it as a community-building opportunity. A way to support local businesses, an easy and low-cost or free way for neighbors to get rid of trash, and to work together to beautify the neighborhood. ”

- Rick Reynolds
Woodlawn Neighborhood Association

Goal 1

Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

Action		2020 Status	2021 Status
1.1	Increase representation of historically marginalized community members, including youth, on advisory committees, such as Metro and local government solid waste advisory committees		
1.2	Evaluate and refine a public sector paid internship program to increase engagement of youth and adults in garbage and recycling careers and decision-making, with an emphasis on communities of color and other marginalized communities.		
1.3	Partner with organizations to engage youth in leadership opportunities for social, economic and environmental issues related to garbage and recycling.		

■ Not started ■ In process but facing obstacles ■ On track ■ Completed

Youth Internship and Leadership Program

[Metro's garbage and recycling internships](#) provide young people with a supportive and professional learning community to explore careers in garbage and recycling, with an emphasis on youth of color and youth from other historically marginalized communities. The program uses a two-year cohort model focused on youth development, amplifying youth voices and supporting youth as bridges between Metro and their communities. This is a paid internship opportunity for youth ages 16-20 that runs three days per week in the summer with the opportunity to continue with reduced hours during the school year.

“My favorite moments of this internship have been the extensive exposure to the multiple career options that Metro has to offer. As an intern I have had the opportunity to shadow and learn from people whose jobs are not typical jobs you learn about at school. Being exposed to these new series of jobs has helped me on the journey of figuring out what kind of work I want to do in the future.”

- Nayely Interian, Intern Alumni



Goal 2

Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other historically marginalized groups.

Action		2020 Status	2021 Status
2.1	Develop Metro and local government procurement policies to increase the amount of spending on solid waste-related services that goes to locally owned companies, with an emphasis on minority-owned and woman-owned businesses.		
2.2	Implement strategies in consultation with community organizations that can be adopted by local governments to ensure greater racial equity in the ownership and management of collection service providers.		
2.3	Utilize grant programs to invest in businesses and non-profit organizations to strengthen regional efforts around reducing waste, making better use of the waste that is produced and helping foster economic opportunities for communities of color and others who have historically been left out of the garbage and recycling system.		

Goal 3

Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

Action		2020 Status	2021 Status
3.1	Establish a living wage and benefits standard for the lowest-paid positions in the solid waste industry and update the standard on a regular basis.		
3.2	Incorporate "good jobs" provisions regarding wages, benefits, workforce diversity and career pathways into public sector solid waste investments, operations contracts, franchises, licenses and other procurement and regulatory instruments.		
3.3	Conduct baseline and regular follow-up studies of wages and benefits in the greater Portland area's solid waste sector to inform "good jobs" provisions.		
3.4	Reduce the use of temporary and contract workers in the region's solid waste industry		
3.5	Evaluate the use of Metro employees to fully operate Metro-owned transfer stations		

Goal 4

Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

Action		2020 Status	2021 Status
4.1	Implement a workforce development and readiness program for garbage and recycling industry jobs.		
4.2	Develop a career pathways strategy that aims to increase the diversity of workers in all solid waste occupations.		
4.3	Conduct baseline and regular follow-up studies of workforce diversity in the regional garbage and recycling industry, including an assessment of barriers to hiring and retaining people of color, women and other historically marginalized groups.		
4.4	Work with private garbage and recycling service providers and community-based organizations to design and implement programs that address safety, bullying and harassment in the workplace throughout the solid waste industry.		
4.5	In partnership with community-based organizations, create workforce development programs within the reuse sector that focus on people with barriers to employment.		

Not started In process but facing obstacles On track Completed



Product Design and Manufacturing

Goal Area Progress

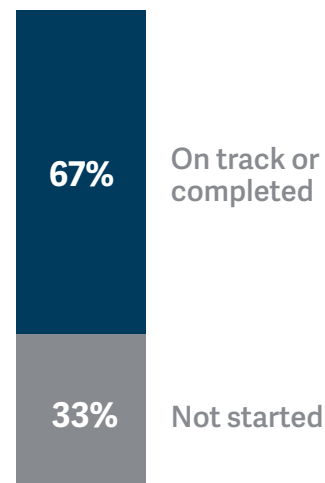
Summary

Through this goal area, we are working to influence the design and manufacturing of products and packaging by advocating for changes in public policy. The goal is for manufacturers to become more responsible for the impacts of their products. The actions focus not only on reducing the amount of waste, but also shifting what's in it.

2021 highlights include:

- Metro, cities and counties supported the State of Oregon's Plastic Pollution and Recycling Modernization Act (2021) and participated in various committees, taskforces and meetings related to the legislation. The new law is designed to increase responsible recycling. It will make recycling easier, expand access to recycling services, upgrade the facilities that sort recyclables and create environmental benefits while reducing social and environmental harms, such as plastic pollution.
- Washington County staff participated as an appointee on the Truth in Labeling Taskforce, which delivered a report to the legislature in 2022 on misleading labeling about the recyclability of products.

1 Goal | 6 Actions



Successful legislative advocacy for mattress recycling

Metro and local jurisdictions worked to support a new law establishing a statewide [mattress recycling program](#). Senate Bill 1576 (2022) requires mattress manufacturers to help establish a program that will make it easy for consumers to recycle their unwanted mattresses. The law aims to increase mattress recycling, establish new convenient locations in every county for residents to drop off their mattresses, reduce illegal dumping and create recycling-sector jobs. The program will be funded by a small assessment collected at retail sales of mattresses.



“Historically in Oregon, unwanted mattresses that were still highly recyclable ended up in landfills. Now, we can establish systems to more thoughtfully reuse or recycle those mattresses - benefiting our environment and our communities. I am excited to see this work move forward to create mattress stewardship programs statewide.”

- Anna Kurnizki
Executive Director, Community Warehouse

Goal 5

Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

Action		2020 Status	2021 Status
5.1	Advocate for legislation that minimizes chemicals of concern in products and packaging and requires the disclosure of product chemical data to consumers.		
5.2	Assist the Oregon Health Authority in implementing the 2015 Oregon Toxic-Free Kids Act, which requires manufacturers of children's products sold in Oregon to report products containing high-priority chemicals of concern.		
5.3	Partner with the State of Oregon to provide incentives to manufacturers for developing sustainable manufacturing techniques, including green chemistry, for products and packaging sold in Oregon.		
5.4	Advocate for product stewardship legislation and other policy approaches that can achieve the greatest reduction in environmental and human health impacts from products and packaging made, used or disposed in the region.		
5.5	Advocate for legislation that would require building products sold and used in Oregon to be free of highly toxic materials.		
5.6	Advocate for standards for high-impact products, including phase-outs or bans.		

 Not started  In process but facing obstacles  On track  Completed



Product Consumption and Use

Goal Area Progress

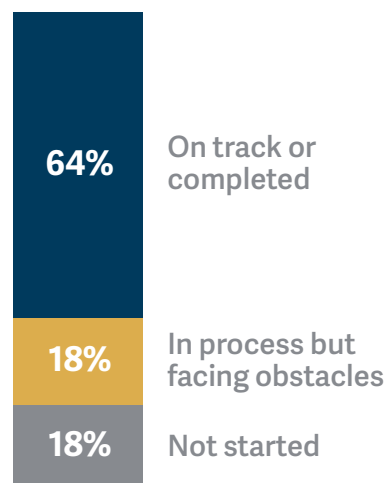
Summary

Goals in this area focus on reducing environmental and health impacts of what we buy. Actions emphasize education and policy efforts to reduce impacts and support better purchasing choices. Education prioritizes culturally responsive efforts, with programs and services implemented in partnership with community organizations to reach historically marginalized groups. Policy actions in this area provide safer, lower-risk products and reduce the use of single-use items.

2021 highlights include:

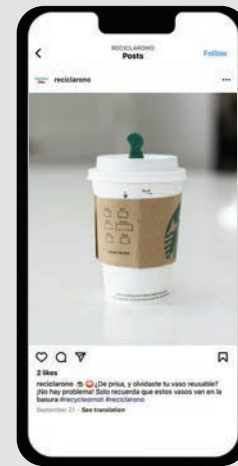
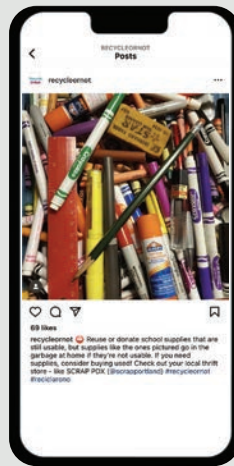
- Clackamas County partnered with the Lake Oswego School District to pilot the Oregon School Food Share Guide, which helped the school district as they established a donation relationship with their onsite food pantry, Hunger Fighters.
- City of Portland participated in the Pacific Coast Food Waste Commitment, which includes many local partner businesses and several pilot projects for food waste reduction.
- Washington County and City Cooperative provided collection calendars, their multifamily recycling guide, and other tools in their Safe Harbor languages: Arabic, Chinese (simplified and traditional), Farsi/Persian, Japanese, Khmer/Cambodian, Korean, Russian, Somali, Spanish, Tagalog/Filipino and Vietnamese.
- City of Beaverton provided residents and businesses with tips to reduce their use of single-use products through social media posts, newsletter articles, website resources and in-person engagement.

2 Goals | 11 Actions



Recycle or Not: We'll help you sort it out

Recycle or Not is a community resource created by Metro and local government partners. This program works to reduce waste and protect the environment by sharing information about how to recycle right. In 2021, the Recycle or Not Instagram site had 7,000 followers! Posting information and photos of confusing items helps to reduce "wish cycling" and contamination in the region. In April, KGW news aired a segment regarding general residential recycling which included information on common mistakes and local tools and resources.



Goal 6

Reduce product environmental impacts and waste through educational and behavioral practices related to the prevention and better purchasing choices.

Action	2020 Status	2021 Status
6.1 Provide culturally responsive and developmentally appropriate school-based education programs about the connections between consumer products, people and nature.		
6.2 Provide culturally responsive community education and assistance about the connections between consumer products, people and nature.		
6.3 Provide and increase accessibility to education and tools to help residents and businesses reduce their use of the single- use products with the greatest negative environmental impacts.		
6.4 Partner with communities of color and others to increase awareness about high-risk chemical products, reduce their use and decrease people's exposure to them.		
6.5 Assist households and businesses in the adoption of practices that prevent the wasting of food and other high-impact materials.		
6.6 Support implementation of Oregon State University's (OSU) SolvePestProblems.org as a primary tool for education and resources on integrated pest management.		
6.7 Implement recognition programs for business efforts to prevent waste and minimize environmental impacts of the products they purchase.		

Goal 7

Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.

Action		2020 Status	2021 Status
7.1	Implement procurement policies for Metro and local governments that prioritize the purchase of products and services with low environmental and human health impacts.		
7.2	Implement policies that will reduce the use of single-use products such as single-use plastic bags.		
7.3	Advocate for the reclassification of high-risk nonagricultural pesticides to restricted use status in Oregon.		
7.4	Implement policies and programs that lead to construction of buildings that use fewer resources, including improvements to Oregon Reach Code and baseline building codes to address material selection preferences and restrictions, incentives for space-efficient homes and removal of barriers to adopting lower impact materials.		

