



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Thursday, June 25, 2026

10:00 AM

Metro Regional Center, Council chamber;  
<https://zoom.us/j/615079992> (Webinar ID:  
615079992) or 253-205-0468 (toll free),  
[https://www.youtube.com/watch?  
v=hXBi9V96e7Q](https://www.youtube.com/watch?v=hXBi9V96e7Q)

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**This Council meeting will adjourn to an Executive Session.**

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

- 1. Call to Order and Roll Call**
- 2. Pride Month Remarks and Invited Speakers**
- 3. 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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

#### **4. Consent Agenda**

- 4.1 Resolution No. 26-5621 For the Purpose of Authorizing Metro to Apply for a Local Government Grant from the Oregon Parks and Recreation Department

[RES 26-5621](#)

Attachments: [Resolution No. 26-5621](#)  
[Staff Report](#)  
[Attachment 1 - Blue Lake Regional Park Plan](#)

- 4.2 Consideration of the June 11, 2026 Council Meeting [26-6611](#)  
Minutes  
Attachments: [June 11, 2026 Council Meeting Minutes](#)

## 5. Presentations

- 5.1 Presentation of Financial Condition of Metro 2015-16 to [26-6589](#)  
2024-2025  
Presenter(s): Brian Evans (he/him), Metro Auditor  
Attachments: [Financial Condition of Metro: 2015-16 to 2024-25](#)

## 5. Resolutions

- 5.1 Resolution No. 25-5591 For the Purpose of Amending the [RES 26-5591](#)  
FY 2025-26 Budget and Appropriations Schedule and FY  
2025-26 Through FY 2029-30 Capital Improvement Plan  
to Provide Changes in Operations  
Presenter(s): Cinnamon Williams (She/Her), Budget Director  
Amanda Akers (She/Her), Budget Manager  
Attachments: [Resolution No. 26-5591](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Exhibit C](#)  
[Staff Report](#)  
[Attachment 1](#)
- 5.2 Resolution No. 26-5605 For the Purpose of Approving [RES 26-5605](#)  
Fiscal Year 2025-2026 Funding for Grants Funded with the  
Construction Excise Tax  
Presenter(s): Serah Breakstone, 2040 Grants Manager  
Hau Hagedorn, Community Investments Manager  
Staff from Prosper Portland and Northwest Native  
Chamber, TBD  
Attachments: [Resolution No. 26-5605](#)  
[Exhibit A](#)  
[Staff Report](#)
-

**6. Ordinances (Second Reading and vote)**

- 6.1 Ordinance No. 26-1545 For the Purpose of Annexing to the Metro District Approximately 29 Acres in Hillsboro Along Northeast Evergreen Road and Northwest 273rd Avenue [ORD 26-1545](#)

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

Attachments: [Ordinance No. 26-1545](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

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

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

Attachments: [Ordinance No. 26-1546](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

- 6.2 Ordinance No. 26-1547 For the Purpose of Adding One Member to the Supportive Housing Services Regional Policy and Oversight Committee [ORD 26-1547](#)

Presenter(s): Liam Frost (he/him), Housing Director

Attachments: [Ordinance No. 26-1547](#)

[Exhibit A](#)

[Staff Report](#)

**7. Chief Operating Officer Communication**

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

**7.2 CORE Update (Sebrina Owens-Wilson, Diversity, Equity and Inclusion Director)**

**8. Councilor Communication****9. Adjourn to Executive Session**

*Additional details on next page.*

The Executive Session will be held pursuant to ORS 192.660(2)(i) to review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing.

Only members of the news media and designated staff will be allowed to attend the executive session. If you are a member of the news media wish to attend the executive session, please call or email the Legislative Coordinator at least 24 hours before the noticed meeting at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov) or 503-797-1916. Representatives of the news media and all other attendees are specifically directed not to disclose information that is the subject of the Executive Session.

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេបកប្រែសម្រាប់លោកអ្នក ។

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# Metro

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

Agenda #: 4.1

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**File #:** RES 26-5621

**Agenda Date:** 6/25/2026

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**Resolution No. 26-5621** For the Purpose of Authorizing Metro to Apply for a Local Government Grant from the Oregon Parks and Recreation Department

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 26-5621
METRO TO APPLY FOR A LOCAL	)	
GOVERNMENT GRANT FROM THE OREGON	)	Introduced by Chief Operating Officer
PARKS AND RECREATION DEPARTMENT	)	Marissa Madrigal in concurrence with
	)	Council President Juan Carlos González

WHEREAS, the Oregon State Parks and Recreation Department is accepting applications for its Local Government Grant Program; and

WHEREAS, Metro Council and staff have worked with community to identify improvements at Blue Lake Regional Park as a high priority need in Metro’s system of parks and natural areas; and

WHEREAS, Metro Parks and Nature desires to participate in the State grant program to the greatest extent possible as a means of providing needed park and facilities improvements at Blue Lake Regional Park; and

WHEREAS, funds have been allocated from the Take Care of Metro Parks program area of the 2019 voter approved Parks and Nature bond to fund park renovation planning, design, and construction of phase 1 of the Blue Lake Regional Park renovation plan; and

WHEREAS, grant funds would be used to supplement construction of the phase 1 renovation including accessible park paths, trails through a restored wetland habitat, new nature experiences, picnic shelter improvements, basketball and volleyball court upgrades, and replacement of wayfinding and interpretive signs; and

WHEREAS, Oregon Parks and Recreation Department requires the applicant to provide Council resolution approving the application; and

WHEREAS, Metro local matching funds are available to fulfill Metro’s share of obligations related to this grant application should the grant funds be awarded; and

WHEREAS, Metro will adequately fund on-going operations and maintenance of this park and recreation facility should the grant funds be awarded; now therefore

BE IT RESOLVED that the Metro Council authorizes Metro Parks and Nature to apply for a local government grant from the Oregon Parks and Recreation Department to implement the recreation facility improvements at Blue Lake Regional Park and delegates authority to the department director to sign the application.

ADOPTED by the Metro Council this 25th day of June 2026.

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Juan Carlos González, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 26-5621, FOR THE PURPOSE OF AUTHORIZING METRO TO APPLY FOR A LOCAL GOVERNMENT GRANT FROM THE OREGON PARKS AND RECREATION DEPARTMENT.

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Date: June 8, 2026  
Department: Parks and Nature  
Meeting Date: June 25, 2026

Prepared by: Olena Turula,  
olena.turula@oregonmetro.gov  
Presenters: N/A  
Length: N/A

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### **ISSUE STATEMENT**

Metro Council is asked to consider approving the resolution to authorize Metro to apply for a Local Government Grant from the Oregon Parks and Recreation Department for the Blue Lake Regional Park Renovation project.

Metro has allocated funding from the Take Care of Metro Parks program area of the 2019 Parks and Nature bond to build an initial phase of the public-facing park renovations. Funding from the Local Government Grant Program funding (LGGP) would leverage bond funds toward completing the highest priority elements of the project including:

- Trails through proposed new wetlands, to visually and physically connect visitors to nature from the active heart of the park, inviting people to explore nature trails;
- Accessible circulation connecting to key destinations within the park;
- Renovation of two picnic shelter interiors;
- Relocation of an aging basketball and sand volleyball court;
- Inclusive play features; and
- Wayfinding and interpretive signs throughout the park.

If awarded, the grant would commit \$1,900,000 of the existing project budget as matching funds to support a request of \$1,000,000.

The Local Government Grant Program requires a resolution authorizing an application as a part of the program process.

### **ACTION REQUESTED**

Metro Council is asked to adopt Resolution No. 26-5621 to authorize Metro to apply for a Local Government Grant from the Oregon Parks and Recreation Department for the Blue Lake Regional Park Renovation project.

### **IDENTIFIED POLICY OUTCOMES**

Funding from the Local Government Grant Program will leverage Metro funding to upgrade visitor amenities at Blue Lake Regional Park in a manner that is consistent with the goals

and criteria set forth in the Take Care of Metro Parks (TCMP) program area and overall 2019 Parks and Nature bond.

**POLICY QUESTION(S)**

Should Metro apply for funding through the Oregon Parks and Recreation Department Local Government Grant Program to support Blue Lake Park renovation?

**POLICY OPTIONS FOR COUNCIL TO CONSIDER**

There are two options for Council to consider:

- Adopt the Resolution authorizing Metro to apply for a Local Government Grant from the Oregon Parks and Recreation Department.
- Reject the Resolution and direct staff to explore other options.

**STAFF RECOMMENDATION**

Staff recommends adopting Resolution No. 26-5621.

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

In January, Council, acting as the Local Contract Review Board, approved a resolution to authorize an exemption to the competitive bidding procedures and procurement of a Construction Manager/ General Contractor (CM/GC) for the Blue Lake Regional Park Renovation project.

Funding from the Local Government Grant Program will leverage Metro funding to more fully enable Parks and Nature to upgrade visitor amenities at Blue Lake Regional Park in a manner that is consistent with the goals and criteria set forth in TCMP program area and overall 2019 Parks and Nature bond.

The planned improvements to Blue Lake Regional Park build upon completed infrastructure and park operations projects to improve visitor amenities at the park. The project includes accessibility improvements, improvements to habitat and nature experiences, upgraded lake access facilities for boating, fishing and swimming, improvements to play, picnicking, and wayfinding in the park.

Blue Lake Regional Park is one of Metro’s most visited parks. The park renovation plan was developed through extensive community engagement with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities. The phase 1 construction priorities were informed by community input. The renovation project meets TCMP program area goals of creating safe and welcoming spaces, improving the efficiency and effectiveness of operations and maintenance, providing expanded access to nature for people, providing people with access to water with scenic and recreational opportunities, increasing access for those living with disabilities, and providing opportunities for culturally responsive public improvements.

Staff plan to request Metro Council adoption of the Blue Lake Regional Park renovation plan this summer.

### *Anticipated Effects*

If this resolution is adopted, Metro will submit a Local Government Grant application.

### *Financial Implications (current year and ongoing)*

This Blue Lake Regional Park renovation project is in Metro's capital improvement plan, funded by the 2019 Parks and Nature bond.

If awarded, the Grant would add \$1,000,000 to the project budget and commit \$1,900,000 of the existing project budget as matching funds.

### **BACKGROUND**

The Oregon Parks and Recreation Local Government Grant Program was created by initiative petition filed on March 11, 1998, adopted by the citizens of Oregon on November 3, 1998 and approved by the 1999 Legislature. The Oregon Parks and Recreation Commission adopted administrative rules for the distribution of state lottery funds to eligible local governments and the process for establishing the priority order in which projects are funded. The Local Government Grant Program (LGGP) and program budget are administered by the Oregon Parks and Recreation Department (OPRD).

The LGGP supports projects that are consistent with the outdoor recreation goals and objectives contained in the Statewide Comprehensive Outdoor Recreation Plan including developing basic outdoor recreation facilities, picnic facilities, camping facilities, or interpretive facilities as well as repairing, restoring, or reconstruction on normal wear and tear of facilities.

In January 2008, the rules were amended and approved by the Oregon Parks Commission (OAR 736-006-0100-OAR 736-006-0150). The Oregon Lottery Funds for Natural Resources Amendment was adopted on November 2, 2010, which continued lottery funding for the Local Government Grant Program. A resolution is required authorizing an application for grant funds as a part of the program process.

Many of Blue Lake Regional Park's facilities were built between 1960 and the early 1980s. Since the park was transferred to Metro in 1995, funding to upgrade facilities and meet current needs and priorities has been limited. Improvements planned for the first phase Blue Lake Regional Park renovation are consistent with the Local Government Grant criteria.

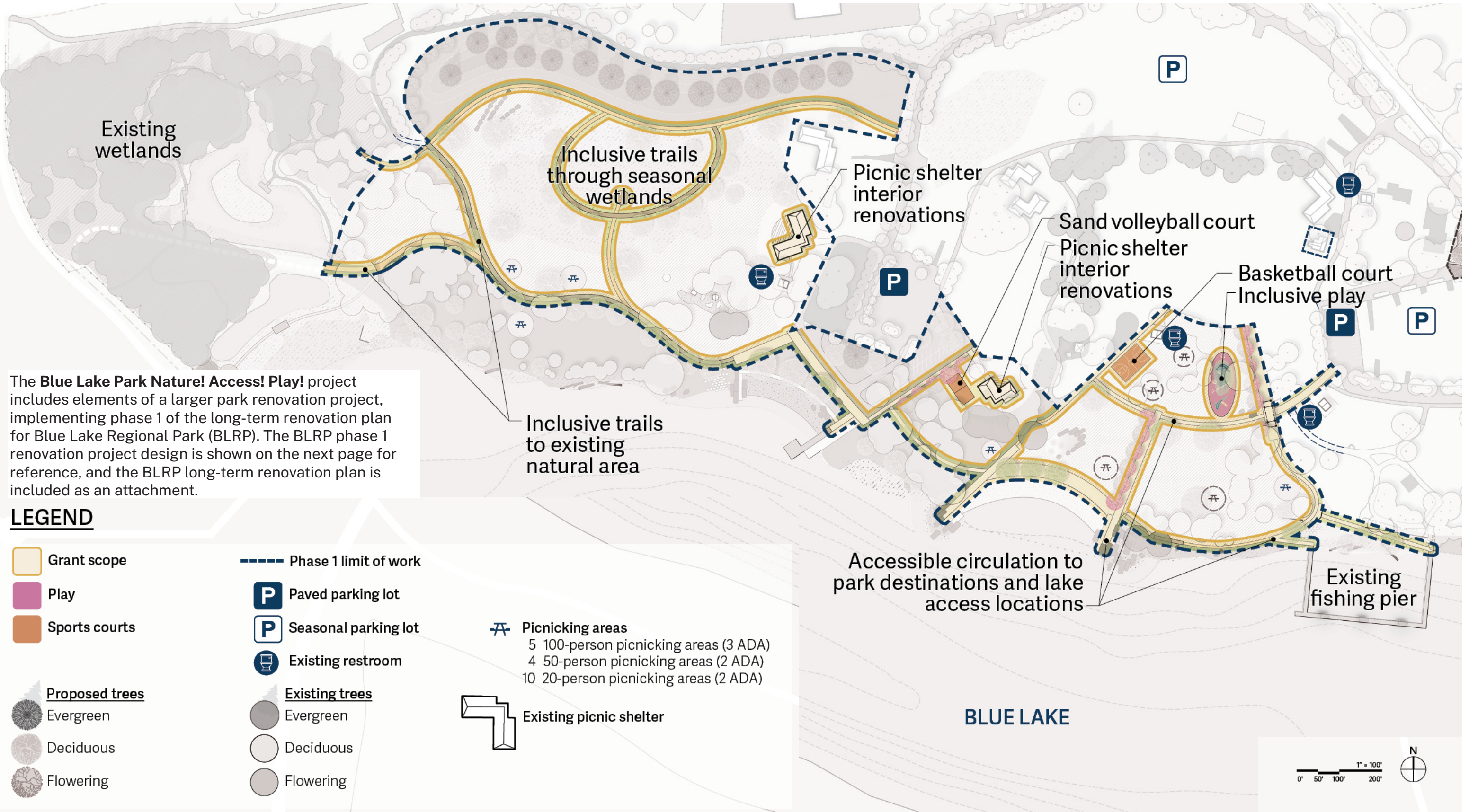
### **ATTACHMENTS**

1. Blue Lake Regional Park Plan

# Blue Lake Regional Park

## Blue Lake Park Nature! Access! Play!

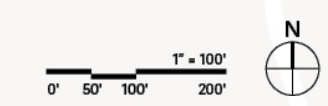
### Project Design Plan



The **Blue Lake Park Nature! Access! Play!** project includes elements of a larger park renovation project, implementing phase 1 of the long-term renovation plan for Blue Lake Regional Park (BLRP). The BLRP phase 1 renovation project design is shown on the next page for reference, and the BLRP long-term renovation plan is included as an attachment.