Not started

In process but facing obstacles

On track

Completed



Product End-of-Life Management

Goal Area Progress

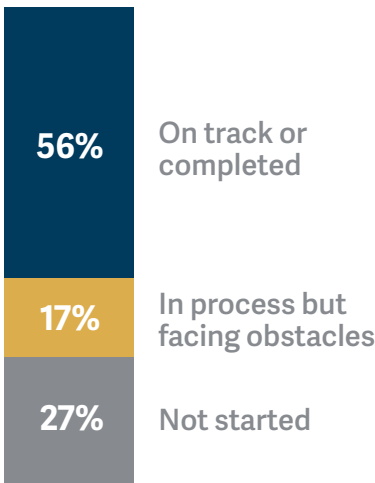
Summary

While the ultimate goal is to prevent waste to begin with, the Portland region still needs a system that safely and conveniently manages products at the end of their useful life. The goal is to ensure that the programs and services not only protect human health and the environment, but that they do so in a way that meets the needs of all residents and all communities today and into the future.

2021 highlights include:

- Clackamas County hosted four repair fairs in Estacada, Lake Oswego, Sandy and West Linn. The county also participated in the Regional Repair Fair workgroup to share resources and lessons learned among different groups engaged in repair efforts.
- Local government partners provided bulky waste collection events across the region. Gresham, Fairview and Troutdale organized centralized drop-off events or routine pick up. Unique features in each jurisdiction included complimentary collection for multifamily residents in Fairview, collection of bicycles and pet supplies for reuse in Troutdale and swapping of durable goods in partnership with Trash for Peace in Gresham.
- Metro partnered with Growing Gardens to provide Spanish and English language healthy homes and natural gardening classes. This partnership includes racial equity training for volunteers.
- City of Beaverton created a streamlined garbage and recycling enclosure design review process for businesses and multifamily complexes within the Allen Boulevard District.
- Metro's RID Patrol continued providing cleanup services of dumped garbage on public lands. The City of Portland also coordinated similar efforts, including work by its Homelessness and Urban Camping Impact Reduction Program, Portland Parks and a partnership with SOLVE.

9 Goals | 60 Actions



Goal 8

Increase the reuse, repair and donation of materials and consumer products.

Action		2020 Status	2021 Status
8.1	Support efforts to ensure that surplus edible food desired by agencies serving communities experiencing hunger in the region is made available to them.		
8.2	Implement strategies to increase the salvage of building materials for reuse, without increasing exposure to toxics.		
8.3	Advocate for research-informed changes to building codes and other regulations to increase use of reused and deconstructed materials.		
8.4	Expand the collection of reusable items at public and private transfer stations, in partnership with reuse and repair organizations.		
8.5	Invest in neighborhood-scale reuse and repair services and infrastructure.		
8.6	Support implementation of Oregon DEQ's Reuse, Repair and Extended Product Lifespan Strategic Plan.		

Not started
 In process but facing obstacles
 On track
 Completed

Investment and Innovation Grants supports projects like reducing wood waste

The Investment and Innovation (I&I) grant program funds for-profit businesses, nonprofit organizations, and universities and colleges for new or expanded efforts to prevent waste and make better use of discarded materials through reuse and repair, composting and recycling.

Sankofa Lumber launched in 2019 with an ambitious business mission to process and supply reclaimed wood waste to construction and manufacturing markets at a commercial scale. Finding sustainable solutions for discarded wood is challenging in the Metro region, with few opportunities for large-scale reuse. With support from an I&I grant, Sankofa worked with local haulers, construction firms, and sales distribution partners to streamline supply and processing logistics. This allowed Sankofa to capture a high volume of framing lumber and other clean wood products for commercial-scale reuse.

Valerie Carey, Sankofa's owner and founder, has worked most of her life in a white male-dominated construction industry. As a woman of color, she prioritizes hiring members of underserved communities in order to provide valuable skills and hands-on work experience needed in a range of high-paying green-collar jobs.

“The program is a great way for public funds to be invested in things that are important to all of us – economic development, the creation of green jobs, environmental justice. It offers a really local solution to materials management, and it is responsive to the types of waste generated here in the greater Portland region.”

- Valerie Carey
Sankofa Lumber

Goal 9

Increase knowledge among community members about garbage, recycling and reuse services.

Action			
9.1	Provide culturally responsive education and assistance for garbage, recycling and reuse services to residents and businesses.		
9.2	Utilize Metro's Recycling Information Center to serve all residents and businesses in the region as a clearinghouse for prevention, reuse, recycling and disposal information.		
9.3	Ensure that community education and volunteer development courses, such as Master Recycler, are relevant, accessible and culturally responsive to all communities.		

Goal 10

Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs for all users.

Action		2020 Status	2021 Status
10.1	Provide comprehensive collection services and supporting education and assistance for source-separated recyclables, source-separated food scraps and garbage, in compliance with state, regional and local requirements, including the Regional Service Standard, Business Recycling Requirement and Business Food Waste Requirement in Metro Code.		
10.2	Implement minimum service levels or performance standards for all collected materials for multifamily and commercial tenants.		
10.3	Implement regional standards for collection container colors, signage and other related informational materials for single-family, multifamily and commercial services.		
10.4	Provide convenient, accessible and equitable collection of hazardous waste from households and Conditionally Exempt Generators, prioritizing communities with greatest need.		
10.5	Provide regularly occurring bulky waste collection service, with particular emphasis on multifamily communities and lower-income households.		
10.6	Establish standards for collection areas for existing and newly constructed multifamily properties to ensure residents have adequate access to garbage, recyclables and food scraps collection containers.		
10.7	Partner with community health organizations to expand options for collection of hypodermic needles and other types of medical waste, prioritizing individuals with the greatest barriers to service.		
10.8	Advocate for statewide legislation or implement regional policies to increase the types of products and packaging for which manufacturers and retailers provide environmentally sound, convenient and accessible take-back programs.		

Community engagement for multi-family service improvements

Community Services and Education staff are leading the implementation of applying new regional garbage and recycling decals and signage at multifamily properties. The goal is to partner with organizations (Junk-It Removal, Trash for Peace and PSU's Community Environmental Services) to remove and replace old signage with new ones at over 6,000 multifamily properties by December 2023. Decals and signage design were based on findings from Metro's 2018-19 recycling behavior research that showed leading with visuals, strong color contrast and wayfinding for easier sorting. Designs and translations were then consulted and approved by community partners Trash for Peace, Centro Cultural and Environmental Promoters. Local government staff were instrumental along the way in the design criteria and process. Once decal designs were finalized, staff developed accompanying educational materials that mirror the design and followed design principles for consistency.



Goal 11

Address and resolve community concerns and service issues.

Action		2020 Status	2021 Status
11.1	Provide cultural competence training to customer service representatives at Metro, local governments and collection service providers.		
11.2	Improve feedback loops between haulers, local governments and Metro to address collection service issues for households and businesses.		
11.3	Provide inclement weather notifications to customers in multiple languages and through a variety of media.		
11.4	Provide services to clean up illegal dumps on public property, prioritizing communities with greatest need.		
11.5	Research the root causes that contribute to illegal dumping and how they can be addressed.		
11.6	Implement garbage and recycling collection services for people experiencing homelessness.		
11.7	Evaluate the need to expand and improve access to public collection containers to reduce litter and illegal dumping		

Goal 12

Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

Action		2020 Status	2021 Status
12.1	Minimize the health and safety impacts of solid waste operations on employees, customers and neighboring communities, with particular focus on low-income communities and communities of color, and identify methods for repairing past harm.		
12.2	Implement consistent and enforceable nuisance and safety standards for all solid waste facilities within the system.		
12.3	Implement environmental and safety standards for all on-road and off-road solid waste fleet vehicles.		
12.4	Implement sustainability practices in the operation of public and private solid waste facilities to reduce energy use, utilize renewable energy, reduce equipment emissions, maximize the use of safe alternatives to toxic materials and achieve other environmental objectives.		
12.5	Regulate collection of solid waste materials by collectors not otherwise regulated by local governments and illegal dumping.		
12.6	Regulate facilities accepting garbage, recycling, food scraps, yard debris and other solid waste generated from the region to advance progress toward achieving this plan's goals.		
12.7	Require post-collection material recovery for marketable materials that will advance progress toward achieving this plan's goals and targets.		
12.8	Evaluate on a continuing basis, the need to regulate different types of solid waste facilities not covered under current Metro regulation based on their actual and potential impacts on human health, the environment and neighboring communities. These facilities include, but are not limited to, dismantlers, wood waste grinding operations, landscapers, sludge processors, and specific or single material recyclers.		

Goal 13

Invest in communities that receive garbage and recyclables from Metro region so that those communities regard solid waste facilities as an asset.

Action		2020 Status	2021 Status
13.1	Expand the host community enhancement program to: <ul style="list-style-type: none"> include all solid-waste-handling facilities that impact neighboring communities; increase funding; prioritize diversity, equity and inclusion elements in grant funding criteria. 		
13.2	Implement annual volunteer projects and collection/recycling events in neighborhoods affected by solid waste facilities.		
13.3	Require each solid waste facility to work toward a good neighbor agreement with its host		
13.4	Evaluate Community Benefit Agreements as a potential tool for garbage and recycling facilities to invest in host communities.		

Goal 14

Adopt fees for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

Action		2020 Status	2021 Status
14.1	Implement transparent and consistent annual rate-setting processes for all collection service providers.		
14.2	Implement transparent and consistent annual rate-setting processes for all facilities.		
14.3	Establish fees across the region that are consistent for like services.		
14.4	Implement a low-income rate assistance program for residential collection services.		
14.5	Evaluate alternative models for collection, processing and transfer services to identify which would deliver the best environmental, financial, efficiency and equity outcomes		
14.6	Implement strong financial performance reporting standards to provide greater certainty on the financial viability of facilities serving the Metro region.		
14.7	Require that local governments annually provide information to residents about the components of their garbage and recycling collection rate.		

Goal 15

Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.

Action		2020 Status	2021 Status
15.1	Implement regionally consistent contamination reduction efforts to improve material quality, including education, sorting instructions, collection equipment changes, and customer feedback methods		
15.2	Regularly assess the list of recyclable materials collected in the residential and business programs in the region relative to end-markets, life cycle environmental benefits, community needs and forecasting of future materials in the waste stream.		
15.3	Develop public-private partnerships to expand local markets for priority recyclable materials, with an emphasis on minority- owned and other business owners from historically marginalized groups.		
15.4	Fund investments to improve the performance of material recovery facilities through collection fees and/or other mechanisms.		
15.5	Facilitate the permitting of composting facilities to process mixed residential yard debris and food scraps, while ensuring minimal impacts on neighboring communities.		
15.6	Implement stronger linkages between recycling collection programs and material recovery facilities through processing performance standards, supply agreements, regulatory oversight or other means.		
15.7	Identify and implement changes to recycling collection programs and material recovery facility operations to meet the specifications of a broad range of markets.		
15.8	Advocate for statewide policies or implement regional policies that create a preference, incentive or requirement for use of recycling end-markets in Oregon and the Northwest.		
15.9	Advocate to expand the statewide bottle bill program to include additional containers		
15.10	Evaluate whether a policy to increase garbage tip fees would further incentivize waste prevention and recovery without harming ratepayers or providing revenue windfalls to transfer station operators.		