### LEGEND

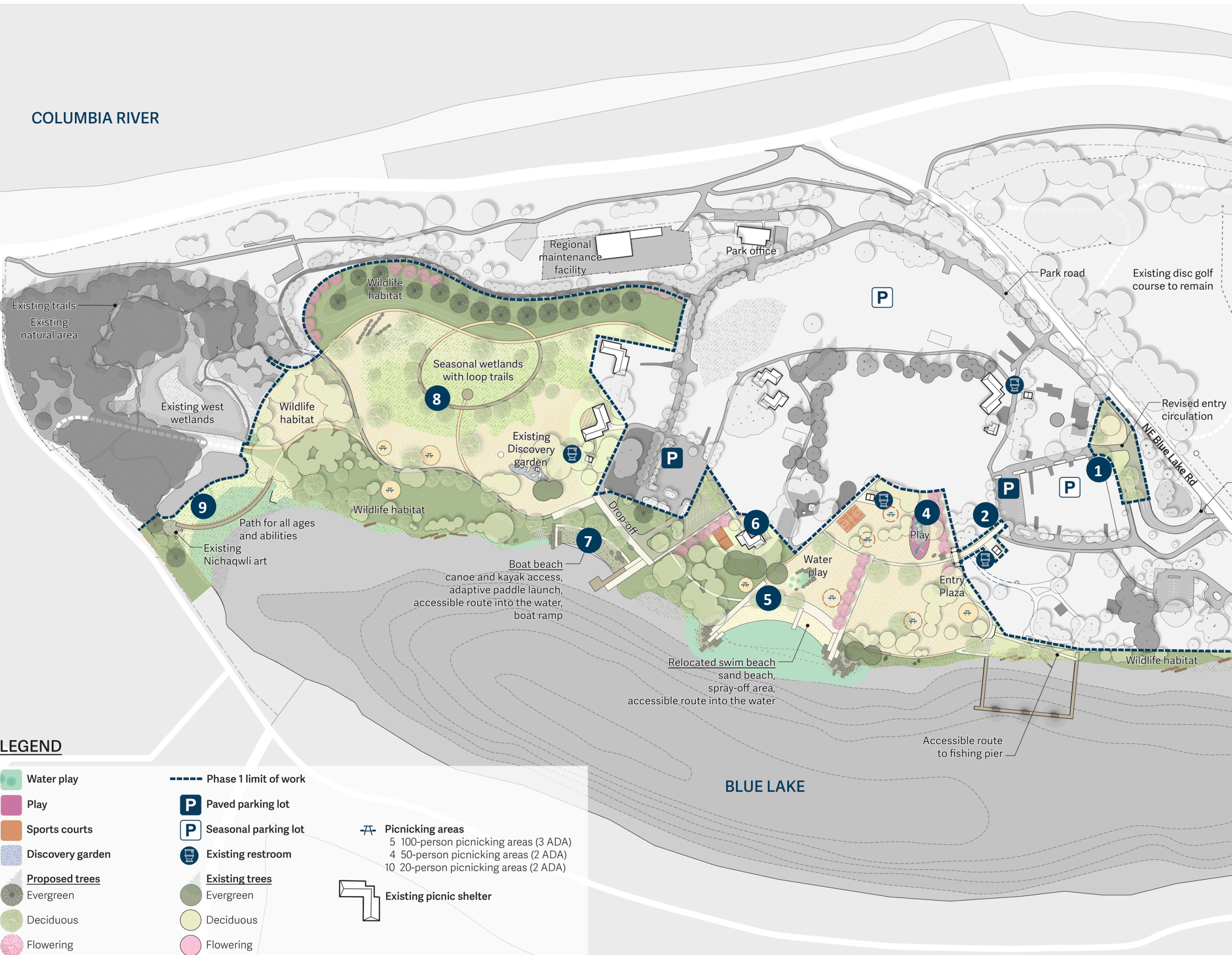
- Grant scope
- Play
- Sports courts
- Proposed trees
  - Evergreen
  - Deciduous
  - Flowering
- Phase 1 limit of work
- P Paved parking lot
- P Seasonal parking lot
- ♿ Existing restroom
- Existing trees
  - Evergreen
  - Deciduous
  - Flowering
- Picnicking areas
  - 5 100-person picnicking areas (3 ADA)
  - 4 50-person picnicking areas (2 ADA)
  - 10 20-person picnicking areas (2 ADA)
- Existing picnic shelter



# Blue Lake Regional Park

Phase 1 renovation project design (for reference only)

## EXHIBIT A



- 1** Entrance and park signs
  - Improve entry and signs through the park to make it easier to navigate.
- 2** Welcoming gateway
  - Create an exciting and artful welcome to the park where visitors can orient themselves and see what the park has to offer.
- 3** Accessible route to the fishing pier
  - Construct an accessible route to the newly renovated fishing pier.
- 4** Play
  - Build an inclusive, accessible play area to help bring more activity to the center of the park, and relieve congestion in other areas.
  - Improve and upgrade volleyball and basketball.
- 5** New water play and swim beach
  - Develop a new, larger swim beach in the heart of the park.
  - Locate the splash pad near the new swim beach so they can be enjoyed together.
- 6** Picnic shelters
  - Interior renovations to one or two of the large picnic shelters and ADA improvements throughout the park
- 7** Boat beach
  - Convert the existing swim beach into a boat beach with vehicle loading and unloading zones nearby and an adaptive paddle launch that welcomes people of all abilities.
  - Include a new boat ramp to accommodate special uses and emergencies.
- 8** Seasonal wetland and nature trails
  - Convert underused lawn into a seasonal wetland with nature trails through native meadow and shrubs. This will create a clear and inviting connection to explore the natural areas of the park.
- 9** Trail to Nichaqwli art
  - Add an all ages and abilities route to the far end of the lake providing easier access to Nichaqwli art and mountain viewpoint.

### LEGEND

Water play	Phase 1 limit of work	Picnicking areas 5 100-person picnicking areas (3 ADA) 4 50-person picnicking areas (2 ADA) 10 20-person picnicking areas (2 ADA)
Play	Paved parking lot	Existing picnic shelter
Sports courts	Seasonal parking lot	
Discovery garden	Existing restroom	
<b>Proposed trees</b>	<b>Existing trees</b>	
Evergreen	Evergreen	
Deciduous	Deciduous	
Flowering	Flowering	



Metro

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Agenda #: 4.2

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**File #:** 26-6611

**Agenda Date:** 6/25/2026

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**Consideration of the June 11, 2026 Council Meeting Minutes**

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, June 11, 2026**

**10:00 AM**

**Metro Regional Center, Council chamber;  
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or  
253-205-0468 (toll free), [https://www.youtube.com/watch?  
v=G2qE1\\_tmiUI](https://www.youtube.com/watch?v=G2qE1_tmiUI)**

**Council meeting**

**1. Call to Order and Roll Call**

President Gonzalez called the Council meeting to order at 10:04 a.m.

**Present:** 5 - Councilor Duncan Hwang, Councilor Mary Nolan, Council President Juan Carlos Gonzalez, Councilor Christine Lewis, and Councilor Ashton Simpson

**Excused:** 1 - Councilor Gerritt Rosenthal

**2. Public Communication**

No public comment.

**3. Consent Agenda**

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

Attachments: [Resolution No. 26-5613](#)  
[Staff Report](#)

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

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

**3.3 Consideration of the June 2, 2026 Council Meeting Minutes**

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

**3.4 Consideration of the June 4, 2026 Council Meeting Minutes**

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

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

**4. Presentations**

**4.1 Transfer Station Operating Controls Follow-Up Audit Results**

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

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

Presenters discussed the results of the follow-up audit for the transfer station operating controls. They shared that continued work to implement recommendations will strengthen controls outlined in the 2025 Regional Systems Facilities Plan. They shared that eleven recommendations were implemented and nine were in progress.

Deputy Chief Operating Officer Andrew Scott and Waste Prevention and Environmental Services (WPES) Director Marta McGuire provided the management response. They expressed their support for the core recommendations of both the original audit and the follow up audit.

Staff acknowledged a significant opportunity to streamlined training and operating controls as employees at the transfer station are brought in-house.

## 5. Ordinances (First Reading and Public Hearing)

5.1 **Ordinance No. 26-1545** For the Purpose of Annexing to the Metro District Approximately 29 Acres in Hillsboro Along Northeast Evergreen Road and Northwest 273rd Avenue

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

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

Ordinances No. 26-1545 and 26-1546 were presented and a single public hearing was conducted.

Deputy Attorney Nathan Sykes read the procedural requirements for ex parte contacts.

Councilors stated that they do not have a conflict of interest on either ordinance.

Staff shared brief information on the two ordinances.

Councilor Nolan felt it encouraging to see annexation proposals to support industrial land for jobs. Council President Gonzalez asked when people can expect jobs to open at the site.

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

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

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

*See Agenda Item 5.1 for a description of these two items, which were heard together.*

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

Brian Varricchione, on behalf of the applicant, described approval for two speculative industrial buildings.

Louis Fontenot Jr., on behalf of the applicant, shared a project timeline of about 12 to 14 months before employment at the site begins. Per a question from Councilor Nolan, he discussed potential employment figures, noting that one tenant had appetite for several hundred, and another nearby building as approximately 100 to 140 employees.

**6. Other Business**

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

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

Attachments: [Staff Report](#)

Staff presented on the on-boarding process for the new councilor who will serve District 4. He asked for feedback on the onboarding packet, which includes sharing knowledge of agency and

administrative functions, knowledge of agency business and departments, and Council decorum.

Councilor Nolan expressed approval of the onboarding process. Councilor Simpson responded that he also did not get an onboarding packet, stating that he thinks it is a great idea. Councilor Lewis encouraged her colleagues to visit more natural areas as part of their education about the region.

Council President Gonzalez requested staff return with an updated packet, with additional future discussion on governance.

Councilor Nolan suggested that they create something that identifies the kind of information that councilors have found useful in doing their jobs. They also suggested asking the new councilors, as well as incumbent councilors, if there is anything they need more information on. They emphasized the need to make this process a partnership.

Council President González noted that he would like to have more conversations about rules and decorum, including attendance and in-person protocol. He shared a desire to learn more about how committee appointments work, council appointments and getting things on the agenda.

Councilor Hwang shared his onboarding was similar plan to this one, noting that a policy advisor's knowledge of the region and connections strengthened the work of a new councilor. He emphasized the need to ensure they have strong onboarding for policy advisors.

Staff shared that the onboarding for policy advisors will be in similar. He emphasized a desire for them to participate in the same meetings and site tours. Councilor Simpson shared that it

would be advisable for the next policy advisor to be experienced and knowledgeable about Metro.

## **7. Chief Operating Officer Communication**

COO Madrigal added that there is a heat advisory for this weekend. She noted that all jurisdictions are activating the heat policies that are in place.

### **7.1 SHS RPOC Update (Liam Frost, Housing Director)**

Housing Director Liam Frost shared details of the Supportive Housing Services Regional Policy and Oversight Committee meeting that occurred this week. He noted that the number of voices and perspectives at the table were affirming. He also provided an update on committee membership.

Councilor Hwang acknowledged tension within the group about the Regional Investment Fund (RIF) and thanked President González for his closing remarks.

Councilor Lewis agreed that there was some division during the RIF discussion. She added that she wants to discuss individual perspectives in future meetings. President González emphasized the importance of listening and working through the disagreements.

## **8. Councilor Communication**

President González shared he met with TriMet General Manager Sam Desue to discuss transit funding and governance. He also had coffee with Senate President Rob Wagner; they discussed continued coordination with Council and their aligned values.

Councilor Lewis shared that she and Councilor Hwang attended and participated in the 82nd Avenue Transit Project Economic Study Design Workshop. Councilors Lewis and Hwang agreed it was a successful and engaging event.

Council President González shared that he will be out of office

next week.

**9. Adjourn**

President González adjourned the meeting at 11:21 a.m.

A handwritten signature in blue ink that reads "Anne Buzzini". The signature is written in a cursive, flowing style.

Anne Buzzini, Council Legislative Advisor



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Agenda #: 5.1

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**File #:** 26-6589

**Agenda Date:** 6/18/2026

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**Presentation of Financial Condition of Metro 2015-16 to 2024-2025**

Brian Evans (he/him), Metro Auditor



# Financial Condition of Metro: FY 2015-16 to FY 2024-25

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**June 2026**  
A Report by the Office of the Auditor

**Brian Evans**  
*Metro Auditor*

**David Beller**  
*Senior Management Auditor*

### **Metro Accountability Hotline**

The Metro Accountability Hotline gives employees and citizens an avenue to report misconduct, waste or misuse of resources in any Metro or Metro Exposition Recreation Commission (MERC) facility or department.

The Hotline is administered by the Metro Auditor's Office. All reports are taken seriously and responded to in a timely manner. The auditor contracts with a hotline vendor, EthicsPoint, to provide and maintain the reporting system. Your report will serve the public interest and assist Metro in meeting high standards of public accountability.

*To make a report, choose either of the following methods:*

**Dial 888-299-5460 (toll free in the U.S. and Canada)**

**File an online report at [www.metroaccountability.org](http://www.metroaccountability.org)**



**Brian Evans**  
**Metro Auditor**  
600 NE Grand Ave  
Portland, OR 97232-2736  
503 797 1892

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## MEMORANDUM

June 5, 2026

To: Juan Carlos González, Council President  
Ashton Simpson, Councilor, District 1  
Christine Lewis, Councilor, District 2  
Gerritt Rosenthal, Councilor, District 3  
Mary Nolan, Councilor, District 5  
Duncan Hwang, Councilor, District 6

From: Brian Evans, Metro Auditor *BE*

Re: Audit of Metro's Financial Condition FY 2015-16 to FY 2024-25

The following report is a review of Metro's financial condition over the last ten years. My office completes this audit every two years. It provides a check-in of how well Metro is doing financially, based on indicators recommended by the International City/County Management Association.

Most of the information in this report is derived from the Annual Comprehensive Financial Report (ACFR) prepared each year by Finance and Regulatory Services and audited by the external financial auditor. It is intended to give a long-term review for Metro's financial history.

The report shows most indicators remained favorable leading to stable financial health as of June 30, 2025. However, 10 indicators showed unfavorable trends that should be monitored. Trends in expenditure and financial health showed the most warning signs.

We have discussed the report with the Chief Financial Officer and Controller. I would like to thank them for their assistance and cooperation in preparing and reviewing the report.

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## Summary

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This report provides an overview of Metro's financial condition. A government in good financial condition is better positioned to respond to economic changes that affect the resources or costs of providing programs and services. Financial condition is assessed by reviewing long-term trends in revenues, expenditures, debt, and assets. This report also includes long-term demographic and economic trends. Data includes the 10-year period from fiscal year (FY) 2015-16 (July 1, 2015) through FY 2024-25 (June 30, 2025).

Metro's operating revenue grew slower (111%) than operating expenditure (199%) over the last 10 years. These trends reduce financial health, but they do not show significant variations within Metro. In recent years, fund balances (reserves) have been spent at the Oregon Convention Center, Portland's Centers for the Arts, and Portland Exposition Center. This was done to maintain operations during the slow recovery from the COVID-19 pandemic and social unrest beginning in 2020.

Voter-approved property, business, and personal income taxes significantly increased revenue for affordable housing and housing services. Metro is increasingly dependent on voter-approved measures to maintain its financial health. As such, maintaining trust with voters is critical for financial stability.

At the end of FY 2024-25 (June 30, 2025), 10 of the indicators tracked in this report showed unfavorable 10-year trends. Trends in expenditure and financial health were mostly unfavorable. Employee costs, fixed costs, and total debt were higher than 10 years ago after adjusting for inflation. During that time, less spending from capital asset funds and lower capital asset values also showed negative trends.

Decreased revenue from excise taxes was another unfavorable trend. Lower excise taxes were the result of exempting Metro's visitor venues from paying the tax beginning in FY 2018-19. Since then, excise tax revenue has been based entirely on solid waste operations which are dependent on the amount of garbage generated in the region.

While most of the region's economic and demographic indicators showed favorable trends, the unemployment rate was higher and the value of new residential construction was lower than it was 10 years ago. In recent years, the number of businesses and jobs, and the value of new residential construction and property have all decreased. These shorter term trends are early warning signs that could impact Metro's financial condition in the future.

## Trends and conclusions

The table below includes all indicators in the report. It shows:

- the change from the previous year: increase (+), decrease (-), no change(↔).
- the change over a 10-year period: increase (↑), decrease(↓), no change(↔).
- the effect of the 10-year trend on Metro’s financial health.

“Favorable/unfavorable” is used to describe 10-year trends. Colors are used to help interpret the trends since not all decreases are negative and not all increases are positive.

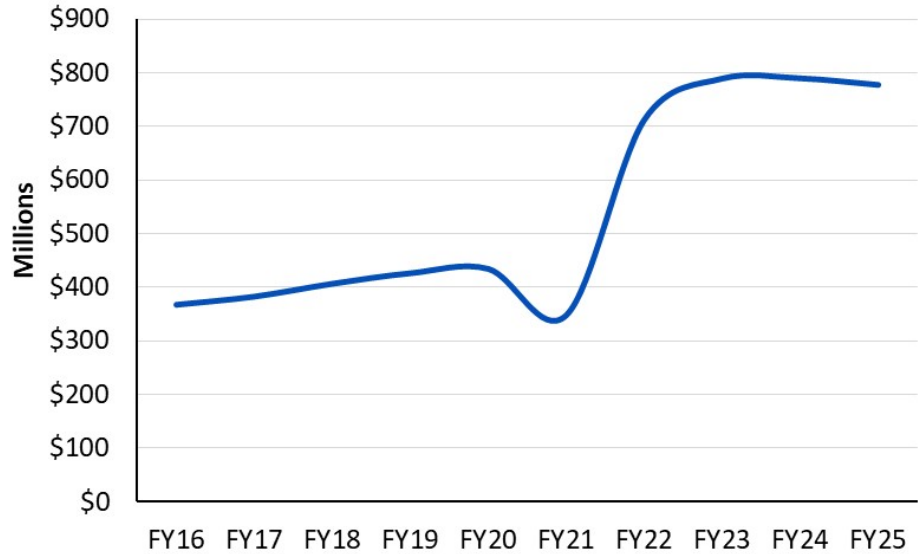
	Indicator	Change from previous year	10-year trend	Effect on overall financial health
Revenue	Total operating revenue	-	↑	Favorable
	Operating revenue per capita	-	↑	Favorable
	Personal income & business taxes	-	N/A	N/A
	Property taxes	+	↑	Favorable
	Excise taxes	+	↓	Unfavorable
	Charges for services	+	↑	Favorable
	Operating grants	-	↑	Favorable
	General Fund revenue over/under budget	-	↓	Favorable
Expenditure	Total operating expenditure	+	↑	Unfavorable, increased faster than revenue
	Operating expenditure per capita	+	↑	Unfavorable, increased faster than revenue per capita
	Risk Management Fund	+	↔	Neutral
	Employee costs	+	↑	Unfavorable
	Fixed costs	-	↑	Unfavorable
	Capital fund expenditure	+	↔	Neutral
Financial Health	Total debt	+	↑	Unfavorable
	Net assets	-	↓	Unfavorable
	Capital assets	-	↓	Unfavorable
	General Fund balances	-	↑	Favorable
Demographic and Economic Trends	Population	+	↑	Neutral
	Per capita personal income	+	↑	Favorable
	Unemployment rate	+	↑	Unfavorable
	Number of jobs	-	↑	Favorable
	Number of businesses	-	↑	Favorable
	Value of new residential construction	-	↓	Unfavorable
	Real market property values	-	↑	Favorable

Sources: International City/County Management Association (ICMA) *Evaluating Financial Condition: A Handbook for Local Government* for most criteria. Office of the Auditor analysis of trends. Specific data sources for each indicator are included in the Scope and Methodology at the end of the report.

# Revenue

The amount of money Metro receives determines its capacity to deliver services. The sources of Metro’s revenue are diverse. Some programs charge for their services, while others are funded by taxes. This section of the report shows trends in each type of revenue.

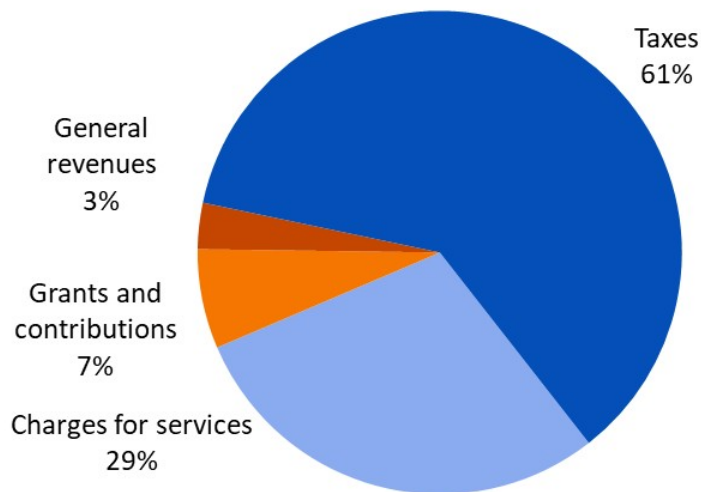
**Total operating revenue**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



Despite a decline due to the COVID-19 pandemic, total operating revenue increased by 111% over the last ten years. The increase beginning in FY 2022-23 resulted from new personal income and business taxes approved by voters for Supportive Housing Services. Metro distributes that revenue to Clackamas, Multnomah, and Washington counties to provide services.

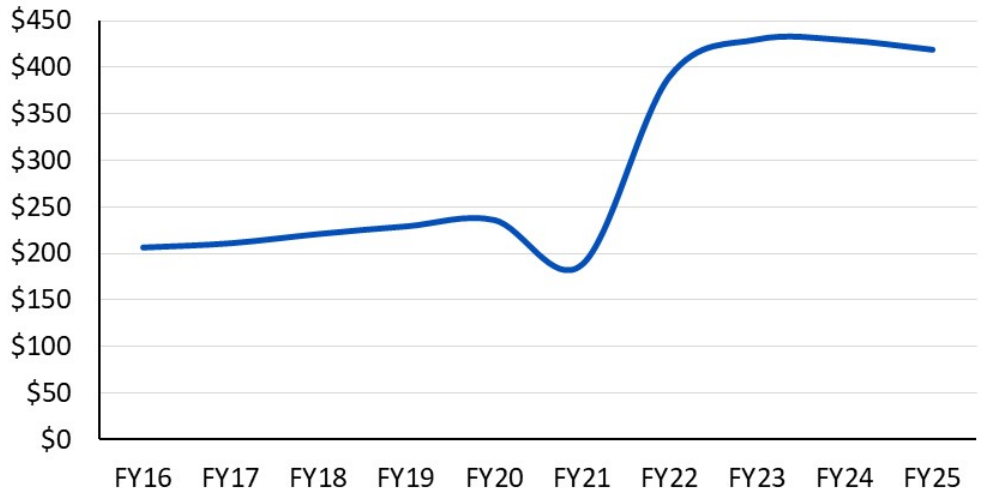
There are four primary sources of operating revenue at Metro: taxes; charges for services; grants and contributions; and general revenues. In the last 10 years, revenue from taxes increased 347%. General revenues increased by 571%, mostly due to investment income associated with the Affordable Housing Bond Fund, Supportive Housing Service Fund, and General Fund. Revenue from charges for services, and grants and contributions also increased by 9% and 3%, respectively.

**Operating revenue sources**  
FY 2024-25



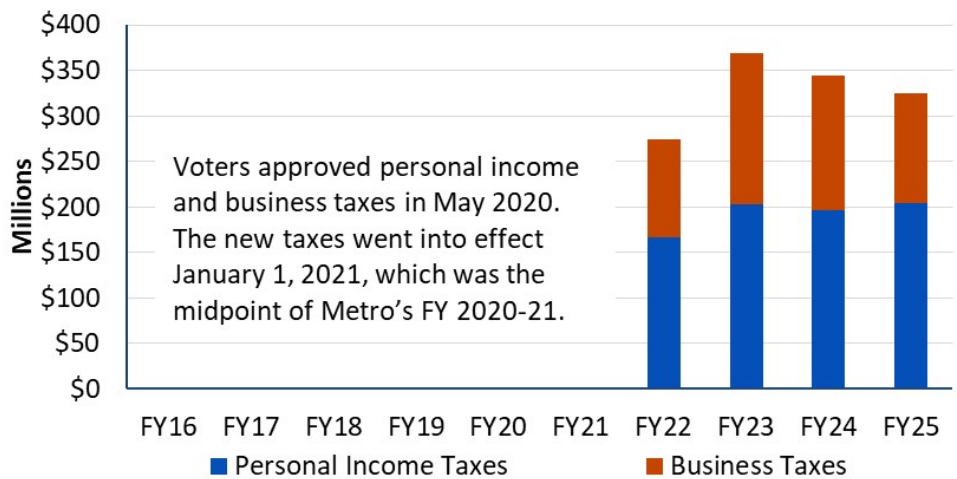
In FY 2024-25, the largest source of operating revenue was taxes. Personal and business income taxes from the 2020 voter-approved SHS ballot measure account for about 68% of Metro’s tax revenue.

**Operating revenue per capita**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



Operating revenue per capita measures changes in revenue relative to changes in the population of the region. As the population increases, it might be expected that revenues and the need for services would increase at a similar pace. In Metro’s case, population changes (4%) were not the cause. Increased revenue per person was the result of new taxes for affordable housing and housing services.

**Personal income & business taxes**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)

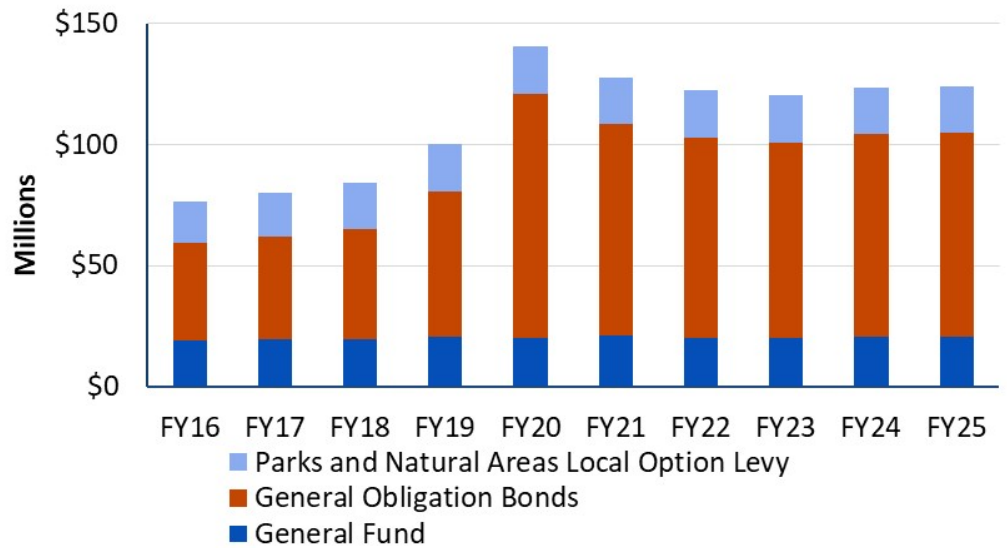


Voters approved Metro’s first new personal income and business taxes in May 2020 to fund Supportive Housing Services. The taxes went into effect on January 1, 2021, which was the midpoint of Metro’s FY 2020-21. As a result, only four full years are reflected in the trend.

Metro estimated that \$250 million would be raised annually when the measure was approved by voters. Significantly more revenue than expected was generated in the first four years. However, it has declined in each of the last two years, while still staying above \$300 million each year. Business taxes

grew by 13% in the first four years. Personal income taxes grew by 22% during that time and accounted for 59% of the total.

**Property taxes**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



Some property taxes fund Metro’s general government services (General Fund). These revenues can be used for a variety of government operations. Other property tax revenue is used to repay general obligation bonds. General obligation bonds are used for specific projects that were approved by voters such as improvements at the Oregon Zoo, land purchases to protect natural areas, and affordable housing. The Parks and Natural Areas Local Operating Levy is also a voter approved measure funded by property taxes. Its purpose is to pay for Metro’s Parks and Nature department.

The amount of revenue collected to repay general obligation bonds increased by 110% over the last 10 years. This was due to three voter-approved ballot measures to pay for affordable housing (2018), natural area land purchases (2019), and improvements at the Oregon Zoo (2024). Revenue from the operating levy increased by 10%. Property taxes for general government services grew more slowly at 8%.

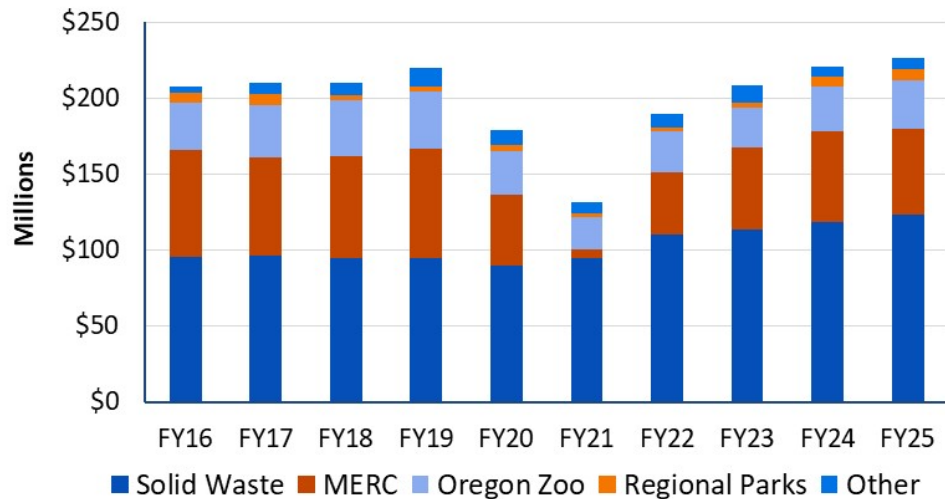
**Excise taxes**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



Another source of revenue is excise tax. General excise tax is collected when people use solid waste services. Construction excise tax is collected when new construction permits are issued. The construction excise tax is intended to fund the planning required to make land ready for development. This tax was scheduled to end in 2020 but was extended permanently by Metro Council in 2018.

Total revenue from excise taxes decreased by 12% over the last 10 years. This was caused by a 10% decrease in general excise tax and 26% decrease in construction excise tax. In FY 2018-19, Metro exempted its visitor venues from the general excise tax. Since then, it has been based entirely on solid waste operations. Construction excise tax has been consistently lower in the most recent three years due to fewer construction permits.

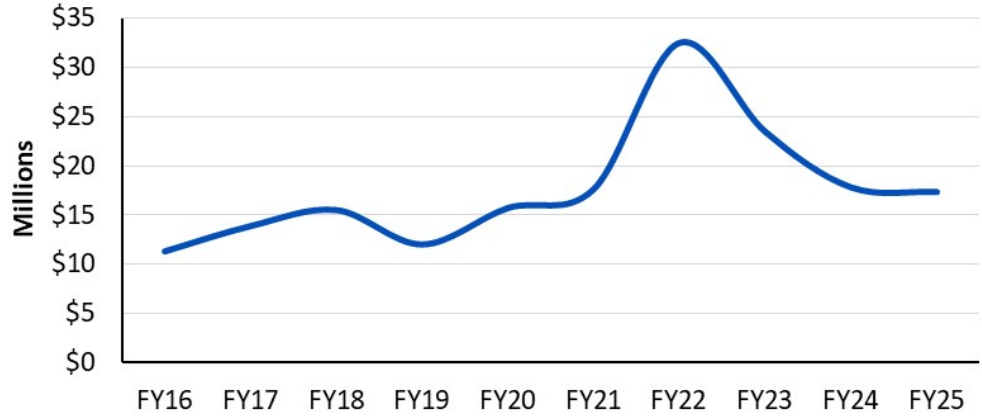
**Charges for services**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



Service charges are collected for some Metro operations. Solid waste facilities, regional parks, and the Oregon Zoo all charge for providing services. In addition, each of the three venues that make up the Metropolitan Exposition and Recreation Commission (MERC) charge for services. These include the Oregon Convention Center, Portland Exposition Center, and Portland’s Centers for the Arts.

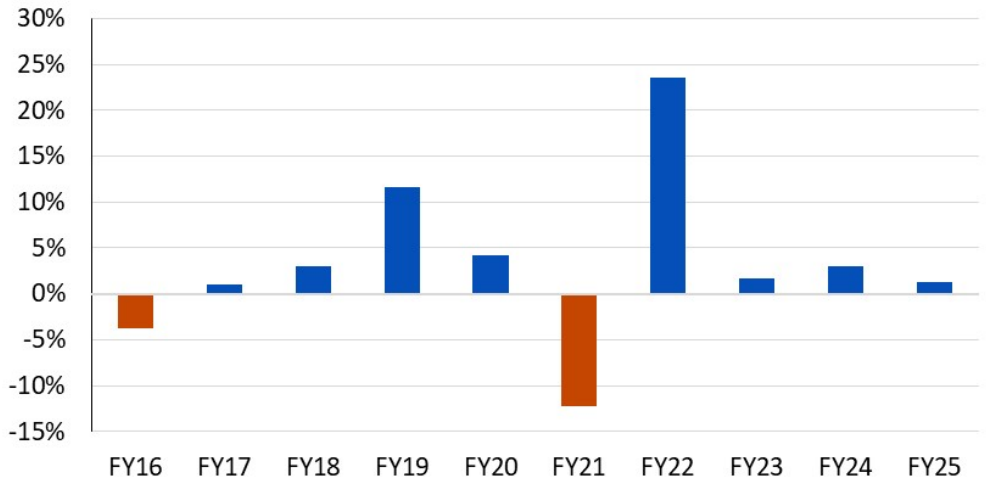
In the last 10 years, the amount of revenue collected from service charges increased by 9%. This was driven by solid waste and other charges for services, but revenue from the Oregon Zoo and regional parks also increased. Charges for services related to MERC venues decreased by 19% compared to FY 2015-16 levels. This was due to the COVID-19 pandemic.