Not started
 In process but facing obstacles
 On track
 Completed

Washington County works to design reduced rate program for garbage and recycling services - the first kind in Oregon

Starting January 1, 2023, unincorporated Washington County community members living at or below 185% of the federal poverty level who subscribe to garbage and recycling service from one of the county's nine franchised companies will be eligible for a new reduced rate. Reduced rate program participants will have their garbage and recycling bills cut by 75%, which means the standard 32-gallon per week garbage and recycling service will cost just \$7 per month.

“Ensuring that essential services provided by the county are accessible to all community members is a top priority for our board. Since this board adopted the county's first equity resolution in 2020, we have been working to build new systems and remove barriers that have negatively impacted our historically underserved neighbors. This reduced rate program for garbage and recycling services is an exciting step forward.”

- Kathryn Harrington
Washington County Board Chair

Goal 16

Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

Action		2020 Status	2021 Status
16.1	Locate garbage transfer stations and allocate material tonnage to them in a way that benefits the public, emphasizing geographic equity, access to service and a reduction in environmental and human health impacts.		
16.2	Locate recycling and food scraps transfer and recovery facilities to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.		
16.3	Improve interagency and community collaboration on siting and authorizing proposed solid waste facilities to reduce potential impacts on neighboring communities.		
16.4	Maintain public ownership of facilities to ensure that a range of services are accessible to residents at equitable and affordable fees.		
16.5	Evaluate the feasibility of establishing a publicly owned facility in Washington County to accept and transfer garbage, recycling, food scraps, household hazardous waste and other materials.		
16.6	Expand and improve access to services provided at Metro South Transfer Station.		
16.7	Implement the Metro Transfer System Configuration policy.		

Not started In process but facing obstacles On track Completed

Disaster Resilience

Goal Area Progress

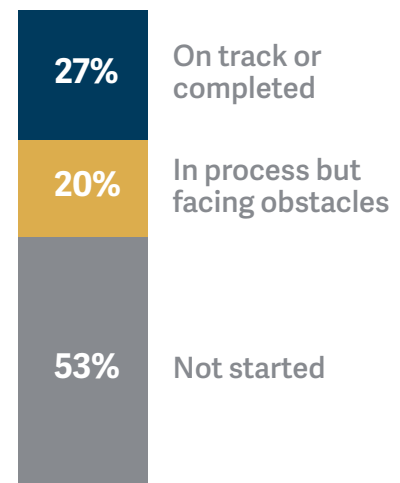
Summary

The region's garbage and recycling system must be resilient and prepared to recover quickly after a disaster, and the recovery process should minimize harmful impacts to local communities. The goals and actions ensure the region will be ready to implement the debris operations before a disaster happens.

2021 highlights include:

- Cities of Beaverton, Gresham, Hillsboro, Portland and Troutdale as well as Clackamas, Multnomah and Washington Counties, and the Tualatin Valley Water District participated in the Disaster Preparedness work group in collaboration with Metro.
- In 2021, Metro initiated an update to Metro's Disaster Debris Management Plan.

3 Goals | 15 Actions



Goal 17

Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

Action		2020 Status	2021 Status
17.1	Develop a regional solid waste emergency management response and recovery framework in partnership with local governments and community organizations that prioritizes those most vulnerable in a disaster.		
17.2	Conduct periodic exercises to test and practice the implementation of disaster debris plans.		
17.3	Develop a coordinated preparedness and response messaging program that is accessible and culturally responsive.		
17.4	Develop a database of existing public and private solid waste infrastructure capabilities that can be integrated with other public databases.		

Goal 18

Ensure routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption.

Action		2020 Status	2021 Status
18.1	Implement strategies to maximize access to critical solid waste infrastructure during disruptions.		
18.2	Implement requirements for solid waste system service providers to prepare and maintain emergency operations and continuity of operations plans.		
18.3	Prioritize the use of the current solid waste infrastructure for the processing of normal garbage and recycling, rather than for disaster debris, following a debris-generating incident.		
18.4	Develop disaster resiliency standards for the design and construction of new facilities or when existing facilities are renovated.		
18.5	Develop engineering and financing strategies to facilitate the seismic retrofit of existing public and private solid waste infrastructure.		
18.6	Conduct periodic assessments of solid waste system facilities for vulnerabilities to different hazards.		

■ Not started ■ In process but facing obstacles ■ On track ■ Completed

Partnering for disaster resilience

The Solid Waste Disaster Preparedness Workgroup began meeting in mid-2021. This workgroup is tasked with guiding the implementation of Regional Waste Plan goals focused on resilience and preparedness in the solid waste system. The group is composed of both solid waste staff and emergency management staff from the counties and larger cities in the greater Portland area. The group's work focuses on two areas: coordinating regional planning for management of disaster debris, and planning for continuity of operations for the region's solid waste system following a disaster.

“ The Solid Waste Disaster Preparedness group brings local governments together to plan for regional natural disaster response and recovery. Implementing climate resiliency strategies will ensure our system is prepared to provide essential services during extreme weather events. ”

- Shannon Martin
Solid Waste & Sustainability Manager, City of Gresham

Goal 19

Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.

Action		2020 Status	2021 Status
19.1	Identify and pre-authorize debris management sites throughout the region.		
19.2	Develop incentives for debris management contractors to prioritize purchasing services and materials from locally owned companies, with an emphasis on minority-owned and woman-owned businesses.		
19.3	Develop agreements and contracts with service providers and partner jurisdictions to ensure rapid mobilization of regional and out-of-region resources during emergency response operations.		
19.4	Develop strategies for the safe reuse, recycling and disposal of materials following a debris-generating incident.		
19.5	Create incentives or requirements for debris management contractors to collect and separate debris materials for reuse and recycling.		

Not started In process but facing obstacles On track Completed



Key Indicators

The 2030 Regional Waste Plan includes a robust measurement framework to evaluate progress towards the plan's vision and goals. The framework allows Metro and local governments to demonstrate the positive impacts the plan's activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes.

Key indicators are linked to the values in the plan and demonstrate overall performance. Goal indicators help measure progress towards each of the plan's goals.

This report covers 16 indicators in total. It includes 11 indicators reported previously, and tracks progress on 8 of those. It also establishes baseline data for five additional indicators, which will be used to compare progress against in future years.

Key Indicators

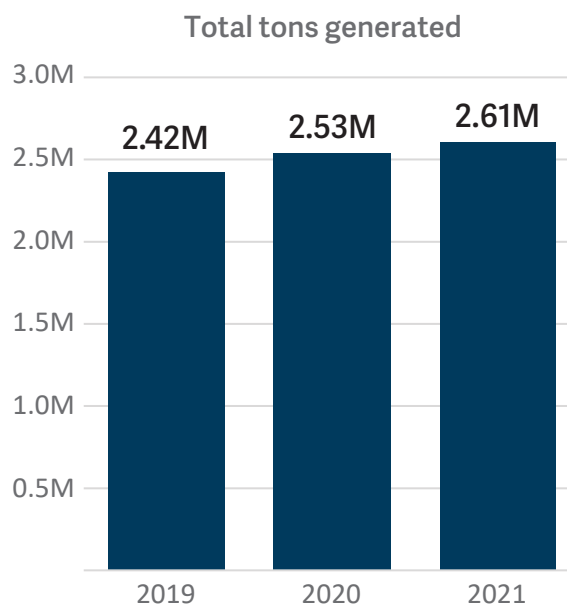
Annual tons of waste generated

Plan value: Conserve natural resources

This indicator measures the total amount of waste materials generated by people and businesses each year in all of Clackamas, Multnomah and Washington counties. It includes garbage, as well as materials collected for recycling, composting and energy recovery.

In 2021, the region generated an estimated 2.61 million tons of waste materials. This represents an increase of almost 8 percent compared to the baseline year. Of all the waste generated in 2021, 53% was disposed mostly in landfills, with a small percentage going to incinerators. The rest (47%) was recovered for recycling, composting or producing energy.

To fulfill the 2030 Regional Waste Plan value of conserving natural resources, this indicator should decline or stay the same over time.



Source: Oregon Department of Environmental Quality (ODEQ), Metro (2021 estimates)

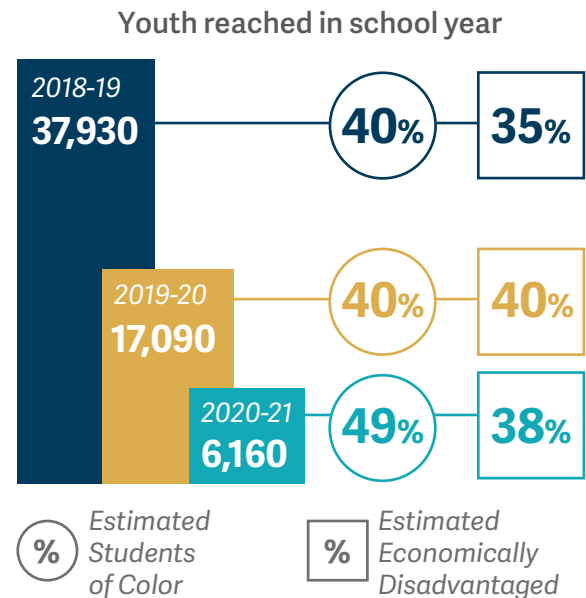
Youth reached through education programs

Plan value: Advance environmental literacy

The COVID-19 pandemic led to cancellation of in-person waste reduction programming for part of the 2019-20 school year and all of 2020-21. Program staff adapted their curriculum to be delivered virtually through remote presentations, videos and kits for teachers and communities.

Though fewer than pre-pandemic years, 2019-20 and 2020-21 school-based programming by Clackamas County and Metro served many students in the region and maintained, if not grew, its reach to underserved communities. Future reports will return to tracking in-school and Outdoor School waste prevention education programming offered by Metro and partner agencies.