**Operating grants**  
 FY 2015-16 to FY 2024-25  
 (adjusted for inflation)



Grants to Metro are typically made for specific projects and programs, which can cause the amount to fluctuate from year to year. Grant revenue was 53% higher in FY 2024-25 compared to 10 years ago. The spike in FY 2021-22 was from pandemic related grants to MERC venues and the Oregon Zoo. Those grants ended the next fiscal year, but the decline was partially offset by additional grants for solid waste services.

**General Fund revenue over/under budget**  
 FY 2015-16 to FY 2024-25



This data shows how the amount of General Fund revenue received compared to the amount of revenue estimated when the annual budget was created. If less revenue is collected, and there are insufficient reserves, it can lead to mid-year cuts in services. The COVID-19 pandemic significantly reduced Metro’s revenue in FY 2020-21, which is why the general fund brought in less than expected that year. In eight of the last ten years, General Fund revenue was above the budget estimates.

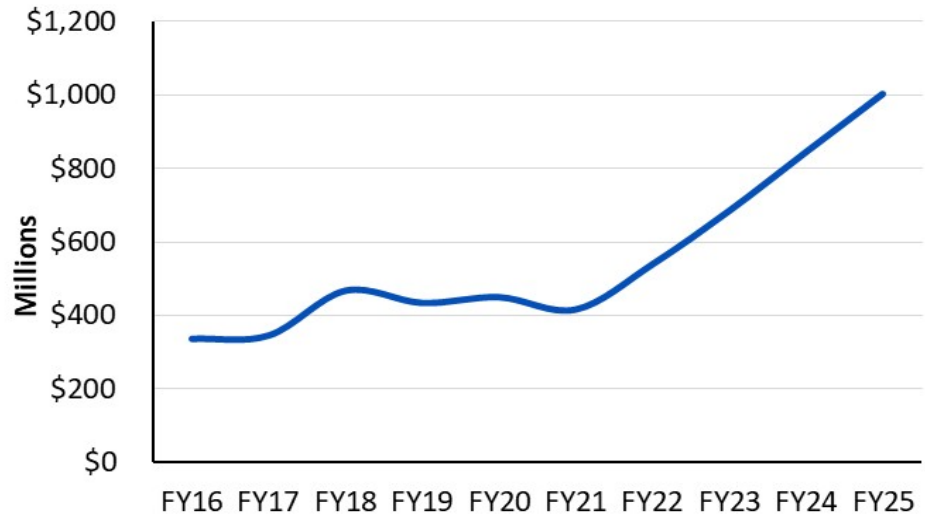
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# Expenditure

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Expenditure show the cost of providing government services. There are several ways to analyze expenditure. This section shows total spending and trends in various categories of spending, such as personnel costs, debt payments, and department expenditure.

**Total operating expenditure**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)

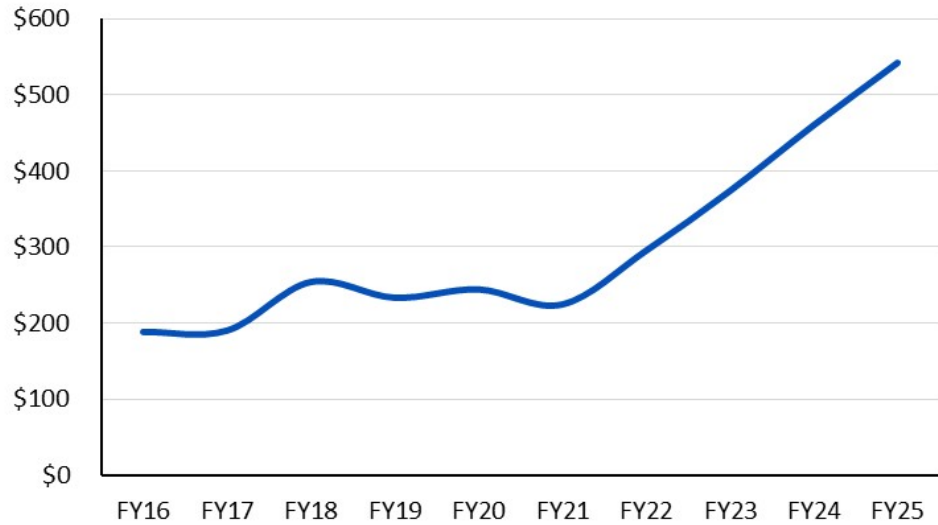


Total operating expenditure increased by 199% in the last 10 years, which was faster than the increase in operating revenue during that time (111%). This data includes all departments and services operated by Metro and the three venues that make up the Metropolitan Exposition and Recreation Commission (MERC). Non-departmental costs, debt service, employee salaries and benefits, and materials and services are also included.

Higher expenditure beginning in FY 2021-22 were mostly the result of voter-approved ballot measures for affordable housing and supportive housing services. During that time, solid waste operating costs also rose. The increase in FY 2017-18 was the result of construction costs for Metro’s part of the Convention Center Hotel project.

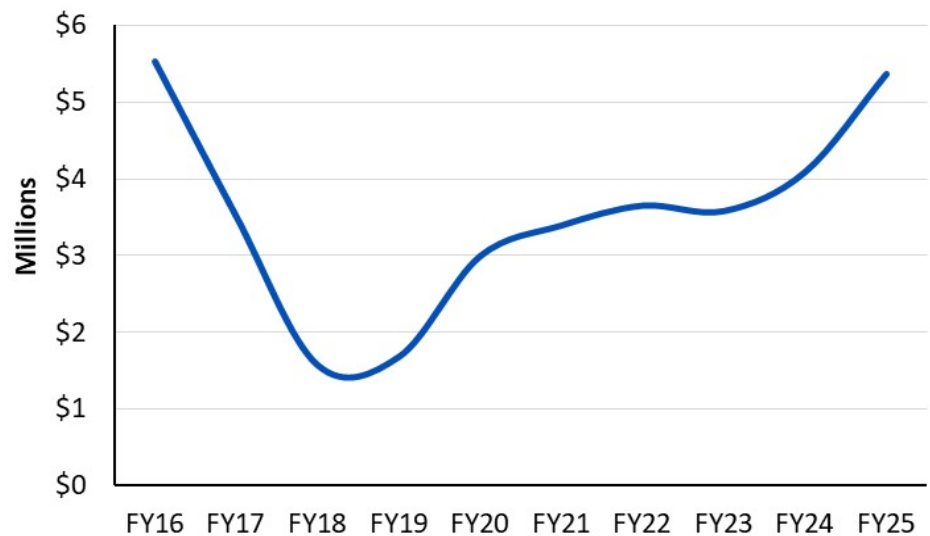
Metro’s Charter limits expenditure from non-voter approved sources. The Consumer Price Index is used to increase the expenditure limit each year. The annual budget includes analysis of proposed expenditure in relation to the Charter limitation. For FY 2024-25, the analysis stated that Metro’s budget would use about 76% of the limit.

**Operating expenditure  
per capita**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



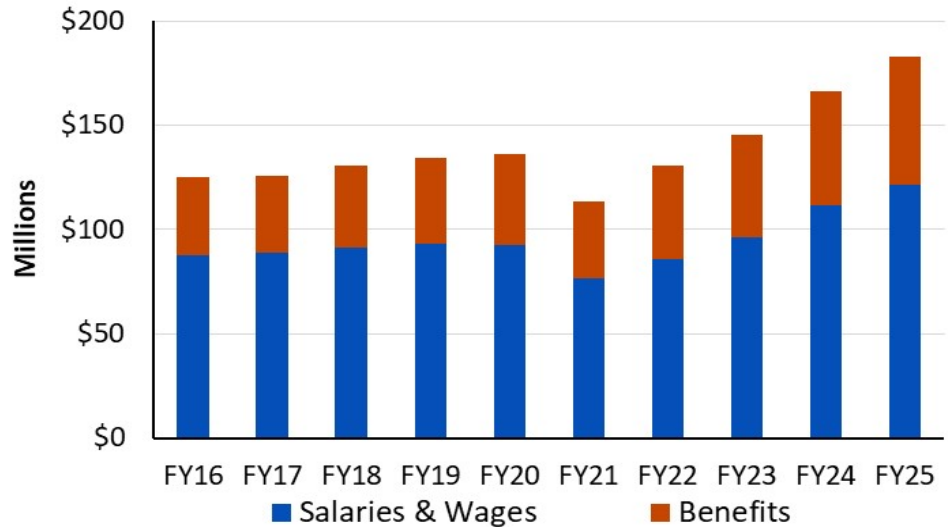
Operating expenditure per capita shows the average amount of money spent to provide services to each person who lives in the region. Expenditure per capita increased by 187% over the last 10 years. The region’s population only grew by 4%. Increased spending per person was caused by a large project at the Oregon Convention Center in FY 2017-18, increased expenditure for solid waste operations, and new services and programs related to housing.

**Risk Management Fund**  
FY 2015-16 to FY 2024-25  
(adjusted for inflation)



The Risk Management Fund accounts for expenses related to insurance premiums, claims, and studies related to insurance needs. The FY 2015-16 amount was the result of increased claims paid. There was also an increase in the amount of funds reserved for claims incurred, but not yet paid. Expenditure declined in the next two years but increased to nearly the same level as 10 years ago. Recent increases resulted from higher insurance costs, and settlement claims.

**Employee costs**  
 FY 2015-16 to FY 2024-25  
 (adjusted for inflation)

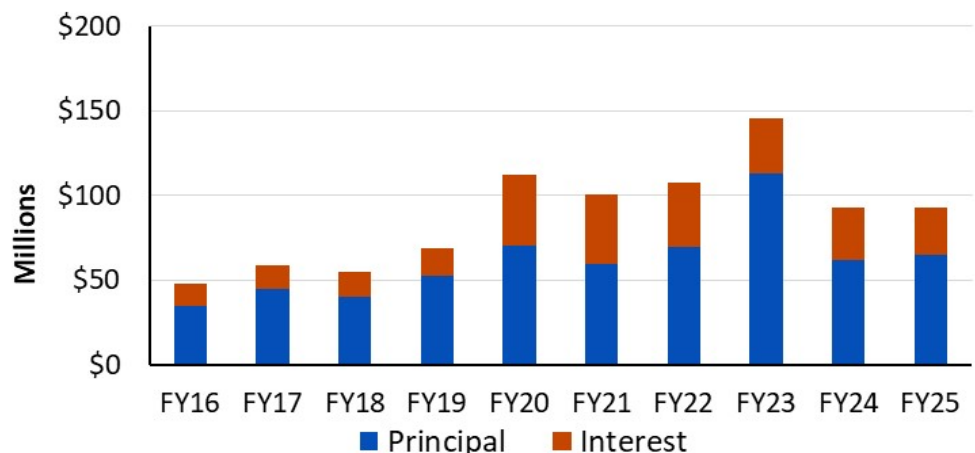


Over the last 10 years, expenditure on employee salaries and benefits increased by 46%. Increased employee costs were caused by benefits for health care and retirement contributions increasing by 63%. Total salaries and wages increased 39%. Benefits accounted for about 34% of all employee costs in FY 2024-25, which was higher than the average (32%) over the last 10 years.

Increased employee costs were the result of a larger workforce and higher average benefit costs. Metro’s workforce was about 40% larger in FY 2024-25 compared to 10 years ago. Average salaries and wages per worker over that period declined slightly. In contrast, the cost of providing benefits to each worker grew by 17% in the last 10 years.

Metro has less control over the costs of benefits compared to salaries and wages. This is because benefits are impacted by the health insurance market and state requirements for funding Metro’s share of the system’s unfunded actuarial liability. These trends indicate the size of the workforce is key factor in managing employee costs.

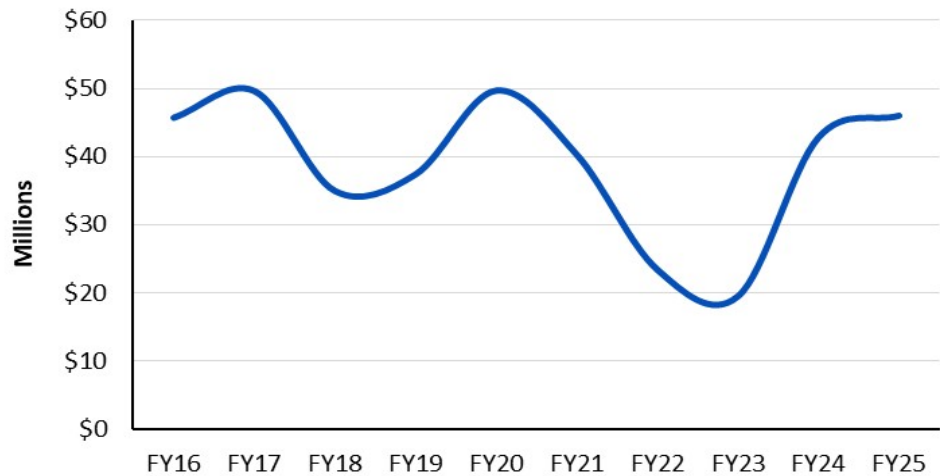
**Fixed costs**  
 FY 2015-16 to FY 2024-25  
 (adjusted for inflation)



Fixed costs in FY 2024-25 were 93% higher compared to ten years ago. Fixed costs include the principal and interest on long-term debt. They are considered fixed because Metro cannot adjust these payments when there is a change in resources available. Metro’s long-term debt was primarily from the sale of bonds, most of which are paid by tax increases approved by voters. Metro uses the tax revenue to pay debt.

The increase in principal in FY 2019-20 was for the first payments on the Affordable Housing Bonds that were issued the previous year. The increase in principal payments in FY 2022-23 was from new bonds to repay bonds issued in 2012 for the Oregon Zoo and parks and natural areas program. This is typically done to take advantage of lower borrowing costs, which can decrease overall debt service costs.

**Capital fund expenditure**  
 FY 2015-16 to FY 2024-25  
 (adjusted for inflation)



Capital spending is used to acquire or improve physical assets. Spending on new capital projects often results in increased spending over a couple of years that shows up as a spike in the trend line. In contrast, capital spending to maintain existing assets should be more consistent from year-to-year to ensure adequate stewardship of public assets. Deferring maintenance can result in safety hazards and liability risks, shorter useful lives, decreased efficiency, and increased costs to bring assets up to standard.

Over the last 10 years capital expenditure increased by 1%. This was caused by increased spending on voter approved projects for parks and nature, and improvements at the Oregon Zoo. Spending to renew and replace existing assets increased by 55% since FY 2015-16.

## Spending by department

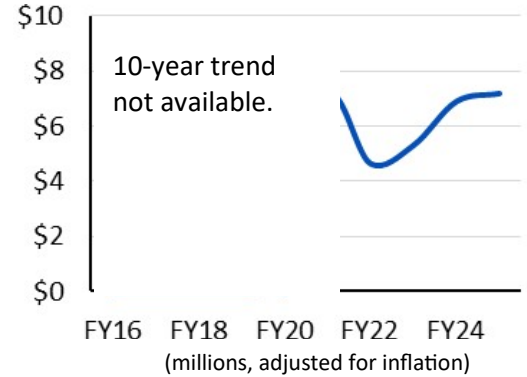
Department growth rates can vary based on the type of programs and services of each department as well as their sources of revenue. Trends in some departments/venues that depend on service charges, excise taxes or bonds are closely tied to the economy. For example, the trends for the three MERC venues, Oregon Zoo, and Waste Prevention and Environmental Services partially reflected their ability to generate revenue. This was especially evident during the COVID-19 pandemic when many of Metro’s visitor venues operations were restricted, but solid waste operations were not. Other departments provide support services to other parts of the organization and do not generate their own revenue.

This table provides a summary of FY 2024-25 expenditure and 10-year trends for each of Metro’s departments or venues. The list is ordered by total expenditure in FY 2024-25. The accompanying charts for each department/venue are in alphabetical order.

Department/Venue	FY 2024-25 expenditure	10-year change
Housing	\$558,454,892	N/A
Waste Prevention & Environmental Services	\$102,084,993	28%
Parks & Nature	\$51,678,009	64%
Oregon Convention Center	\$46,487,244	5%
Oregon Zoo	\$41,928,581	-13%
Planning, Development, & Research	\$32,662,097	71%
Portland’s Centers for the Arts	\$27,044,305	37%
Finance and Regulatory Services	\$13,455,429	90%
Metro Council & Chief Operating Officer	\$11,082,033	87%
Information Technology & Records Mgt.	\$9,649,542	58%
Human Resources	\$7,238,377	112%
Capital Asset Management	\$7,188,469	N/A
Portland Exposition Center	\$5,812,195	-13%
Office of Metro Attorney	\$4,183,233	33%
Communications	\$2,950,773	-18%
Diversity Equity & Inclusion	\$2,288,610	N/A
Office of the Metro Auditor	\$1,136,323	39%

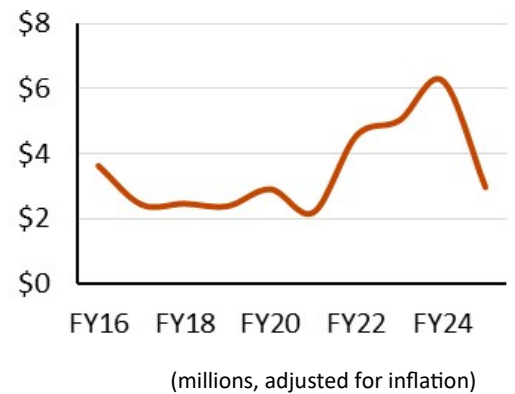
**Capital Asset Management**  
(FY 2020-21 to FY 2024-25)

Capital Asset Management was created in FY 2020-21. Most of its operations were part of Waste Prevention and Environmental Services prior to that. It supports planning and management of Metro’s capital assets, including agency sustainability, emergency planning, asset management, construction project management and Metro Regional Center operations. Since its founding, expenditure increased by 3%. About 78% of FY 2024-25 expenditure was for personnel.



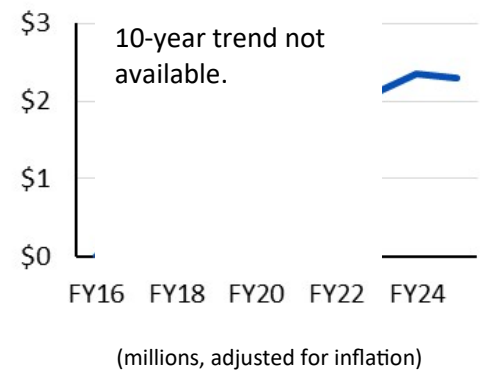
**Communications**  
(FY 2015-16 to FY 2024-25)

Communications provides media relations, public involvement, writing, marketing, graphic and web design services to Metro’s other departments. In the last 10 years, expenditure decreased by 18%. Fluctuations in the last 10-years were caused by changes in how communication employees were organized. Lower spending resulted from embedding former communication employees in other departments. In FY 2024-25, 88% of the expenditure was for personnel.



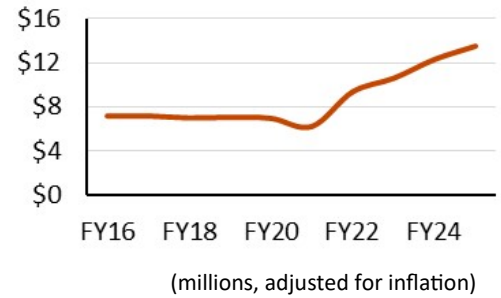
**Diversity, Equity, & Inclusion**  
(FY 2015-16 to FY 2024-25)

This department was created in FY 2022-23. Previously it was part of the Council and COO Office. It leads Metro’s work to achieve racial equity outcomes within the agency and across the region. Expenditure increased 8% since the department was created. About 80% was for personnel in FY 2024-25.



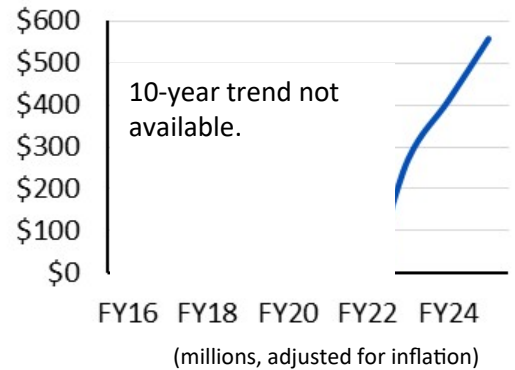
**Finance and Regulatory Services**  
(FY 2015-16 to FY 2024-25)

This department provides services such as accounting, procurement, and budgeting for Metro’s other departments. Expenditure increased by 90% since FY 2015-16 due to higher personnel costs. The increase in FY 2021-22 was the result of centralizing some employees who had previously been embedded in other departments. Personnel services made up 93% of the department’s expenditure in FY 2024-25.



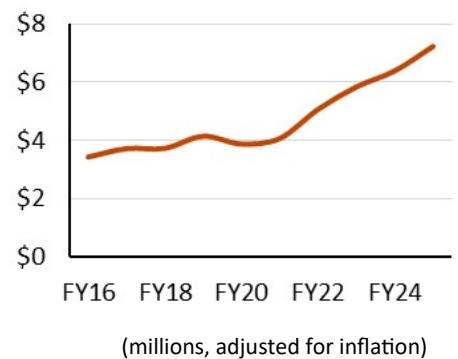
**Housing**  
(FY 2022-23 to FY 2024-25)

Housing is a new department created in FY 2022-23 to implement two voter-approved housing ballot measures: the 2018 Affordable Housing Bond and 2020 Supportive Housing Services Measure. This work was done by Planning, Development, and Research before the new department was created. Nearly all the department’s expenditure was for services provided by the three counties in the Metro region. Personnel Services accounted for 1% of the total in FY 2024-25.



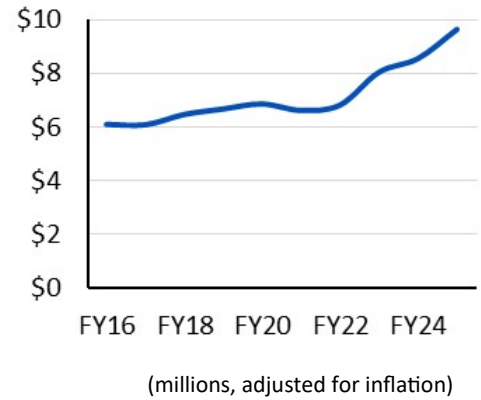
**Human Resources**  
(FY 2015-16 to FY 2024-25)

Human Resources is responsible for employee recruitment, compensation and benefits, and organizational development for all Metro departments. Expenditure increased by 112% in the last 10 years. This was mostly caused by increases in personnel services costs which more than doubled during that time. In FY 2024-25, 93% of expenditure was for personnel.



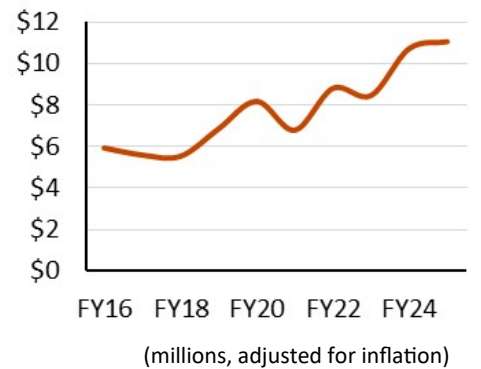
**Information Technology & Records Management**  
(FY 2015-16 to FY 2024-25)

Information Technology and Records Management develops and maintains hardware and software systems to support the entire agency. Expenditure for the department has increased by 58% in the last 10 years. This was caused by increases in both personnel services and materials and services. In FY 2024-25, 67% of its expenditure was for personnel.



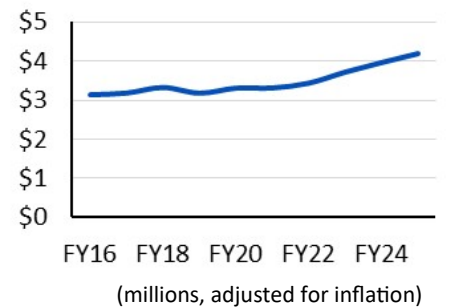
**Metro Council & Chief Operating Officer Offices**  
(FY 2015-16 to FY 2024-25)

Council is the governing body of Metro. It consists of six elected officials who represent districts in the Metro region and one region-wide elected official, the Council President. The Office also includes the Chief Operating Officer’s Office and the Government Affairs and Policy Development program. In the last 10 years expenditure has increased by 87%. In FY 2024-25, 84% of expenditure was for personnel.



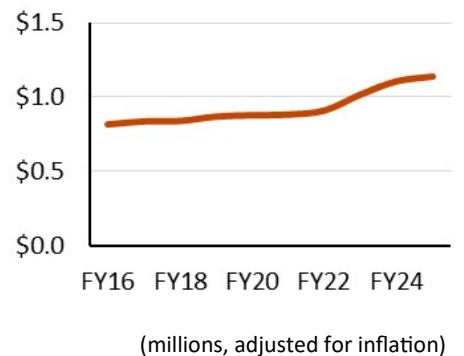
**Office of Metro Attorney**  
(FY 2015-16 to FY 2024-25)

The Office of Metro Attorney provides legal research, evaluation, analysis and advice to Metro departments. In the last 10 years, expenditures increased by 33%. This was caused by increases in personnel services. In the most recent year, personnel accounted for 98% of expenditure.



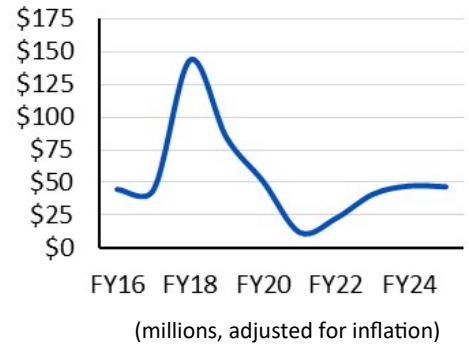
**Office of the Metro Auditor**  
(FY 2015-16 to FY 2024-25)

The Office of the Metro Auditor conducts performance audits of Metro’s services and programs, oversees the financial audit by an outside accounting firm and administers the agency’s Accountability Hotline. Expenditure increased by 39% in the last 10 years. This was caused by higher personnel costs. Personnel accounted for 90% of expenditure in FY 2024-25.



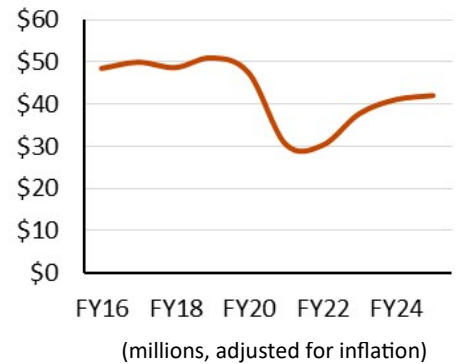
**Oregon Convention Center**  
(FY 2015-16 to FY 2024-25)

The Oregon Convention Center hosts conventions, trade, and consumer shows. Expenditure increased by 5% in the last 10 years. The decrease beginning in FY 2019-20 was caused by operating restrictions related to COVID-19. The large spike in FY 2017-18 was mostly from a renovation of the main entrance and interior finishes. In FY 2024-25, spending on materials and services accounted for 69% of the total.



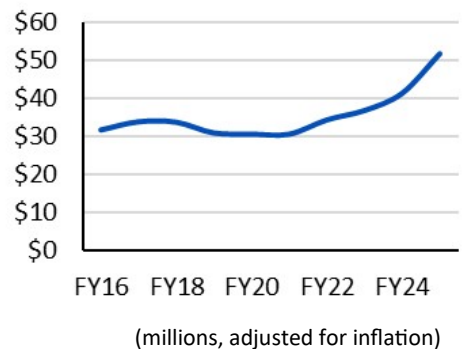
**Oregon Zoo**  
(FY 2015-16 to FY 2024-25)

The Oregon Zoo houses animals, provides wildlife education, and conservation programs. Over the last 10 years, expenditure decreased by 13%. Spending slowed when operations were restricted by COVID-19. Personnel costs accounted for 68% of the total in the most recent year.



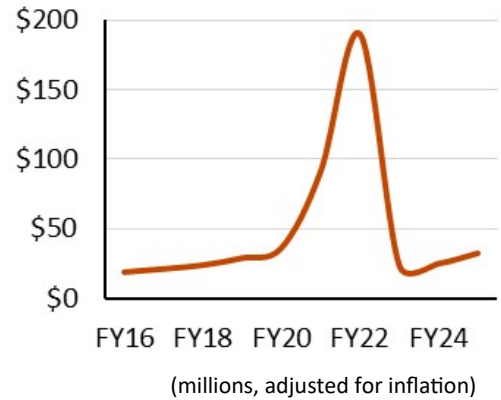
**Parks and Nature**  
(FY 2015-16 to FY 2024-25)

Parks and Nature manages Metro’s parks, natural areas, and cemeteries. It also plans and develops a regional system of parks and trails. Over the last 10 years, expenditure increased by 35%. This was due to increased personnel, and materials and services costs. In FY 2022-23, 53% of operating expenditure was for materials and services.



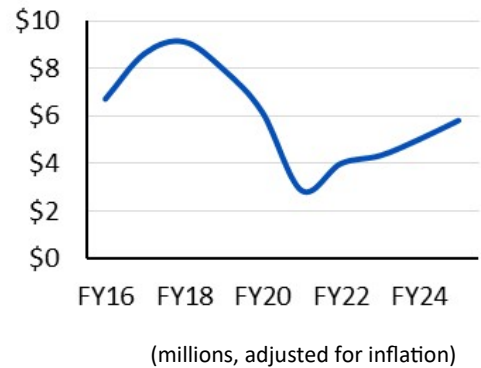
**Planning, Development, and Research**  
(FY 2015-16 to FY 2024-25)

Planning, Development, and Research develops policies and programs that guide land use and transportation planning. It also provides data, mapping, forecasting, and technical services. The large spike was the results of two voter-approved housing measures that were initially managed in the department. That work is now part of a separate department. Metro’s Research Center joined the planning department in FY 2021-22. It had previously been a separate department. Over the last 10 years, expenditure increased by 71%. This was caused by increased spending on materials and services. In FY 2024-25, 55% of the department’s budget was spent on materials and services.



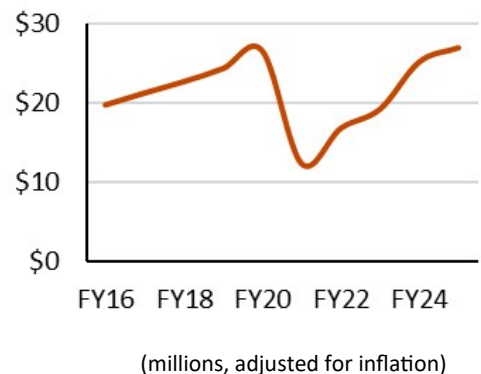
**Portland Expo Center**  
(FY 2015-16 to FY 2024-25)

The Portland Exposition Center is a multi-purpose exhibition facility including meeting rooms, exhibit halls, and outdoor space. Since FY 2015-16, expenditure decreased by 13%. This was caused by a slow recovery from the COVID-19 restrictions that began in FY 2019-20. In FY 2024-25, personnel costs accounted for 54% of expenditure.



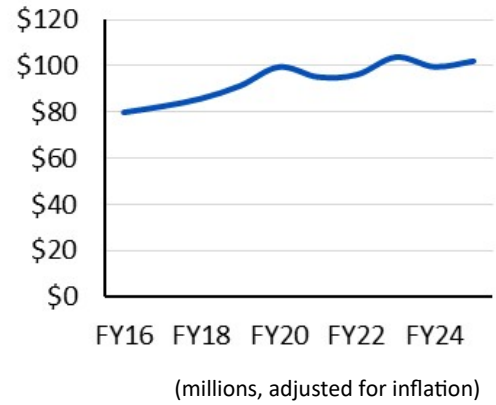
**Portland’s Centers for the Arts**  
(FY 2015-16 to FY 2024-25)

Portland’s includes five spaces for events such as concerts, dance performances, and plays. Expenditure increased by 37% over the last 10 years. The decline beginning in FY 2019-20 was caused by operating restrictions during COVID-19. In the most recent year, materials and services accounted for 53% of expenditure.