Source: Metro, Clackamas County



Median wage in Metro's solid waste workforce

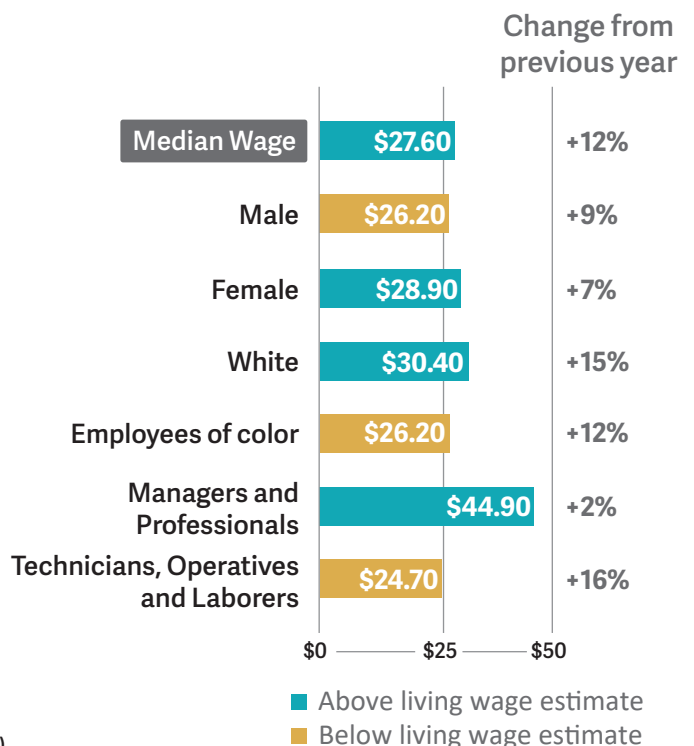
Plan value: Foster economic well-being

Between 2020 and 2021 the median wage rose by \$3.00, from \$24.60 to \$27.60.

Compared to the living wage estimate* for a household that has two working adults and two children (\$26.90 in 2021), 49% of workers earned less than this standard in 2021. This represents an increase from 45% in 2020 (when the living wage estimate was \$23.70). Workers earning below this standard tend to be employees of color and hold frontline positions.

The goal is for the median wage of employees of color and the lowest paid workers to be at or above a standard living wage for the Metro region.

Source: Metro, Recology

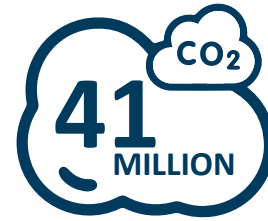


* Glasmeier, Amy, Massachusetts Institute of Technology (2022). Living Wage Calculator, available at livingwage.mit.edu.

Greenhouse gas consumption based emissions

Plan value: Protect and restore the environment and promote health for all

This indicator was not updated this year and is showing the baseline data from 2015. It tracks the estimated emissions generated locally, nationally and internationally as a result of the goods and services consumed by people in the Metro region. Most of these emissions (71%) are not generated in the region. The majority (99%) of emissions are generated when we make, consume and use materials and products; managing products at the end of their useful lives accounts for a very small fraction of emissions.



Metric tons of carbon dioxide equivalent (MT CO₂e) in 2015

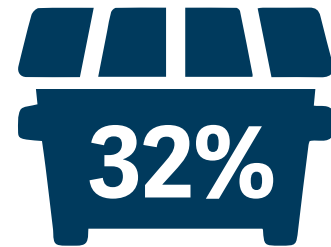
Source: Consumption-Based Greenhouse Gas Emissions Inventory for the Metro Region. Oregon Department of Environmental Quality (2018)

Multifamily properties with adequate collection services

Plan value: Provide excellent service and equitable system access

This indicator is showing the baseline data from the previous progress report. It tracks the share of apartment and condominium homes in the greater Portland area with adequate garbage and recycling collection services. Adequate service is defined as meeting the Multifamily Regional Service Standard (RSS), which was updated in 2020 for the first time since it was established almost 30 years ago. Providing adequate garbage and recycling services at multifamily homes is important because it allows for more equitable access to services for all residents of the region.

For this indicator meeting the RSS is defined as providing 20 gallons per apartment unit per week for both garbage and recycling and 1 gallon per apartment per week for glass collection.



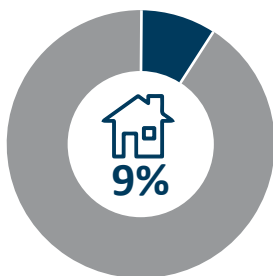
Properties with adequate services in 2021

Source: Metro, Multifamily Garbage and Recycling Services Study (2021)

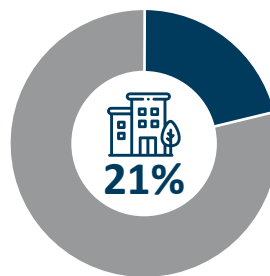
Recycling contamination

Plan value: Ensure operational resilience, adaptability and sustainability

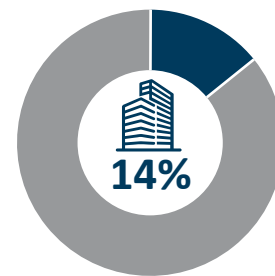
This indicator is showing the baseline data and tracks recycling contamination by sector. These sectors are: single family homes; multifamily apartment and condominium homes; and the commercial sector (which includes businesses and institutions such as hospitals and schools). The contamination rate ranges from 9-21% with the multifamily sector having the highest contamination rate.



Single Family (2015)



Multifamily (2017)



Commercial (2019)

Source: Metro, Regional Waste Characterization Studies

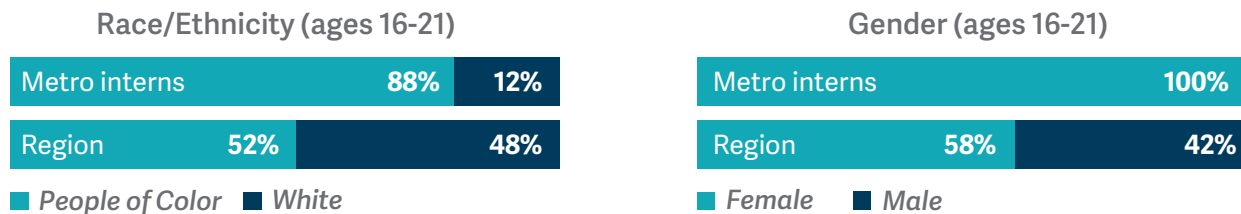
Goal Indicators

Diversity in Metro's garbage and recycling internship program

Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

In 2021, this indicator covers the Metro garbage and recycling Youth Internship and Leadership program, a paid internship opportunity for youth ages 16-21. The program focuses on exploring careers in garbage and recycling, engaging youth voices and building community, with emphasis on reaching youth of color.

Almost all participants in the Metro program in 2021 (the baseline year for this indicator) identified as youth of color and all identified as female. The program is more diverse than the Metro region overall.



Source: Metro, American Community Survey (2020)

Diversity in solid waste committees

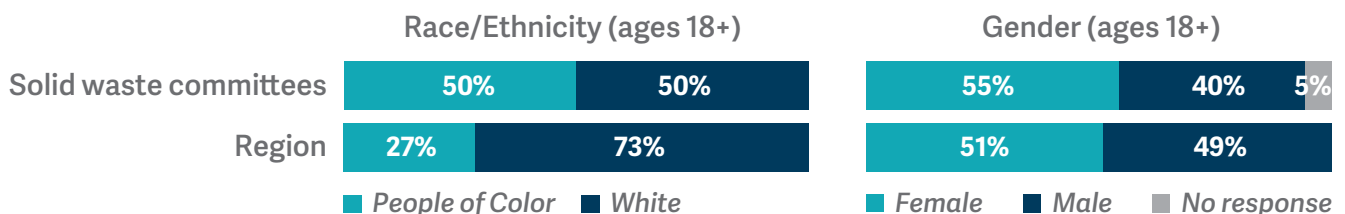
Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

In 2021, this indicator covers two solid waste advisory committees in the Metro region:

- The Regional Waste Advisory Committee, comprised of community, government and industry representatives, advises the Metro Council on implementation of the Regional Waste Plan.
- Washington County's Garbage and Recycling Advisory Committee assists the Board of Commissions in ensuring safe, equitable, economical and efficient collection, storage, transportation and disposal of garbage and recycling. The committee consists mainly of representatives of the public.

People of color represent 50% of membership on the two committees, combined, and women, about 55%. These ratios are higher than the Metro region population overall, where people of color represent 27% of adults (ages 18+) and women, 51%.

Increasing the share of people of color and women on solid waste advisory boards means greater representation of historically marginalized voices in decision-making on the regional garbage and recycling system.



Source: Metro, Washington County, American Community Survey (2020)

Temporary workers in Metro's solid waste workforce

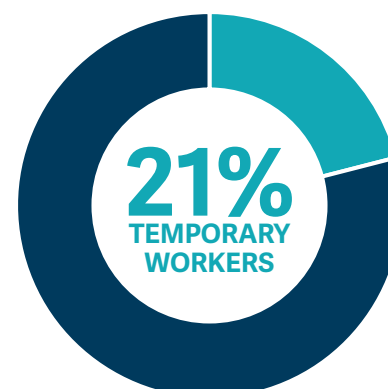
Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

In 2021, about 1 in 5 solid waste workers at Metro (or Metro's contractor) were temporary or variable hour employees (meaning, they don't have a set schedule and are eligible for fewer benefits than regular workers, who are hired for a budgeted position). Temporary workers were more likely to identify as people of color (40%) and female (48%) than Metro employees overall (33% identify as people of color and 36% as female).

Among temporary workers at Metro, 95% earned less per hour than a living wage estimate for a household that has two working adults and two children (\$26.90 in 2021*).

The goal for this indicator is to limit the share of temporary workers in the solid waste workforce and to ensure temporary positions with good wages and benefits are available for people who want them, along with the opportunity to become regular employees.

* Glasmeier, Amy, Massachusetts Institute of Technology (2022). Living Wage Calculator, available at livingwage.mit.edu.



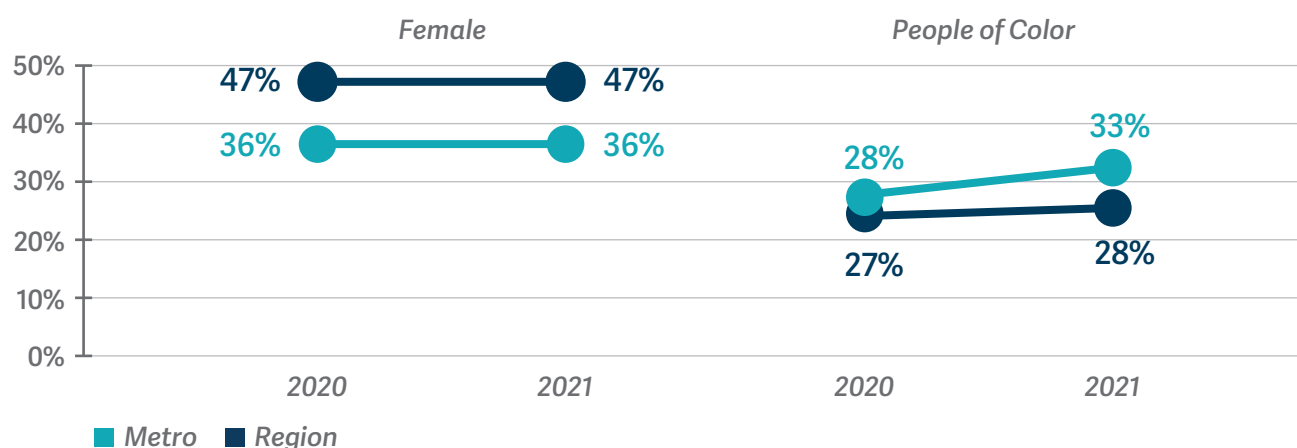
Sources: Metro Waste Prevention and Environmental Services, Recology; Data as of June 2021

Diversity in Metro's solid waste workforce

Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

Compared to the regional workforce overall, people of color are slightly overrepresented in Metro's solid waste workforce, while women are underrepresented.

People of color continue to be overrepresented in frontline positions (37%) compared to managerial and professional positions (24%). The share of people of color in managerial and professional positions did rise in 2021 compared to the previous year (from 19% to 24%).



Source: Metro Waste Prevention and Environmental Services, Recology, American Community Survey (2020)

Priority materials collected by a product stewardship program

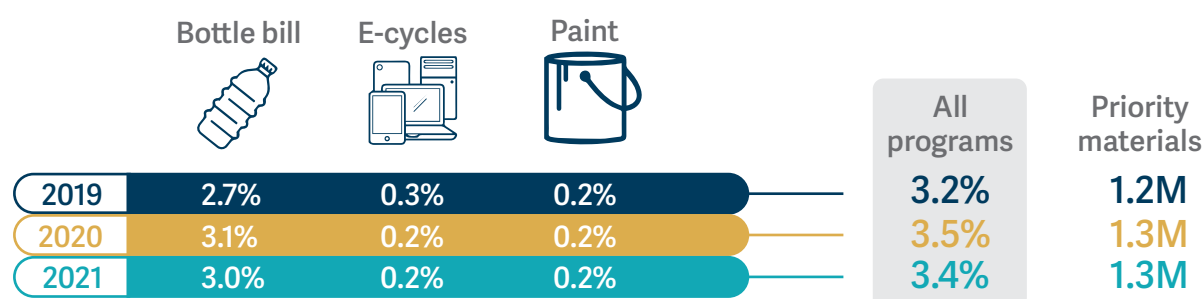
Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

Product stewardship programs seek to ensure that those who design, manufacture, sell and use products take responsibility for reducing the negative environmental and health impacts of those products and their packaging.

Under these programs, producers are assigned financial responsibility for managing products at the end of their useful life and provided incentives for reducing product impacts through better design and manufacturing processes.

For many years, Oregon has had product stewardship programs for three types of products. The Bottle Bill (1971) covers most beverage containers. The E-Cycles program (2009) covers televisions, computers and monitors. The paint program (2009) covers architectural paint. During 2019-2021, these programs accounted for around 3% of all waste generated in the Metro tri-county area (in terms of weight) that can be considered priority materials for product stewardship programs. That amount is equivalent to about 6,000 garbage trucks full of waste.

Share of priority materials collected by a product stewardship program



Priority materials are those in the garbage and recycling streams that are being or could be managed under a product stewardship program. Excludes food scraps, yard debris, wood waste, medical waste and construction debris like rocks, dirt, concrete and bricks.

Sources: Oregon Beverage Recycling Cooperative, Manufacturers Recycling Management, National Center for Electronics Recycling, PaintCare, Oregon Department of Environmental Quality, Metro. Estimates of priority materials generated in the Metro watershed for 2021 produced by Metro.

One important limitation of this indicator is that it is based on the weight of materials, which does not capture the environmental impact of the materials covered. Safely managing hazardous products like paint, electronic devices and medicines through product stewardship programs can help protect the environment and human health and lead to more and safer recycling.

Since 2019, the Oregon legislature has passed laws creating three additional product stewardship programs. The Recycling Modernization Act will create a program where producers of packaging, paper products and food serviceware will cover the cost of improving the state's recycling infrastructure for those materials.

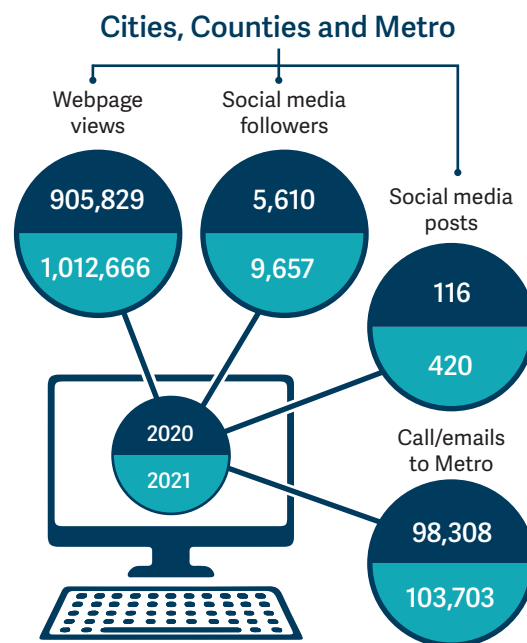
The other new product stewardship programs are for mattresses (2022) and prescription and over-the-counter medicines (2021). As these programs are implemented, data on materials processed through the programs will be added to this indicator.

Garbage, recycling and reuse education

Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.

Cities, counties and Metro share information with people and businesses about the garbage, recycling and reuse services available throughout the region. The education is provided in a variety of ways, including social media, websites, email, phone, outreach events and visits. For this indicator, use of these education resources is measured in terms of regional web traffic, social media interaction and hotline use.

Metro and local governments are working to provide culturally responsive and relevant education and outreach. One example is the regionally developed Recycle or Not community resource (Reciclar o No in Spanish), which provides accessible and culturally relevant information on what can go in the recycling bin, and engages participants to share ideas for reduce and reuse. In 2021, the resource had a total of 24,094 webpage views and 7,894 Instagram followers.



2020 combines data from Metro and Recycle or Not; 2021 combines data from Metro, Recycle or Not, Washington County (2021 only). Data from other counties and cities will be added over time.

Dumped garbage in most impacted communities

Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.

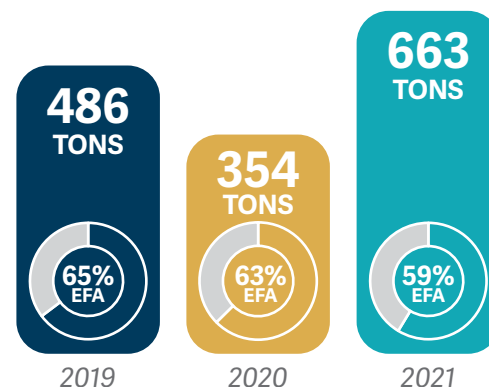
Metro's Regional Illegal Dumping (RID) program cleans up dumped garbage reported on public property. Data on the dumped garbage collected by RID crews are indicative of the scale of dumped garbage in the Metro region overall and on communities disproportionately impacted by it.

This indicator tracks the total tons of dumped garbage within RID crew service areas. It also monitors the percentage of sites cleaned up by RID that occur in equity focus areas (EFA), as one measure of impacted communities. EFAs represent communities with a higher than average density of people of color, people with limited English proficiency or people with incomes equal to or less than 200% of the federal poverty level.

In 2021, the tons of dumped garbage documented through the RID program increased compared to pre-pandemic levels (2019), with a decrease in 2020 when the pandemic reduced available cleanup resources. Over the past three years, the majority of sites that RID crews cleaned up were located in EFAs.

Cleaning up dumped garbage is a priority of Metro and local jurisdictions, with resources dedicated to expanding cleanup efforts in 2021 and 2022. Over the long term, however, the goal of this indicator is to see a decrease in the amount of dumped garbage collected in the region as a reflection of adequate garbage, recycling and reuse services.

Annual tons cleaned up by RID crews and % of sites occurring in EFAs



Source: Metro

Solid waste facility rates

Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

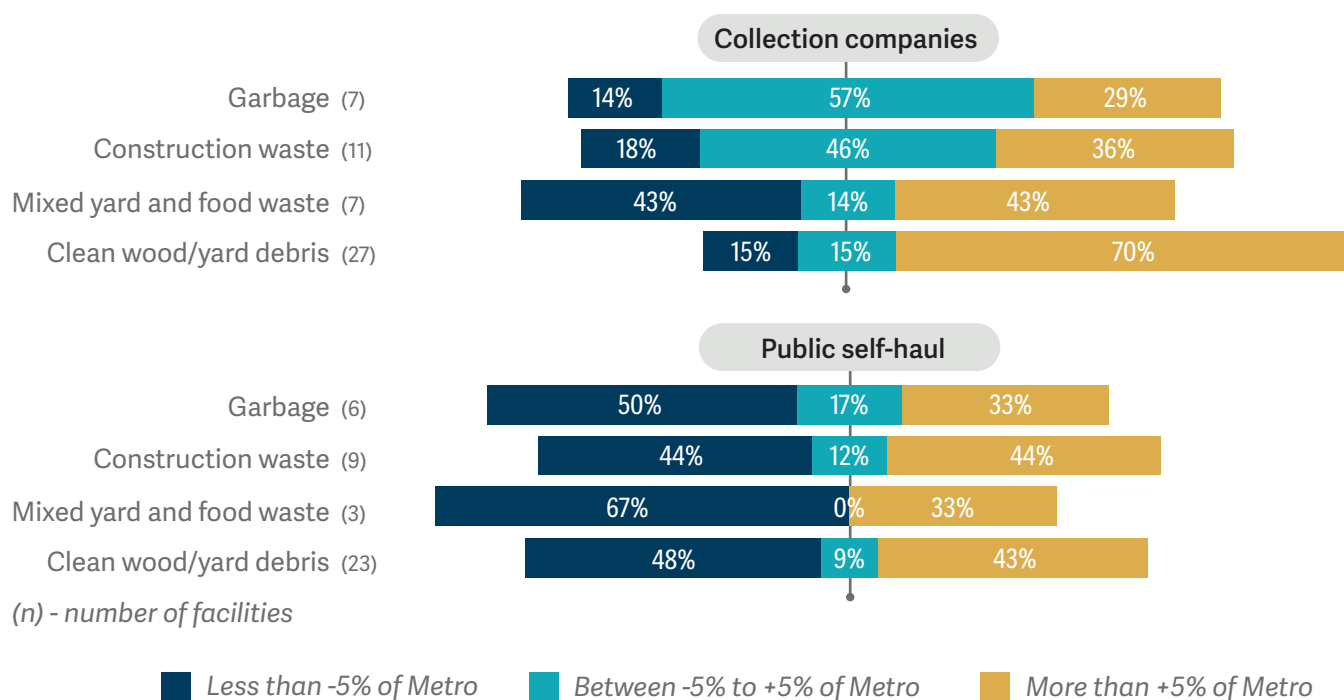
This indicator tracks the rates charged to collection companies and public customers who self-haul garbage and other waste to a solid waste facility. It compares rates charged at private facilities that receive waste from the Metro region, including transfer stations, material recovery facilities and compost facilities, to the region's two publicly owned facilities (Metro Central and Metro South). It identifies the share of facilities with rates that are within 5% of Metro's transfer station fees for four major material types.

This indicator is based on data reported by private solid waste facilities to Metro. Rates of private facilities are measured using the transactions reported by each facility over the course of the year. The charges for each facility are compared to what a Metro transfer station would charge for the same transaction. For facilities that do not report charges to Metro, their posted rate for each material type was compared to Metro's.