**Waste Prevention and Environmental Services**  
(FY 2015-16 to FY 2024-25)

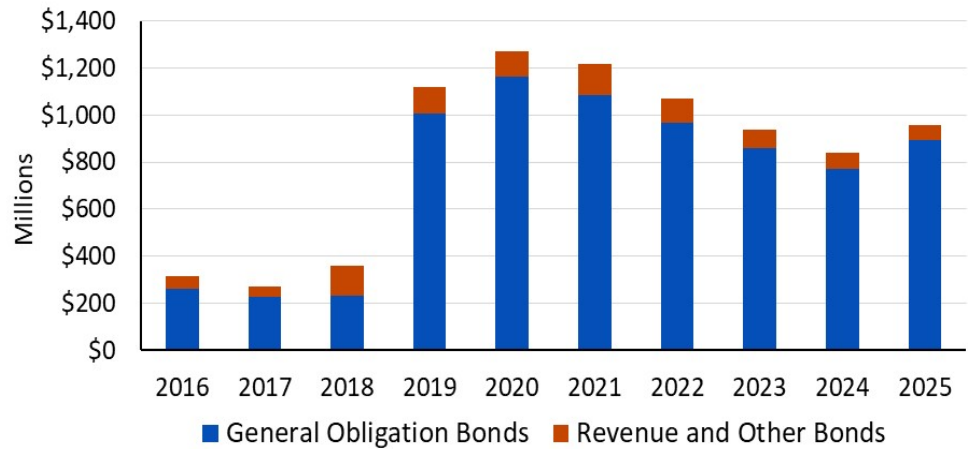
This department manages the regional waste disposal system and works with local governments on waste reduction and recycling strategies. In FY 2020-21, some parts were split off to form a new department (Capital Asset Management). Over the last 10 years, expenditure increased by 28%. About 71% of the department’s budget in FY 2024-25 was for materials and services.



# Financial health

The indicators in this section reflect Metro’s overall financial position. Local governments in a sound financial condition can afford to provide services with less risk of not being able to fund them. Sound financial condition also implies the ability to withstand local, regional or national economic changes. Some of these economic and demographic trends are summarized in the next section of the report.

**Total debt**  
(as of June 30, adjusted for inflation)

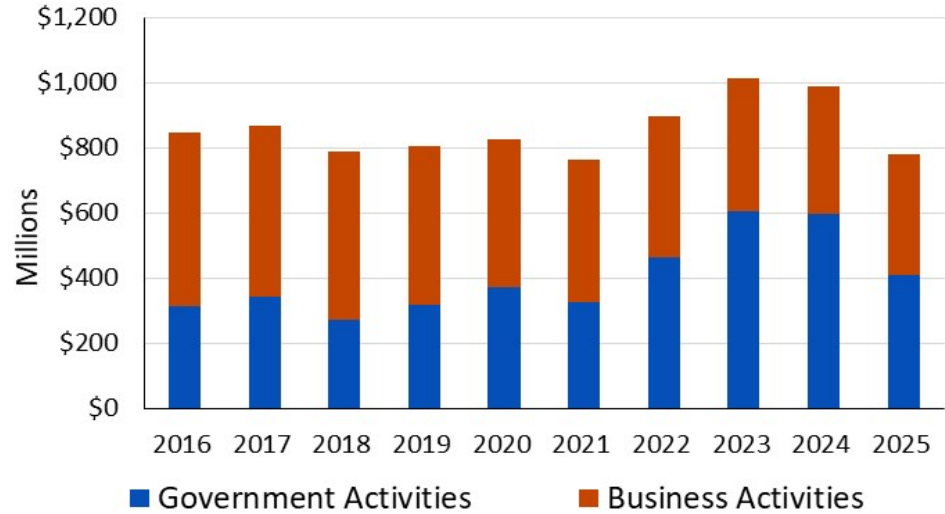


Total debt increased by 202% in the last 10 years. The majority (92%) of Metro’s long-term debt is from general obligation bonds. Repayment of general obligation bonds occurs through separate property tax levies that are commonly associated with voter-approved ballot measures.

The increase in 2019 was from new bonds issued to pay for the voter-approved Affordable Housing Bond. In 2020, additional bonds were issued to pay for the voter-approved Parks and Natural Areas ballot measure. General obligation bond debt decreased from 2021 through 2024 as debt was repaid. The increase in 2025 was for new general obligation bonds related to the voter-approved Parks and Nature and Oregon Zoo ballot measures.

Revenue and other bonds are issued when Metro identifies a specific source to repay debt or pledges other collateral to borrow against. For example, Metro paid a portion of Oregon Convention Center Hotel construction costs from local tourism taxes.

**Net assets**  
(as of June 30,  
adjusted for inflation)

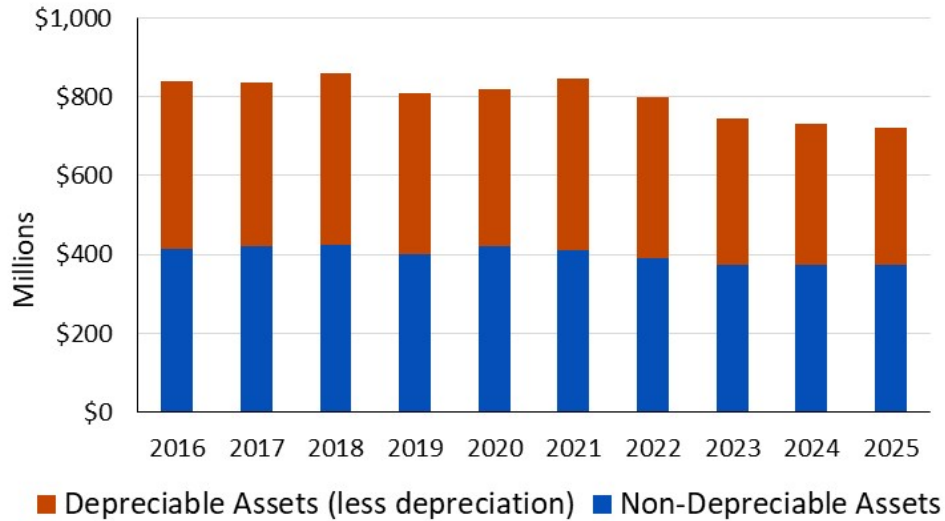


Net assets measure the difference between what Metro owns and what it owes. Some of Metro’s assets are monetary and some of them are physical things, such as buildings and land. Both types of assets are included in the indicator.

Metro’s business activities include solid waste operations, Oregon Zoo, Oregon Convention Center, Portland’5, and Portland Exposition Center. All other Metro programs, such as housing, regional planning, and parks are included in governmental activities.

Metro’s total net assets decreased by 8% between 2016 and 2025. Net assets for business activities decreased by 30% since 2016. This was caused by decreases as the venues spent fund balances to cover the slow recovery in regional travel and tourism. Net assets for government activities increased by 30% since 2016.

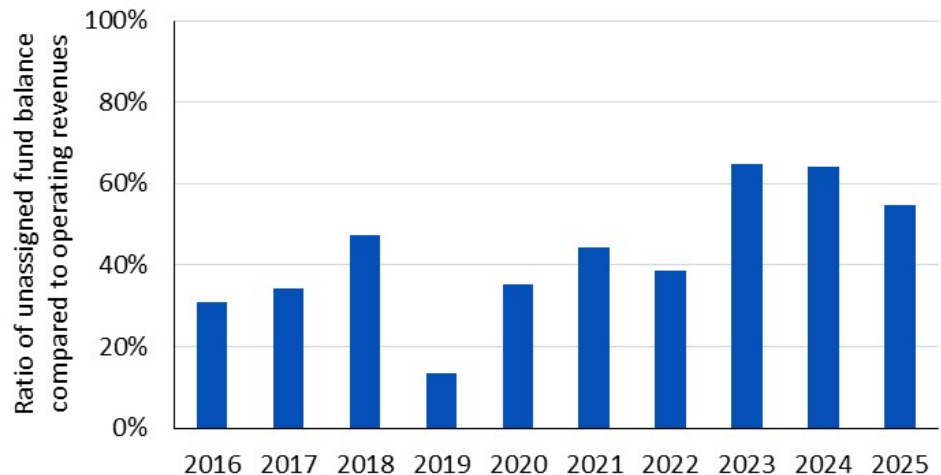
**Capital assets**  
(as of June 30,  
adjusted for inflation)



Capital assets include both depreciable and non-depreciable assets. Examples of depreciable assets are buildings, zoo exhibits, equipment, software, and office furniture. Examples of non-depreciable assets are land, easements and artwork. Neither category includes right-to-use assets like software or leases, nor construction in progress. The value of those assets can vary widely from year to year, and Metro does not own them.

Overall, capital assets decreased by 14% in the last 10 years. Depreciable asset values declined more quickly (18%) than non-depreciable assets (10%). Without investment, capital assets lose value over time. Governments should invest in new assets, or improvements to existing assets, to maintain their value.

**General Fund balance**  
(as of June 30)



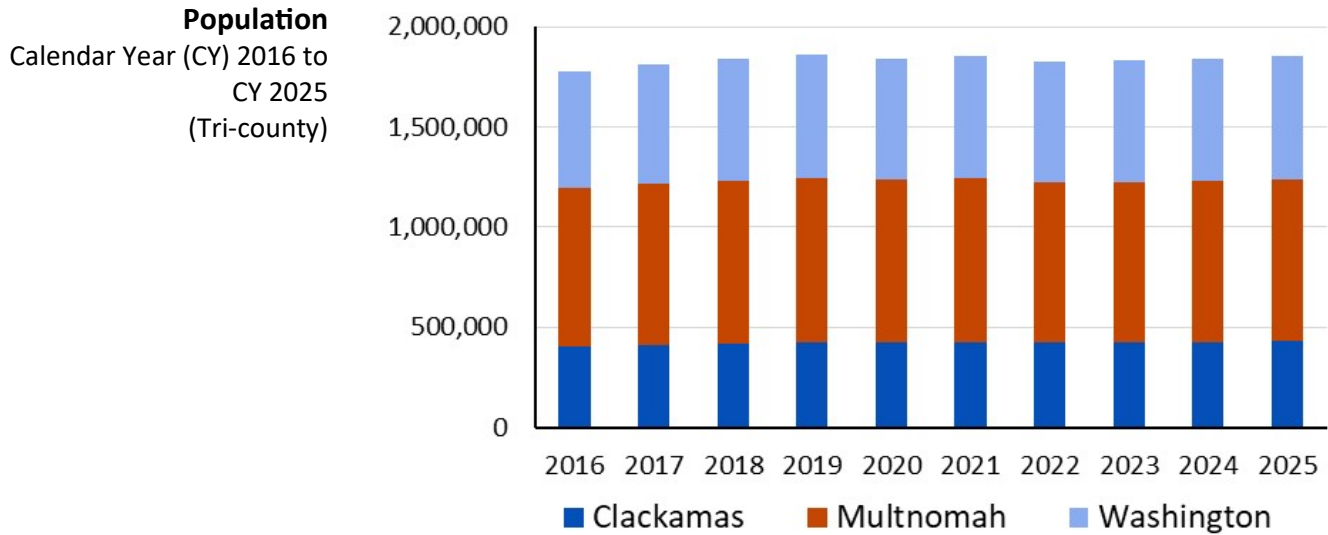
This measure is the ratio of unassigned fund balances to operating revenue in the General Fund. A larger ratio can make it easier for Metro to withstand financial emergencies like those arising from the COVID-19 pandemic in 2020. If revenue drops suddenly during the year, the general fund balance

can serve as a backup to prevent mid-year cuts to services. The General Fund pays for Metro's primary government programs and support services. It does not include the Oregon Convention Center, Oregon Zoo, Portland's Centers for the Arts, Exposition Center, and solid waste operations.

The ratio was 55% in 2025. The low ratio in 2019 resulted from assigning about \$15 million of the fund balance to be appropriated in the budget. That ensured Metro's budget included reserves for specific purposes but left the unassigned amount significantly smaller than it had been in previous years.

## Demographic and economic trends

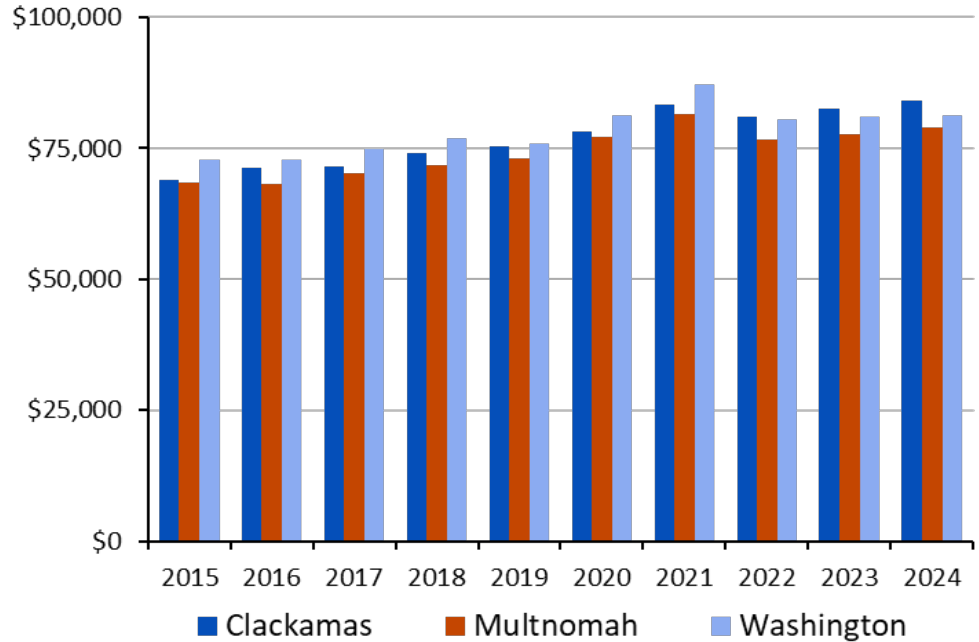
Metro’s ability to raise revenue and deliver services is directly related to the economic and demographic trends of the region. The following indicators measure those trends to provide context for changes seen in the other indicators contained in this report. Most data sources do not match the Metro regional boundary exactly, so tri-county totals or the Oregon portion of the Metropolitan Statistical Area were used instead.



The population of the region has grown by about 4% since 2016. Population changes can affect government finances in two ways. The amount of revenue received is partially related to the number of taxpayers in the region. Similarly, the demand for services can change based on the number of people in the region.

In the last 10 years, Clackamas and Washington counties both grew at similar rates, 7% and 6% respectively. Multnomah County grew more slowly at about 2%. Multnomah accounted for the largest share of the tri-county population followed by Washington (33%) and Clackamas (23%).

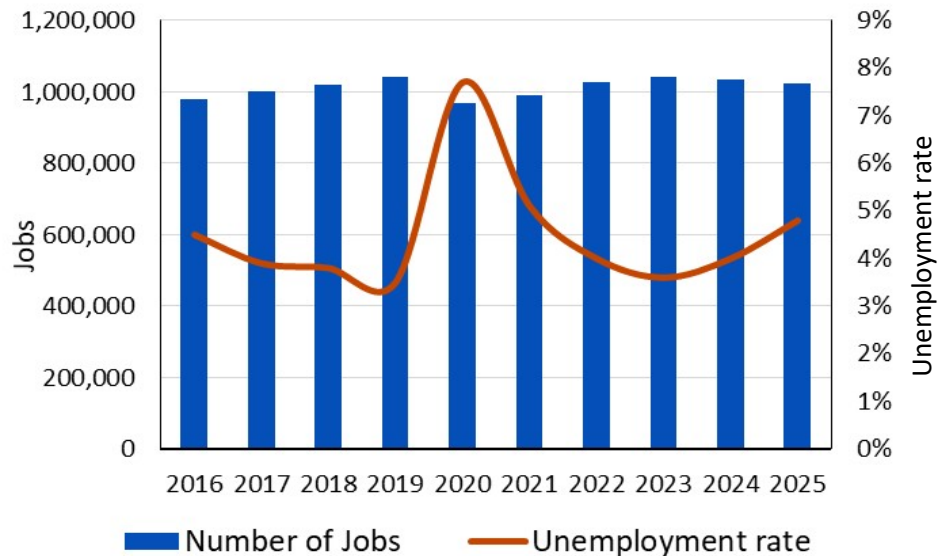
**Per capita personal income**  
CY 2015 to CY 2024  
(Tri-county, adjusted for inflation)



Per capita income is a measure of the average income per person. Credit rating firms use this measure to estimate a government’s ability to repay debt. A decline in per capita income can cause a drop in consumer spending, which could affect the local economy.