As of 2021, rates charged by facilities are not consistent across the region. For garbage and construction waste loads received from collection companies, around half of private facilities charge rates within 5% of Metro's. Fewer than 20% of facilities taking organics (food and yard waste), clean wood and yard debris fall within that range. Looking across material streams, a third or more of facilities charge more than 5% higher than Metro's transfer station fees. Considering self-haul customers, only a small portion of facilities accepting these loads have rates that are within 5% of Metro's.

The following shows the percentage breakdown of private facilities based on how much they charged to collection companies and public self-haul customers compared to Metro from July 2021 to June 2022.

Private facilities compared to Metro facilities based on charges to collection companies and public






Source: Metro




Recycling materials sent to Oregon and other domestic markets

Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.

In 2021, an estimated 76% of all recyclable materials collected from homes and businesses in the Metro region was sold to markets in the U.S. This is 8 percentage points higher than in the 2019 baseline year.

There are wide variations in destination markets depending on the materials. All glass and most metal and cardboard went to domestic markets in 2021. In contrast, most plastic and paper are exported. Compared to 2019, the share of plastic exports increased in 2021 (from 58% to 64%). Almost half of those plastic exports went to Canada, while the rest was shipped abroad, mostly to Asian countries. Paper exports remained the same as in 2019; almost all paper exports in 2021 went to Asian countries.

									
	Cardboard			Paper			Plastic		
	2019	2020	2021	2019	2020	2021	2019	2020	2021
All U.S. Markets	82%	81%	87%	42%	52%	42%	41%	37%	36%
Oregon	30%	25%	31%	9%	5%	2%	4%	3%	3%
Exports	18%	19%	13%	58%	48%	58%	59%	63%	64%

									
	Metal			Glass			All materials		
	2019	2020	2021	2019	2020	2021	2019	2020	2021
All U.S. Markets	96%	98%	99%	97%	100%	100%	68%	73%	76%
Oregon	91%	87%	66%	76%	72%	72%	32%	28%	29%
Exports	4%	2%	1%	3%	0%	0%	32%	27%	24%

Source: Metro

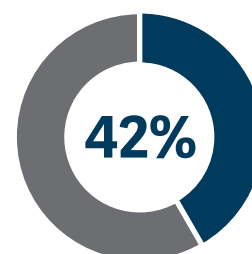
Disaster resilience planning

Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

This indicator counts the number of local governments in Clackamas, Multnomah and Washington counties that have adopted a disaster debris management plan.

The 15 cities and counties that have disaster debris management plans accounted for 73% of the population in Clackamas, Multnomah and Washington counties.

15 complete plans
out of 36



Source: Metro, Washington County







APPENDIX

Plan indicators

The plan includes a robust measurement framework to evaluate progress toward its vision and goals. This will allow Metro and local governments to demonstrate the positive impacts the plan's activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes.

Key indicators

Key indicators communicate the overall trajectory of progress to a broad audience. They draw from the plan's values and demonstrate overall performance. A number of the key indicators are new measures that would require investment to implement.

VALUE	KEY INDICATOR	LEAD AGENCY	STATUS
	Greenhouse gas emissions associated with the products and services consumed in the Metro region (Environment and Health value)	Metro	In progress
	Annual tons of waste generated (Resource Conservation value)	Metro	In progress
	Number, geographic location and demographics of youth reached through education programs (Environmental Literacy value)	Metro	In progress
	Share of multifamily communities with adequate collection services (Service Excellence and Equity value)	Metro Cities Counties	Investment needed
	Recycling contamination by sector (Operational Resilience value)	Metro	Investment needed
	Median wage in the waste management industry by race, ethnicity and gender (Economic Well-Being value)	Metro Cities Counties	Investment needed

Goal indicators

Indicators at the goal level are designed to measure the progress of specific programs, policies or investments that are linked to attaining the 2030 Regional Waste Plan's goals. A number of the goal indicators will also inform the key indicators.

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.	Number and demographics of youth and adults participating in solid waste internship or leadership programs	Metro	Investment needed
	Demographics of committee members serving on Metro and local government solid waste advisory boards	Metro Cities Counties	Investment needed
Goal 2: Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other historically marginalized groups.	Share of solid waste spending that goes to locally owned, minority-owned and woman-owned businesses and to community organizations.	Metro Cities Counties	Investment needed
Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.	Median wage in waste management industry by race/ethnicity, gender and occupation type	Metro Cities Counties	Investment needed
	Share of solid waste workforce that is temporary workers	Metro Cities Counties	Investment needed
Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.	Share of solid waste work force that is people of color and women	Metro	Investment needed
Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.	The number of children's products with chemicals of concern that are sold in the region	Oregon Heath Authority	Investment needed
	Share of priority products covered in Oregon by a product stewardship framework	Metro	Investment needed

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 6: Reduce product environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices.	Number, geographic location and demographics of youth reached through school-based education programs (Key Indicator 3)	Metro	In progress
	Annual tons of waste generated (Key Indicator 2)	Metro Oregon DEQ	In progress
Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.	Environmental impacts associated with high-impact products and product categories purchased by Metro and local governments	Metro Cities Counties	Investment needed
Goal 8: Increase the reuse, repair and donation of materials and consumer products.	Growth in sales and/or employment in the reuse sector	Metro	Investment needed
Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.	Metro and local government calls, web hits and community survey responses	Metro Cities Counties	Investment needed
Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.	Tons of illegally dumped waste overall and in the most impacted communities	Metro Cities Counties	In progress
	The environmental impacts associated with the recovery rate for the Metro wasteshed	Metro Oregon DEQ	Investment needed
Goal 11: Address and resolve community concerns and service issues.	Share of Metro, local government and solid waste service providers that have gone through cultural competency training	Metro Cities Counties	Investment needed
Goal 12: Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.	Tons of key pollutants, including particulates and CO2 emissions, from on-road and off-road solid waste fleet vehicles	Metro Cities Counties	In progress
	Number of worker injuries that occur at solid waste facilities	Metro	In progress
Goal 13: Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.	Share of community enhancement grant dollars awarded to projects that benefit marginalized communities	Metro	Investment needed

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.	Share of solid waste facilities with rates that fall within 5% of the tip fee charged at publicly owned facilities for each material type (garbage, mixed dry waste, etc.)	Metro	In progress
	Share of jurisdictions that offer a low-income rate assistance program for residential collection services	Metro Cities Counties	In progress
Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.	Share of the region's recoverable materials, by material type, that is sent to markets in Oregon and the U.S.	Metro	Investment needed
	Contamination rates for in-bound and out-bound recyclables at source-separated Material Recovery Facilities located in the region	Metro	Investment needed
Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of, and access to, services.	Geographic proximity: Of cities/county urbanized areas to facilities that accept garbage, recyclables, food scraps and other curbside materials; Of the population, by geographic area, to services for household hazardous waste and other prioritized, non-curbside materials	Metro Cities Counties	In progress
Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.	Establishment of Metro, County and City plans that delineate jurisdictional roles in managing disaster debris	Metro	Investment needed
Goal 18: Ensure routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption.	Capacity and geographic distribution of solid waste facilities that meet seismic standards	Metro	Investment needed
Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.	Capacity and geographic distribution of pre-authorized debris management sites	Metro	Investment needed

Materials following this page were distributed at the meeting.



HOUSE OF REPRESENTATIVES

August 25, 2023

Submitted via email to:

Lynn Peterson, President, and Metro Council
Councilor Juan Carlos Gonzalez, Chair, and JPACT
c/o Metro Planning
Ally Holmqvist, Senior Transportation Planner
600 NE Grand Ave.
Portland OR 97232

lynn.peterson@oregonmetro.gov
juancarlos.gonzalez@oregonmetro.gov
transportation@oregonmetro.gov
ally.holmqvist@oregonmetro.gov
Rep.CourtneyNeron@oregonlegislature.gov
Sen.AaronWoods@oregonlegislature.gov

RE: Comment on the Draft 2023 Regional Transportation Plan and High Capacity Transit Strategy: Study of North Willamette Valley WES Extension from Portland Metro Region to Salem/Keizer Metro Area

Dear President Peterson, Chair Gonzalez, and members of the Metro Council and JPACT:

An informal group of us (Commuter Rail Team), are developing plans to establish a commuter line which extends south from Wilsonville through Woodburn and Keizer to Salem. The route would be an extension of the existing Westside Express Service line which connects Beaverton and Wilsonville. Additionally, we also envision a connecting line extending directly into Portland itself.

All the above is in the preliminary development stage. Much work still needs to be done. The beauty of this is that the West side rail system is already in place, and we already have a modern freight rail line that runs from Wilsonville to Salem, exactly where we want to put a commuter line.

This line will not compete with other commuter rail systems. This will be more of a local access line for intermediate service.

This system will reduce traffic on I5 and will include substantial siding development so we can maximize predictable schedules. We want to prioritize the needs of the underrepresented, underserved, and economically disadvantaged members of our community. Access to reliable and efficient transportation is a cornerstone of economic opportunity and social equity.

By providing a dependable and affordable transportation option, we can bridge the gap between various parts of our cities and connect residents to vital employment centers, education opportunities, and essential services.

Additionally, by promoting the use of public transportation, we can reduce individual reliance on personal vehicles, resulting in lower carbon emissions and a positive impact on our environment.

A large segment of Oregon's population would be served by this commuter rail line. Oregon needs to initiate the planning and development of this commuter rail line, but we realize we will need to see substantial federal funding to see implementation of rail line plan. Dialogue between planners will be advantageous in this stage.

The City of Wilsonville and their public-transit agency South Metro Area Regional Transit (SMART) submitted a letter on August 18, 2023, that outlined their proposed changes to the draft plan you have made available for public comment. Our Commuter Rail Team supports these recommendations.

I welcome your support for this proposal.

Sincerely,

A handwritten signature in black ink, reading "Kevin L. Harris". The signature is written in a cursive, flowing style.



BIKELOUD

bikeloudpdx.org | [@bikeloudpdx](https://twitter.com/bikeloudpdx) | [@bikeloudpdx](https://www.facebook.com/bikeloudpdx) | [bikeloud](https://www.instagram.com/bikeloudpdx)

RE Active Transportation Spending Discrepancy in the RTP

Date August 25, 2023

To Council President Lynn Peterson, Councilor Ashton Simpson, Councilor Christine Lewis, Councilor Gerritt Rosenthal, Councilor Juan Carlos González, Councilor Mary Nolan, Councilor Duncan Hwang

Dear Metro President and Councilors,

BikeLoud, Portland's bicycle advocacy non-profit, deeply appreciates your "blueprint for the future", the [2023 Metro Regional Transportation Plan Public Review Draft](#) (RTP). Everyone at Metro should be proud of the cohesive and comprehensive vision it lays out.

However, during our review, we grew concerned. **The dollar amounts allocated to active transportation in the RTP don't appear to correspond to your stated priorities.**

The RTP makes it very clear that investment priority must center on active transportation. We are puzzled by the budget ([Table 5.4](#)) that inexplicably allocates 50% of total spending to motor vehicles, in the form of *Throughways, Roads and Bridges*, the *IBR*, and maintenance, and only puts 4.5% into the active transportation budget, to be split between walking and bicycling.

Walking and biking have historically been underfunded. This long-term RTP is an opportunity to redress that inequity. **Can you explain why, for every \$1 spent on sidewalks, or on fixing gaps in the bike network, \$25 will be spent on motor vehicles?**

This imbalance is concerning when the other 570 pages of the RTP so expertly articulate why we must do the opposite – prioritize investment in active transportation and connections to transit. **Why does Metro not want to align its own investment dollars with the priorities, goals, and vision in its RTP?**

To help BikeLoud better understand the spending discrepancy in the RTP, **we respectfully request a meeting** with any councilor(s) available to discuss your budget priorities.

Thank you so much,
BikeLoud Board of Directors

From: [CASEY SUNDERMANN](#)

Our regional transportation planning must top planning for roadways for automobiles. We need more safe bike routes, we need safe crosswalks for pedestrians, we need more public transportation. Public transportation should include security personnel so that people feel safe taking public transportation. Major MAX hubs should have locked restrooms that can be accessed with a HOP card.

Climate change isnt coming. Climate change is HERE NOW.

Casey Sundermann

5847 NE 31st

Portland, OR 97211

From: cpinckard@gmail.com

Hello,

Oregon owes a lot of its strengths to rail infrastructure, much of which unfortunately no longer even exists (including the Oregon Electric and Red Electric Interurban Passenger Railways, an elaborate and extensive streetcar grid they interfaced with as well as an integrated bunch of trolley lines.) The turncoat auto industry lobbied to have our taxpayer dollars funded passenger interurban and municipal routes torn out and paved over or else neglected into failure after privatization in acts of premeditated sabotage and treachery; this is before they further betrayed the nation by moving manufacturing out of country decimating the American workforce to only be rewarded for this sedition by being subsidized by our taxes along with being bailed out multiple times only for the executives to pocket the money we were taxed for their personal profits of plunder and pilfering pillage. The further we move away from the logical layout provided by streetcar grids and electric commuter interurban railroads the uglier and less livable the city and its suburbs become. An intelligent coastal city would take advantage of this limited time of people crowding in to install city assets that will benefit us for generations such as a rail route beneath the Willamette meaning the Steel Bridge won't break the light rail circuit interrupting all MAX lines every time it lifts, and railway going between Vancouver and Portland when the new bridge is finally finished. I-5 should be buried on the inner east side stretch to make the area tolerable and reclaim space for the Black community to rebuild their community they had stolen from them. The WES should expand to extend down to Salem reuniting the Portland metropolitan area with our capital. It makes perfect sense to build the full Southwest Corridor (Purple) Line with railway stations on Marquam Hill and at Portland Community College Sylvania Campus, for example, and zero sense not to.

Electric cars also destroy the environment through resource mining, manufacturing processes and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking and other paved over autocentric wastes. **MORE VEHICLES ON THE ROAD MEANS MORE AVOIDABLE DEATHS WILL CONTINUE TO CONSTANTLY OCCUR!** They also perpetuate redlining, urban sprawl, the food deserts that come from that invariably, along with cities that are not navigable as a pedestrian or bicyclist and are, in fact, inhospitable to humanity along with being lethally horrendous towards animals. They add to traffic congestion. Commodification of societal needs and normalization of trying to substitute rampant consumerism where we need standardized, regulated and uniform public utilities doesn't work.

Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. We need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail connection. The American people are apathetic through decades of disenfranchisement and a lot of that marginalization (eg Robert Moses's racist urban renewal) is through divestment of public infrastructure, utilities and programs to help the American people. We can't undo the social inequities inflicted upon and retained by redlining until we transcend the highway robbery carcentric built habitat that physically structurally reinforces them. We're past the point of car dominated transportation being anything better than a tragic hindrance or an outright travesty. Public works materially improving life for the taxpaying citizenry will bolster civic pride.

Transcontinental High Speed Rail should integrate seamlessly with commuter rail networks so it can evenly function as one cohesive system and this will convert flyover country (CONUS flights should be virtually eliminated) back into a thriving heartland by functioning as an artery of commute and commerce which will reduce clustering on the

coasts. Similarly, wholly integrated circuits of commuter rail blended with interurban routes, light rail lines, street car grids, subways, and even trolleys along with electric ferries functioning together as a comprehensive, coherent series of interwoven systems would prevent people from having to live on top of each other in city centers in order to have quick access to urban cores and downtown areas so this would stimulate our local economies and prevent gentrification from demolishing cherished heirlooms of our historicity, destroying our classic neighborhoods, shredding the fabric of our communities and toppling our civic landmarks and architectural heirlooms along with other social capital such as venerable culture generating venues. We lost so many marvelous structures for nothing more than mere surface lots as our city was hollowed out on the heels of white flight to the lily white, poorly planned suburbs. Whole swaths of communities were obliterated in a racist/classist attack on the people of Portland and we lost entire neighborhoods along with cultural centers such as the Jazz District, our Italian and Jewish neighborhoods as well as other minorities who weren't even assisted with any sort of fair, decent assistance to relocate. The absolute annihilation of our city still adversely hinders us collectively to this hamstrung day, and the groups targeted, intensely even if so many folks don't know enough to connect the dots of cause and effect.

Numerous studies show that built environments of homogenously bleak and bland duplitecture dreck that profiteering developers push on us for their privatized gains to our public loss for the riches of themselves and corporate slumlords not only cause homelessness from being financially inaccessible to most Americans, but also cause depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment. Our roadways are overcrowded and no amount of widening them and adding lanes will do anything to help it because it just leads to induced demand that inevitably grinds to a halt at snags and bottlenecks down the road. Shouldn't American cities be thriving centers of culture and character rather than austere and chintzy morasses of mediocrity?

I believe that we can design the cities of our nation to reflect a future that embraces humanity and that we also must for America to have any sort of a bright future ahead of it. Right now we are mired in the destruction of our cities from the inward attacking neocolonial oppressors who weaponize their clout of wealth against the nation for their own off-shore un-American gains of privileged, parasitic, private profits. This greed fueled anti-social exploitation is present day feudalism driving us into another gilded age. Tons of new petrochemical building "luxury living" housing units remain empty serving only as financial assets in investment portfolios of hedge fund, "private equity" and permanent capital firm cretins sheltering dubiously acquired wealth instead of as direly needed shelter for humans. We deserve a landscape we can be proud of and country should come first before corporate looting and exploitation. Legacies are important and live on forever.

With space opened up in our cities we could rebuild beloved structures now gone missing from economic and environmental disaster utilizing new technologies such as hempcrete and 3-D printing. We could create vertical agriculture, green pocket areas, etc. on spots currently now just serving as paved over squares and nothing more. 20% of Portland is parking lots and paved over area not even suitable for that inefficient usage. We can extend democracy into offering the taxpayer residents democratic say in what their city consists of, how it looks and how it operates promoting civic engagement and participation.

Sincerely,

Cory Pinckard

From: [David Sweet](#)

To Metro decision makers:

I see from reviewing the draft Regional Transportation Plan (RTP) that it acknowledges the need to take action to reduce greenhouse gases. While it pays lip service to this need, the plan does nothing to actually reduce vehicle emissions, a leading cause of climate change. Rather the RTP promotes widening freeways, which vast experience has clearly shown, will only encourage people to drive more. The idea that widening highways will reduce congestion and thus curb GHG, is nothing but a pretty lie.

You cannot punt climate action to the State. The legislature has shown itself incapable of effective action. Proposals that would accomplish anything will be obstructed or compromised away to nothing. Someone has to have the courage to take an unpopular position—to tell drivers that congestion is the price we pay for overusing our cars. That alternate modes of transportation are the only way to a livable future. Why not you?

The RTP needs to favor future generations over the unreachable goal of free-flowing vehicular traffic. It needs to emphasize safety and convenience for pedestrians and bicyclists. It needs to commit to dependence on mass transit. And it needs to ignore the clamor of the generations (like mine) who created the problem and want to continue to drive everywhere.

Here in the heat of the hottest summer on record, can we finally learn to stop killing ourselves and destroying the livability of our only precious Earth?