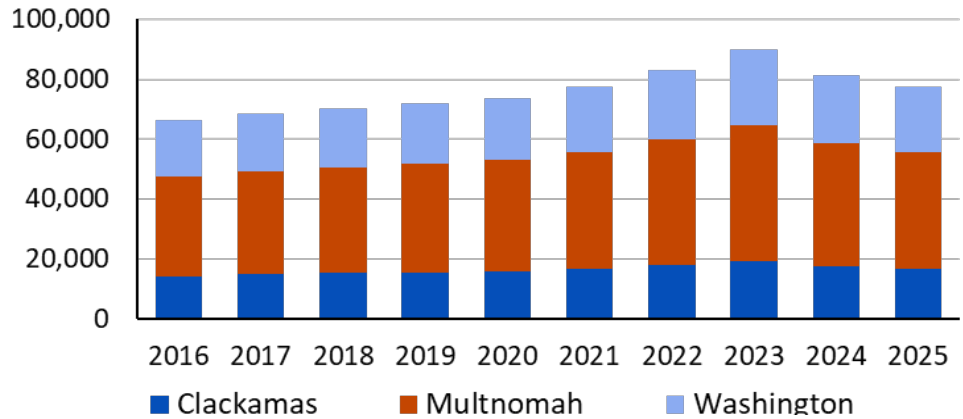
Per capita income in the tri-county region has increased on average by 16% since 2015. Clackamas County increased the fastest in the last ten years (22%) followed by Multnomah (15%) and Washington (12%). Declines in 2022 may be related to a reduction in temporary payments associated with the COVID-19 pandemic.

**Unemployment rate and number of jobs**  
CY 2016 to CY 2025  
(Metropolitan Statistical Area, \*Oregon portion)



The unemployment rate and number of jobs measure business activity. After several years of steady increases in the number of jobs and decreasing unemployment, COVID-19 reversed both trends in 2020. Both have improved since then but are not back to 2019 levels yet.

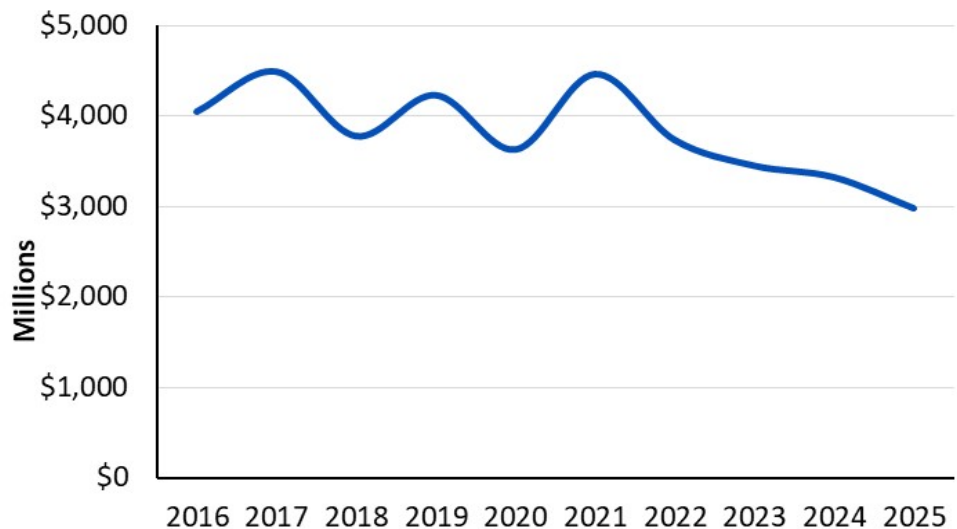
**Number of businesses**  
CY 2016 to CY 2025  
(Tri-county)



The number of businesses affects Metro’s revenues that rely on business activity like taxes, meetings and events at visitor venues, and construction debris processed at solid waste facilities. A decline in business activity can reduce employment, income, and property value.

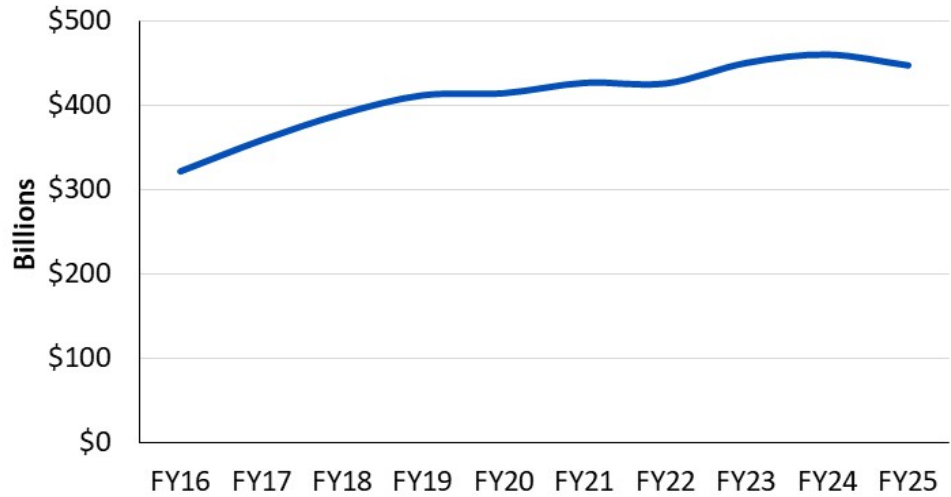
Over the last 10 years, business growth has been similar in all three counties at about 17%. The number of businesses increased each year through 2023. Decreases in the last two years indicate lower business activity which is a warning trend for Metro’s financial health.

**Value of new residential construction**  
CY 2016 to CY 2025  
(Metropolitan Statistical Area, adjusted for inflation)



The value of new residential construction was about 26% lower in 2025 compared to 2016. New construction is important for Metro for several reasons. Metro is responsible for planning for urban growth and transportation in the region. The rate of new construction can affect these plans. In addition, some of Metro’s services are funded through taxes that are affected by construction activity.

**Real market property values**  
 FY 2015-16 to FY 2024-25  
 (Metro taxing district,  
 adjusted for inflation)



Real market property values grew by 39% in the last 10 years. Property values impact Metro’s ability to generate revenue from property taxes. However, it is important to note that Metro’s revenue is based on assessed property values, which grew more slowly than the real market.

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## Scope and methodology

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The purpose of this audit was to evaluate the financial condition of Metro. We used a methodology based on the Financial Trend Monitoring System recommended by the International City/County Management Association (ICMA). We obtained information from Metro's accounting systems and budget documents. We combined it with economic and demographic data to create a series of financial indicators. When plotted over time, the indicators can be used to monitor changes in financial condition and provide information to assist decision-makers. For most indicators, data is presented for a 10-year trend, but in some cases, data was not available. For those indicators we reported what was available.

Our scope included both general government operations and business-type operations, such as those of the Metropolitan Exposition and Recreation Commission, Oregon Zoo, and solid waste system. We obtained data from the independently audited Annual Comprehensive Financial Reports (ACFR) and more detailed information about revenue sources, personnel costs, and other expenditures from Metro's financial accounting and budgeting systems. Economic and demographic data was acquired from the US Bureau of Economic Analysis, US Census Bureau, Oregon Employment Department, and Portland State Population Research Center. All figures were adjusted for inflation.

Most of the data collected for demographic and economic measures was reported either for the three counties in the region or by Metropolitan Statistical Area (MSA). The MSA is larger than the Metro region and includes two counties in the State of Washington, Yamhill and Columbia counties in Oregon, as well as the regional counties Clackamas, Multnomah, and Washington. Where available, only data from the Oregon portion of the MSA was used. Very little of the population in Clackamas, Multnomah, and Washington Counties is outside Metro's jurisdictional boundary (9%).

Most of the financial information in this report is from the ACFR. We relied on the work of Metro's external financial auditors to ensure data reliability. We reviewed other information for reasonableness and consistency. We did not audit the accuracy of source documents or reliability of data in accounting systems.

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

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# Management response

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## Memo

Date: June 1, 2026  
To: Brian Evans, Metro Auditor  
From: Marissa Madrigal, Chief Operating Officer  
Brian Kennedy, Chief Financial Officer  
Subject: Financial Condition of Metro – Management Response

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Thank you and your office for producing this 10-year view of Metro’s financial condition. We always find it useful to review the trends in our financial performance and consider ways to improve that performance over time. The data shows the uneven financial impacts Metro has seen across the organization in the last several years. In many areas, Metro has emerged stronger and more financially resilient from the COVID-19 pandemic while facing ongoing financial challenges in others.

Increasing expenditures in multiple areas is a trend that staff are carefully monitoring and proactively mitigating. The inflationary environment that the entire country experienced coming out of the pandemic was a significant shock to individuals and organizations. While those cost pressures appeared to be improving, current trends suggest a worrying increase in inflationary pressure for the foreseeable future. Metro continues to employ a variety of strategies to manage those costs across the agency.

The report also mentions decreased revenue from excise taxes as an unfavorable trend. We believe some additional context would be useful. Prior to exempting the Convention Center and Expo Center from the excise tax in 2018, those excise tax revenues were used to offset some agency-wide central services costs. We would emphasize that the decision to exempt those venues meant that, rather than contributing an unknown amount to Metro’s General Fund based on activity at the venue, they are charged a fixed annual contribution based on the agency cost allocation plan. So, while excise tax revenue declined, support for agency-wide central service costs was broadened.

As in the last report, the analysis notes an increase in fixed costs that is deemed unfavorable. Those fixed cost increases are primarily principal and interest payments on Metro debt. Additionally, the report states that Metro’s overall debt increased significantly over the last ten years; an unfavorable trend. In both cases, the indicators can be attributed to debt from voter-approved general obligation bonds with their own dedicated revenue sources. As such, that debt carries little risk to Metro’s General Fund or other funding sources as is not considered unfavorable by management. Rather, we view the increase in general obligation debt as a positive trend reflecting the confidence of the region’s voters in Metro’s ability to leverage the large regional property tax base to make investments that address the most important issues in the region.

Finally, the report notes some troubling trends for the regional economy. In particular, it notes increases in unemployment and decreases in the value of new construction. Management shares these concerns about the wider economy and will continue to monitor local economic conditions and make strategic decisions recognizing the risk and uncertainty Metro faces given the ongoing economic instability in the broader economy.



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Portland, Oregon 97232  
503-797-1892  
[www.oregonmetro.gov](http://www.oregonmetro.gov)



Metro

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

Agenda #: 5.1

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**File #:** RES 26-5591

**Agenda Date:**6/25/2026

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**Resolution No. 25-5591 For the Purpose of Amending the FY 2025-26 Budget and Appropriations Schedule and FY 2025-26 Through FY 2029-30 Capital Improvement Plan to Provide Changes in Operations**

Cinnamon Williams (She/Her), Budget Director  
Amanda Akers (She/Her), Budget Manager

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY ) RESOLUTION NO 26-5591  
2025-26 BUDGET AND APPROPRIATIONS ) Introduced by Chief Operating Officer  
SCHEDULE AND FY 2025-26 THROUGH FY ) Marissa Madrigal with the Concurrence of  
2029-30 CAPITAL IMPROVEMENT PLAN TO ) Council President Juan Carlos González  
PROVIDE FOR CHANGES IN OPERATIONS )

WHEREAS, the Metro Council has reviewed and considered the need to change appropriations within the FY 2025-26 Budget and has been justified and found adequate funds exist for other identified needs; and

WHEREAS, Metro Code Section 2.02.040 requires Metro Council approval to add any new positions to the Budget; and

WHEREAS, Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent receive Council approval; and

WHEREAS, ORS 294.471 allows for pressing and necessary changes, by supplemental budget, that could not be reasonably foreseen during budget development; and

WHEREAS, ORS 294.473 requires public notice and public hearing of the proposed supplement budget if expenditures in the budget, as most recently amended, differ by more than 10 percent; and

WHEREAS, because this supplemental budget meets the 10 percent threshold, a public notice was published in the Oregonian newspaper on June 10, 2026, providing notice that the supplemental budget and public hearing would be conducted on this day, Thursday, June 25, 2026; and

WHEREAS, ORS 294.463 provides for the transfer of available appropriations and authorizes such transfers by official resolution of the governing body stating the purpose, need and amount, including transfers of appropriations within a fund, transfers between funds, and transfers of general operating contingency appropriations that in aggregate during a fiscal year do not exceed 15% of original budget, and contingency transfers above 15% authorized through a supplemental budget; and

WHEREAS, ORS 294.338 requires compliance with local budget law prior to expenditure including adopting a resolution to amend the budget; and

WHEREAS, the proposed supplemental budget amendments do not add FTE or increase appropriation, however do adjust Metro's Capital Improvement Plan (CIP) and conduct contingency transfers below the aggregate 15% threshold; now therefore

BE IT RESOLVED,

1. That the FY 2025-26 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "June 2026 Supplemental" of Exhibits A and B to this Resolution for the purpose of adding positions, modifying revenues and expenditures and transferring funds to and from contingency.
2. That the FY 2025-26 through FY 2029-30 Capital Improvement Plan is hereby amended as shown in Exhibit C.

ADOPTED by the Metro Council this 25<sup>th</sup> day of June 2026.

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Juan Carlos González, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>GENERAL FUND</b>			
Council	\$ 14,126,936		\$ 14,126,936
Office of the Auditor	1,387,156		1,387,156
Diversity, Equity and Inclusion	3,343,220		3,343,220
Office of Metro Attorney	4,628,266	50,000	4,678,266
Information Technology	12,005,278		12,005,278
Communications	3,322,425		3,322,425
Finance	13,630,070		13,630,070
Human Resources	7,484,944		7,484,944
Capital Asset Management	7,813,694		7,813,694
Planning, Development and Research	52,220,710		52,220,710
Housing	620,000		620,000
Special Appropriations	1,986,000		1,986,000
Non-Departmental			
Debt Service	2,755,010		2,755,010
Interfund Transfers	39,534,631		39,534,631
Contingency	33,226,876	(50,000)	33,176,876
<i>Total Appropriations</i>	198,085,216	-	198,085,216
Unappropriated Balance	23,258,314		23,258,314
<b>Total Fund Requirements</b>	<b>221,343,530</b>	<b>-</b>	<b>221,343,530</b>
<b>AFFORDABLE HOUSING FUND</b>			
Housing	217,076,674		217,076,674
Non-Departmental			
Interfund Transfers	1,400,206		1,400,206
Contingency	43,394,702		43,394,702
<i>Total Appropriations</i>	261,871,582		261,871,582
Unappropriated Balance	-		-
<b>Total Fund Requirements</b>	<b>261,871,582</b>		<b>261,871,582</b>
<b>CEMETERY PERPETUAL CARE FUND</b>			
Non-Departmental			
Interfund Transfers	40,000		40,000
<i>Total Appropriations</i>	40,000		40,000
Unappropriated Balance	750,000		750,000
<b>Total Fund Requirements</b>	<b>790,000</b>		<b>790,000</b>

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>COMMUNITY ENHANCEMENT FUND</b>			
Waste Prevention and Environmental Services	1,311,305	495,000	1,806,305
Non-Departmental			
Interfund Transfers	50,000		50,000
Contingency	659,057	(495,000)	164,057
<i>Total Appropriations</i>	2,020,362	-	2,020,362
<b>Total Fund Requirements</b>	<b>2,020,362</b>	-	<b>2,020,362</b>
<b>GENERAL ASSET MANAGEMENT FUND</b>			
Special Appropriations	32,400,707		32,400,707
Non-Departmental			
Interfund Transfers	462,075		462,075
Contingency	7,643,613		7,643,613
<i>Total Appropriations</i>	40,506,395		40,506,395
Unappropriated Balance	442,500		442,500
<b>Total Fund Requirements</b>	<b>40,948,895</b>		<b>40,948,895</b>
<b>GENERAL OBLIGATION DEBT SERVICE FUND</b>			
Non-Departmental			
Debt Service	95,975,998		95,975,998
<i>Total Appropriations</i>	95,975,998		95,975,998
<b>Total Fund Requirements</b>	<b>95,975,998</b>		<b>95,975,998</b>
<b>GENERAL REVENUE BOND FUND</b>			
Bond Account			
Debt Service	5,043,450		5,043,450
<i>Total Appropriations</i>	5,043,450		5,043,450
Unappropriated Balance	4,186,022		4,186,022
<b>Total Fund Requirements</b>	<b>9,229,472</b>		<b>9,229,472</b>
<b>MERC FUND</b>			
MERC	79,177,340		79,177,340
Non-Departmental			
Interfund Transfers	13,802,572		13,802,572
Contingency	14,953,535		14,953,535
<i>Total Appropriations</i>	107,933,447		107,933,447
<b>Total Fund Requirements</b>	<b>107,933,447</b>		<b>107,933,447</b>