Sincerely,

David Sweet

~~~~~  
4759 NE Going Street  
Portland, OR 97218  
503-493-9434  
[cullyguy@gmail.com](mailto:cullyguy@gmail.com)

From: [Emily Meier](#)

To Metro:

The most important things to consider in a regional transportation plan are the myriad climate crises we're all facing as a nation and, locally, the massive increase in vehicular violence against *all* road users, especially pedestrians. Any transportation plan in Oregon, where 40% of carbon emissions are from transportation, that doesn't foreground these issues isn't worthy of discussion. We need aggressive plans--even if short-term unpopular--to dramatically reduce driving and invest in: safely walkable/bikeable communities and public transit; government oversight/control of the exploitative, inequitable car insurance industry, such that people who rarely drive don't pay as much as, or more than, people who drive every time they leave their abode; congestion pricing; no more free parking on the public right-of-way; no more freeway expansion projects ever, ever, ever, especially not until we, as a state, achieve Vision Zero goals. We desperately need to invest in traffic safety over additional road capacity. This will mean slower and less convenient car commutes in the urban/suburban core, where other easily-used alternatives exist. And that's okay! The Portland metro area is very easy to navigate by bike and public transit for most users. Able-bodied folks, who are most folks, can stop crying about not being able to get around in all the ways most Europeans get around most of the time. This will free up road/freeway space for people who actually need to drive: deliveries, contractors, anyone needing to haul goods, going to a wilderness trailhead, etc. If we considered fossil fuel expenditures as a community, instead of as individuals, we would see this clearly. If we had, as a country, rationed fossil fuel use when I became a legal adult--30 years ago--I'd be doing just fine right now. Didn't own a motor vehicle til I was 37. Don't own a dryer. Grow as much of my own food as I can (on a regular city lot). Bike commute to all jobs I've ever had, including industrial jobs in far-flung locales (Swan Island; industrial Vancouver, WA, not served by public transit). I pay \$100/month to insure a 1984 vehicle I drive maybe twice a month, but live paycheck-to-paycheck. Am I the only one? Nah.

Two winters ago, in the aftermath of an icestorm, my work was closed, so I stayed home (unpaid) and lay on the couch reading a book all day. Out the window I saw a neighbor from down the block come and go in his van at least 7 times. Over and over and over. These were obviously extremely short trips. After an icestorm (!) There is no disincentive right now to drive like this anywhere in Oregon.

I've been biking for almost all of my in-town transportation for my entire adult--and some of my teen--life. It's not only not impossible, it's not even hard. In the 1970s the Dutch were headed in the same direction as this country: bloated car infrastructure taking over everything, vehicular violence; then the government there shifted to public transit and bikes, in a mixed carrot/stick approach. It worked.

Prioritizing freeway expansion projects and any other projects that foreground the expedited movement of motor vehicles is doomed to fail. The climate devastation future is coming for us all, whether you like it or not. Act like it.

Sincerely,

Emily Meier

From: [Jonathan Greenwood](#)

Hello,

**We need bolder action on climate.** Anyone else sick of this heat wave? 40% of Oregon's carbon emissions come from transportation, and as our letter to Metro details, the RTP wildly underestimates the amount of carbon pollution that will come from driving without transformative changes to our transportation system. If the elected officials around our region are truly the climate leaders that they say they are on the campaign trail, we need them to push the Regional Transportation Plan to adopt more aggressive plans to reduce driving and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit. The RTP can also be more bold on pushing for more aggressive regional congestion pricing in line with the Climate Smart Communities program, and direct money away from ODOT's freeway expansions and towards community street initiatives. Metro needs to be an unambiguous champion of more equitable congestion pricing policy.

**Invest in traffic safety.** There's been nothing short of carnage on our streets the past few years. It seems to get worse and worse, despite all the proclamations from elected officials that it's time we did something about our unsafe streets. We need regional elected officials to demand that ODOT prioritize investing in orphan highways instead of freeway expansions. The Regional Transportation Plan is an opportunity to outline how this region will prioritize investments in traffic safety over additional road capacity. freeways.

**Finally.** We need vastly more robust public transit all over the Portland metro area. We need to focus on bike and walking infrastructure, too.

Thank you,  
Jonathan Greenwood

|         |                                                                                               |
|---------|-----------------------------------------------------------------------------------------------|
| Name *  | Judy Todd                                                                                     |
| Email * | <a href="mailto:1judytodd@gmail.com">1judytodd@gmail.com</a>                                  |
| Address | <input type="checkbox"/> 1631 NE Broadway St. #723<br>Portland, Oregon 97232<br>United States |

Your testimony

Dear Councilor Ashton Simpson, and the rest of the sitting Councilors,

No More Freeways, thank you very much for our lives!

I take my stand with No More Freeways [www.nomorefreewayspx.com](http://www.nomorefreewayspx.com): "Climate leaders don't widen freeways. Climate leaders don't keep plans to widen them, either. We hope the Metro Council will demonstrate in action the climate and traffic safety leadership that they use in rhetoric by adopting these aggressive and necessary changes to the Regional Transportation Plan."

Right On and Right Now.

Thank you.

Judy L Todd

[1judytodd@gmail.com](mailto:1judytodd@gmail.com)

Lifelong Oregonian, inherent naturalist, activist grandmother, student of trees, mycelium and mushrooms, and an edge-walker between the human and non-human world, has guided people for over 20 years into a deeper connection with the natural world and all its kin.

|                                                               |     |
|---------------------------------------------------------------|-----|
| Is your testimony related to an item on an upcoming agenda? * | Yes |
|---------------------------------------------------------------|-----|

From: [Mike Farrell](#)

I am writing to let you know of my support for policy positions submitted by No More Freeways.

I want to see policies that actually address climate change. The only way to do this is to encourage alternative forms of transportation. If we don't divest from our car culture we will be unable to meet any climate goals and heat domes will be the norm. People won't bike or take transit more often if it is inconvenient. We must invest in these alternative transportation systems. Invest in systems that will be what we want to have in the future. Investing in cars now, just keeps cars, congestion, and pollution as a top priority.

Divesting from cars can also lead to safer streets. People in Portland say they don't bike because it isn't safe. Make it safe and more people will bike. The money needs to go into the safety and alternative methods of transportation. Without critical investment, we will always say: People drive their cars. They do because that is what our transportation system prioritizes and makes easy. If we want to slow climate change and makes streets safer we need to invest in things that do that. Don't invest in ways to make cars safer, that won't do it.

thank you  
Mike

Dear Metro Councilors and RTP public comment team,

Thank you for your work in detailing so many of the needed investments our communities need to move forward sustainably in the coming decades. I have reviewed the Regional Transportation Plan materials and want to provide the feedback that much more work and revision is needed to align the RTP with our regional goals of leading the fight against climate change, promoting equity for all our community members, and ensuring the safety of people getting around in their daily life.

We are planning to fail. We are planning to expand highways, provide double left and right turn lanes, and add 3rd turning lanes, while discussing a paltry vision to provide a 'high capacity transit' network that will only marginally improve access for nondrivers. We are planning to continue the status quo of fostering a built environment where getting around without a car is technically possible, but often practically inconvenient, disparaging, and dangerous.

To meet the challenge of climate change, provide thriving communities where people with disabilities and people of all ages can affordably live fulfilling lives, and reverse the disastrous trend of increased violence against pedestrians, we need to remap our communities and our actions, taking on a transformational investment in fostering places people want to move in and want to stay in together. Our built environment is in so many ways actively hostile to our ability to communally belong to this region, and creating a place where we belong will require rebuilding.

I understand the difficulty of imagining those changes, but I also understand the reality that so many of our community members face today. When a nondriver gets invited to a party they can't get to by transit (or bike if they're able)... they don't go. They have fewer supermarkets, doctors, vets, schools, parks, and other opportunities to choose from. We choose that for them, and often from a position of privilege, having the ability ourselves to drive and having made our own choices that make that now seemingly necessary, even though we know others didn't have the option to choose that necessity to drive in the first place. If you drive, I encourage you to participate in the [week without driving this October](#), and start your thinking about transportation access from that experience.

We need a regional transportation plan that plans for thriving, sustainable, equitable, and safe communities where everyone is included. We need a plan for removing highways, covering others, shrinking roads to double and triple the width of sidewalks, adding bus and bike lanes,

buses on nearly every road, sidewalks on every road and then some, and of course the land use policies to complement those changes. We need a plan that lives up to our values and aims for success. We can write that plan and we can give everyone the opportunity to choose their own ways to get around. But we need to make that choice first.

Please choose to lead us forward. Please revise and revision the RTP to align with our community's stated goals. Best,

--

Thomas Sherlock Craig  
Portland, OR  
503-327-9098  
[tsherlockcraig@gmail.com](mailto:tsherlockcraig@gmail.com)

**From:** [Trish Claffey](#)

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Climate change is REAL!  
Please invest in mass transit, bikes/bike paths and not in more cars!  
Sincerely, Trish Claffey

From: [Zach Alderman](#)

Hello,

I am writing today to urge Metro to stop planning to fail and adopt the policy positions submitted by No More Freeways in their letter to Metro on August 15, 2023.

I find it incredibly disheartening every time the City of Portland, Metro, County, State, and Federal governments claim there is not enough money to fix our existing transportation infrastructure so it stops killing 40,000+ Americans every year. It is not true. In reality, we keep spending enormous sums of money making our roads even more deadly by expanding auto centric projects. Every project under consideration by Metro to expand the number of VMT should be discarded immediately.

Not only is it the wrong decision for the health and safety of our citizens, it is fiscally irresponsible. Auto centric infrastructure (regardless if the cars are gas or electric powered) costs more to maintain than any other form of transportation and will only grow our collective debt. Please stop spending the limited funds we have on projects that expand our negative ROI infrastructure that future generations will be unable to pay for.

Sincerely,  
Zach Alderman

From: [Žana Hristic](#)

*Please stop planning to fail on our climate and traffic safety goals.  
Please adopt the policy position submitted by No More Freeways.  
To achieve our climate and safety goals we must demand a future with safer streets  
and no more freeways.*

*Sincerely,*

Žana Hristic



# Waste Prevention and Environmental Services

## *RID DEPLOYMENT CENTER PURCHASE PROPOSAL*

Metro Council

# Program Overview

- RID Patrol cleans up dumped and abandoned waste from public lands. Crews cleaned up 1,159.57 tons at 6,538 sites in 2022.
- In 2021, Metro Council allocated \$2.5 million for staffing, equipment, and other resources to stabilize RID's service levels during the pandemic and support implementation of the workforce transition program.
- The program currently employs 13 staff and 9 contract team members.
- A central deployment center ensures program stability and meets developmental needs of program participants.



# RID Space Needs

**Table 4-1. Long-Term Space Needs Summary**

| Area Group                            | Square Footage (SF) |
|---------------------------------------|---------------------|
| Office and Support Areas              | 12,060              |
| Shop and Storage Areas                | 7,375               |
| Covered Storage Areas                 | 3,600               |
| Exterior Areas                        | 10,800              |
| Fuel Island                           | 1,560               |
| Parking-Exterior                      | 18,560              |
| Employee and Visitor Parking-Exterior | 22,464              |

\*Each group's square footage includes a 25/35/50/100% add-on of the required area for circulation, mechanical, electrical and construction, respectively.

## Key requirement

- RID needs access to transportation, central location, mix of parking, office, and secure storage space

# Timeline

|                               |                                                                                                                                                                                                                                                            |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Oct. 2019 to July 2021</b> | Extensive property search Expo Center (March 2020), Glisan St. (Early 2020), Kmart (March 2020 and again February 2021), Pepsi Blocks (March 2021), Land Rover/Jaguar across from MRC (July 2021) Anzen Block (Spring 2021), and MRC 4th floor (July 2021) |
| <b>April 2021</b>             | Metro Council direction and budget amendment to expand RID                                                                                                                                                                                                 |
| <b>July 2021</b>              | Metro considers lease terms with SE 8 <sup>th</sup> Ave. property owner                                                                                                                                                                                    |
| <b>October 2022</b>           | Seller initiates Right of First Offer notification, deadline is Nov. 26                                                                                                                                                                                    |
| <b>Nov. 2022 to Dec. 2022</b> | Councilor briefings about potential purchase                                                                                                                                                                                                               |
| <b>January 2023</b>           | COO Madrigal signed purchase and sale agreement                                                                                                                                                                                                            |
| <b>Feb. 2023 to Aug. 2023</b> | Property due diligence conducted and completed with no significant findings                                                                                                                                                                                |
| <b>September 2023</b>         | Metro Council consideration of purchase                                                                                                                                                                                                                    |

# 8<sup>th</sup> St. Site Properties

- The 4,500 square foot masonry building built in 1968, sits on 40,000 square foot city block.
- The building is configured with offices, meeting rooms, a kitchen area and restrooms.
- The property was originally listed for Sale \$4,950,000; current value \$4-\$4.5M.
- Located in Industrial zone, which is typically less expensive than a Commercial zoned property.



# Background - Location



# Considerations

- RID deployment center is critical infrastructure needed for long term program stability
- Location offers flexibility for future redevelopment consistent with System Facilities Plan
- Any alternative to current building would impact program service levels and require additional resources



# Policy Options

1. Approve purchase of the real property at 1630 SE 8<sup>th</sup> Avenue for continued use of the RID Deployment Center.
2. Direct staff to continue leasing the current building and identify alternative long-term options to house the RID program.



# Staff Recommendation

Approve purchase of the real property at 1630 SE 8<sup>th</sup> Avenue for continued use of the RID Deployment Center.



# Questions





# Waste Prevention and Environmental Services

## *RID DEPLOYMENT CENTER PURCHASE PROPOSAL*

Metro Council

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# Questions