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>OREGON ZOO ASSET MANAGEMENT FUND</b>			
Visitor Venues - Oregon Zoo	15,430,000		15,430,000
<i>Total Appropriations</i>	15,430,000		15,430,000
<b>Total Fund Requirements</b>	<b>15,430,000</b>		<b>15,430,000</b>
<b>OREGON ZOO OPERATING FUND</b>			
Visitor Venues - Oregon Zoo	48,064,567		48,064,567
Non-Departmental			
Interfund Transfers	12,675,696		12,675,696
Contingency	14,827,646		14,827,646
<i>Total Appropriations</i>	75,567,909		75,567,909
<b>Total Fund Requirements</b>	<b>75,567,909</b>		<b>75,567,909</b>

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>PARKS AND NATURE BOND FUND</b>			
Parks and Nature	73,777,120		73,777,120
Non-Departmental			
Interfund Transfers	4,621,518		4,621,518
Contingency	15,179,747		15,179,747
<i>Total Appropriations</i>	93,578,385		93,578,385
Unappropriated Balance	110,401,615		110,401,615
<b>Total Fund Requirements</b>	<b>203,980,000</b>		<b>203,980,000</b>
<b>PARKS AND NATURE OPERATING FUND</b>			
Parks and Nature	28,968,871		28,968,871
Non-Departmental			
Interfund Transfers	6,703,782		6,703,782
Contingency	5,259,946		5,259,946
<i>Total Appropriations</i>	40,932,599		40,932,599
Unappropriated Balance	357,000		357,000
<b>Total Fund Requirements</b>	<b>41,289,599</b>		<b>41,289,599</b>

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>RISK MANAGEMENT</b>			
Finance	6,598,801		6,598,801
Non-Departmental			
Contingency	822,039		822,039
<i>Total Appropriations</i>	7,420,840		7,420,840
Unappropriated Balance	150,000		150,000
<b>Total Fund Requirements</b>	<b>7,570,840</b>		<b>7,570,840</b>
<b>SMITH AND BYBEE WETLANDS FUND</b>			
Parks and Nature	500,000		500,000
Non-Departmental			
Contingency	100,000		100,000
<i>Total Appropriations</i>	600,000		600,000
Unappropriated Balance	185,000		185,000
<b>Total Fund Requirements</b>	<b>785,000</b>		<b>785,000</b>
<b>SOLID WASTE FUND</b>			
Waste Prevention and Environmental Services	125,622,741		125,622,741
Non-Departmental			
Interfund Transfers	22,046,792		22,046,792
Contingency	18,419,100		18,419,100
<i>Total Appropriations</i>	166,088,633		166,088,633
Unappropriated Balance	11,301,076		11,301,076
<b>Total Fund Requirements</b>	<b>177,389,709</b>		<b>177,389,709</b>
<b>SUPPORTIVE HOUSING SERVICES</b>			
Housing	539,111,076		539,111,076
Non-Departmental			
Interfund Transfers	4,951,245		4,951,245
Contingency	46,098,838		46,098,838
<i>Total Appropriations</i>	590,161,159		590,161,159
<b>Total Fund Requirements</b>	<b>590,161,159</b>		<b>590,161,159</b>

**Exhibit A**  
**Resolution 26-5591**  
**Schedule of Appropriations**

	FY2025-26 Revised Budget	June 2026 Supplemental	FY2025-26 Revised Budget
<b>ZOO BOND 24</b>			
Visitor Venues - Oregon Zoo	21,819,501	(750,000)	21,069,501
Non-Departmental			
Interfund Transfers	2,034,175		2,034,175
Contingency	6,937,979	750,000	7,687,979
<i>Total Appropriations</i>	30,791,655	-	30,791,655
Unappropriated Balance	<b>38,817,488</b>		38,817,488
<b>Total Fund Requirements</b>	<b>69,609,143</b>	-	<b>69,609,143</b>
<b>Total Appropriations</b>	<b>1,732,047,630</b>	-	<b>1,732,047,630</b>
<b>Total Unappropriated Balance</b>	189,849,015	-	<b>189,849,015</b>
<b>TOTAL BUDGET</b>	<b>1,921,896,645</b>	-	<b>1,921,896,645</b>

**Exhibit B**  
**Resolution 26-5591**  
**Schedule of FTE**

	FY2025-26 Revised	June 2026 Supplemental	FY2025-26 Revised
<b>TOTAL AGENCY</b>			
Capital Asset Management	33.40		33.40
Communications	13.60		13.60
Council	50.00		50.00
Diversity, Equity and Inclusion	9.50		9.50
Finance	74.80		74.80
Housing	45.70		45.70
Human Resources	33.00		33.00
Information Technology	42.00		42.00
Office of Metro Attorney	17.00		17.00
Office of the Auditor	7.00		7.00
Visitor Venues - Oregon Zoo	210.60		210.60
Parks and Nature	121.90		121.90
Planning, Development and Research Department	205.30		205.30
Waste Prevention and Environmental Services	89.80		89.80
Visitor Venues - MERC	171.80		171.80
Non-Departmental	11.00		11.00
<b>Total FTE</b>	<b>1,136.40</b>		<b>1,136.40</b>

**Budget Amendment for FY2025-26**

**Capital Improvement Plan (CIP) Detail Changes**

**Parks and Nature**

**Exhibit C**  
**Resolution No. 26-5591**

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	FY 2025-26 CIP Revised	June Supplemental	FY 2025-26 CIP Revised
Y	LR680	Dairy-McKay Confluence Restor	526000	165	230,000		230,000
N	LR147	Fern Hill Forest Stream & Savana Restoration	579000	165	271,000		271,000
N	LR155	Fern Hill Forest Stream Restoration	579000	165	270,000		270,000
N	LR067	LowerClear Creek Rest Ph2	579000	165	5,000		5,000
N	LR804	Weber Farm Stream Stabilization	579000	165	45,560		45,560
N	LR230	Beaver Creek Stream Restoration	579000	352	15,000		15,000
N	PBL011	Blue Lake Park Renovation	579000	352	500,000		500,000
N	G18068	Clackamas River Target Area Stabilization	579000	352	-		-
N	LR481	Coffee Lake Wetlands Planting	579000	352	480,000		480,000
N	LR484	Coffee Lk Crk Wetland Construc	579000	352	885,000		885,000
N	G18068	Eagle Creek Stabilization	579000	352	1,367,000		1,367,000
N	PFM002	Farmington Paddle Launch Accessibility Improvements	579000	352	225,000	(50,000)	175,000
Y	G21025	Fowler Road Stabilization	579000	352	177,000		177,000
Y	PGO001	Graham Oaks Accessibility Improvements	579000	352	125,455		125,455
Y	G11049	Laurelwood Fence Stabilization	579000	352	75,000		75,000
N	CEM010	Lone Fir Memorial	579000	352	-		-
N	CEM015	Lone Fir Memorial % for Art allocaiton	579000	352	95,465		95,465
N	BA020	Marine Drive Trail	579000	352	2,000,000	(1,500,000)	500,000
N	G18015	Meyers Quarry Stabilization Project	579000	352	450,000		450,000
Y	LR817	Mount Scott Creek Restoration	579000	352	122,000		122,000
N	TEMP98	Natural Areas Acquisition	579000	352	10,000,000		10,000,000
N	LR652	North Fork Deep Creek Rest. Capital	579000	352	275,000		275,000
N	POX023	Oxbow Drainage Improvements	579000	352	75,000		75,000
N	POX014	Oxbow Horizontal Drainage - Roadway Improvements	579000	352	200,000	(59,000)	141,000
N	POX012	Oxbow Potable Water System	579000	352	150,000	5,000	155,000
N	POX024	Oxbow Pump House Renovation	579000	352	122,000	104,000	226,000
N	POX021	Oxbow Welcome Center Water Distribution System	579000	352	1,983,306		1,983,306
N	LR520	Quamash Prairie McFee Creek Crossing	579000	352	60,000		60,000
N	LR821	Richardson Ck Rest Ph2	579000	352	70,000		70,000
N	G18055	Richardson Creek Pond Stabilization	579000	352	262,050		262,050
N	LR168	Roberts Bridge Stream Restoration	579000	352	5,000		5,000
N	LR203	Sandy River Restoration Project	579000	352	350,000		350,000
N	CEM010	Wave of Flowers - Lone Fir Memorial	579000	352	3,450,000		3,450,000
N	PWC002	Willamette Cove Remedial Design Remedial Action	579000	352	75,000	234,013	309,013
N	GF158	Glendoveer Cart Path Paving	579000	360	1,305,000		1,305,000
N	70001P	Fleet : PARKS	574500	617	320,000		320,000
Y	POP008	Gleason Dock Repairs	526000	617	370,000		370,000
Y	PEQUIP	PN Major Equipment	526000	617	500,000		500,000
Y	LR666	Multnomah North Channel Restoration	579000	352	150,000		150,000
Y	G63001	Knights Bridge Farm Tree/Shrub Stabilization	579000	352	480,000		480,000
Y	LR417	St. Johns Prairie Phase 4	579000	165	126,700		126,700
<b>Total Parks and Nature</b>					<b>27,667,536</b>	<b>(1,265,987)</b>	<b>26,401,549</b>

**Budget Amendment for FY2025-26  
Capital Improvement Plan (CIP) Detail Changes**

**Exhibit C  
Resolution No. 26-5591**

**Oregon Zoo**

New? Y/N**	Project ID	Project Title	Fund ID	FY 2025-26 CIP Revised	June Supplemental	FY 2025-26 CIP Revised	FY 2025-26 CIP Administrative Notes
N	ZB2408	Coastal Shores	321	1,000,000	(1,000,000)	-	June Supplemental: Previously "ZB2407 - Coastal Shores"
N	ZB2405	Front Entry Plaza / Polar Plaza	321	-		-	November Amendment: Updated to "ZB2406 - Zoo Plazas"
N	ZB2406	Zoo Plazas	321	11,700,000	(11,700,000)	-	November Amendment: Previously "ZB2405 - Front Entry Plaza / Polar Plaza" June Supplemental: Updated to "ZB2406 - Cascade Terrace/Wildlife Pavilion"
N	ZB2406	Cascade Terrace/Wildlife Pavilion	321	-	11,700,000	11,700,000	June Supplemental: Previously "ZB2406 - Zoo Plazas"
N	ZOO156	Cascade Crest Solar Panels	325	1,300,000		1,300,000	November Amendment: Updated to "ZOO161 - Children's Museum Property Acquisition & Structure Demo"
N	ZOO161	Children's Museum Property Acquisition	325	-		-	November Amendment: Previously "ZOO161 - Children's Museum Property Acquisition"
N	ZOO161	Children's Museum Property Acquisition & Structure Demo	325	3,000,000		3,000,000	
N	ZOO156	Giftshop/Goat & Black Bear Holding Solar, Roof and HVAC	325	-		-	
N	ZG0009	Jonsson Center Modernization	325	2,970,000		2,970,000	
N	ZOO160	Polar-Growlers-Elephants Plaza Structure	325	-		-	
N	ZOO157	Cascade Crest Modernization	326	900,000		900,000	
N	ZRW215	East Campus Generator Replacement	326	200,000		200,000	November Amendment: Previously "ZRW215 - Round House Generator Replacement"
N	ZRW215	Round House Generator Replacement	326	-		-	November Amendment: Updated to "ZRW215 - East Campus Generator Replacement"
N	ZOO166	Animal Care Renovation	325	250,000		250,000	
Y	ZOO164	Aviary Café Modernization	325	250,000		250,000	
Y	ZOO165	Electric Train Acquisition	325	250,000		250,000	
Y	ZRW401	EV Facility Upgrades	325	300,000		300,000	
Y	ZOO154	POS	325	220,000		220,000	
Y	ZB2407	Elephant Plaza	321	-	250,000	250,000	June Supplemental: Updated project ID to ZB2407
<b>Total Oregon Zoo</b>				<b>22,340,000</b>	<b>(750,000)</b>	<b>21,590,000</b>	

**Budget Amendment for FY2025-26  
Capital Improvement Plan (CIP) Detail Changes**

**Waste Prevention & Environ. Services**

Exhibit C

Resolution No. 26-5591

New? Y/N**	Project ID	Project Title	Fund ID	FY 2025-26 CIP Revised	June Supplemental	FY 2025-26 CIP Revised
N	CEN054	MCS Organics Depackager	536	500,000		500,000
N	SMC028	MCS - Safe Roof Access	534	1,600,000		1,600,000
N	SWR005	Camera hardware replacement (All - both stations)	534	750,000		750,000
N	RID004	RID Bldg Improvements Phase 2	536	150,000		150,000
N	STH048	MSS Bay 2 Concrete Floor	534	705,000	125,000	830,000
N	SJL009	SJL Immediate Bridge Repairs	536	500,000	(125,000)	375,000
N	SWS006	BI Advancement	536	200,000		200,000
N	SSJ003	SJL Bridge Replacement	536	-		-
N	SMC027	MCS Stormwater System Replacement	534	330,000	150,000	480,000
N	CEN046	MCS Transfer Bldg Elec Upgrade	534	50,000		50,000
N	STH034	MSS Pond Stormwater - Phase II	534	30,000		30,000
N	70001S	Fleet: Solid Waste	536	150,000		150,000
N	70001S	Fleet: Solid Waste	534	-		-
N	SWR008	HHW Shipping Database Repl	536	50,000		50,000
N	SWR007	VSQG Program Upgrade/Repl	536	50,000		50,000
N	CEN053	MCS Bay 1 Concrete Floor	534	1,215,000	(775,000)	440,000
N	STH036	MSS Traffic Portable Small Building	534	420,000		420,000
N	SMS006	MSS New Office & Breakroom	534	1,060,800	125,000	1,185,800
N	SMS006	MSS New Office & Breakroom	536	265,200	500,000	765,200
N	SMC035	MCS Fire Suppresion System	534	100,000		100,000
N	STH035	MSS Pit Wall Repair Phase 1	534	100,000		100,000
N	SSJ008	SJL Gate & Security Improvements	536	100,000		100,000
<b>Total Waste Prevention and Environmental Services</b>				<b>8,326,000</b>	<b>-</b>	<b>8,326,000</b>

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION 26-5591 FOR THE PURPOSE OF AMENDING THE FY 2025-26 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2025-26 THROUGH FY 2029-30 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR CHANGES IN OPERATIONS**

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Date: May 22, 2026

Prepared by:  
Amanda Akers, CBO Budget Manager  
Jon Irwin, CBO Financial Analyst

Department: Finance

Presented by:  
Amanda Akers, CBO Budget Manager  
Jon Irwin, CBO Financial Analyst

Meeting date: June 25, 2026

Length: 20 minutes

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#### **ISSUE STATEMENT**

Resolution 26-5591 will authorize changes in appropriations for FY 2025-26 and approve changes to the FY 2025-26 through FY 2029-30 Capital Improvement Plan.

#### **ACTION REQUESTED**

Council adoption of Resolution 26-5591.

#### **IDENTIFIED POLICY OUTCOMES**

Council approval will authorize changes in appropriations requested by departments for FY2025-26 and approve changes to the FY2025-26 through FY2029-30 Capital Improvement Plan.

#### **POLICY QUESTION**

Council should consider whether the changes in appropriations have been justified, that adequate funds exist for identified needs, and that proposed changes to the Capital Improvement Plan appear appropriate.

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Adoption of Resolution 26-5591 will provide sufficient appropriations to accommodate the changes in operations outlined by departments. Adoption will allow for changes to capital projects due to operational factors.

Disapproval of Resolution 26-5591 will require departments to re-evaluate their proposed changes to operations and capital plans.

#### **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend adoption of Resolution 26-5591.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

### Relationship to Metro’s Strategic Plan, racial equity, and climate action goals

By funding additional expenditures for operations, the Agency will more efficiently be able to focus on programming related to our guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

**Known Opposition:** None known.

**Legal Antecedents:** ORS 294.463 provides for the transfer of available appropriations and authorizes such transfers by official resolution of the governing body stating purpose, need and amount, including transfers of appropriations within a fund, transfers between funds, and transfers of general operating contingency appropriations that in aggregate during a fiscal year do not exceed 15% of original budget. In addition, pursuant to ORS 294.463(3) provides that contingency transfers above 15% may be authorized through a supplement budget. ORS 294.471 allows for pressing and necessary changes, by supplemental budget, that could not be reasonably foreseen during budget development. ORS 294.473 requires public notice and public hearing of the proposed supplement budget if expenditures in the budget, as most recently amended, differ by more than 10 percent. Metro Code Section 2.02.040 requires the Metro Council approve the addition of any position to the budget. Metro’s adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent receive Council approval.

**Anticipated Effects:** This action provides for changes in operations and capital improvement plans as described below.

**Budget Impacts:** This action has a net increase of \$0 in expenditure appropriations. The total appropriations will be \$1,921,896,645 with 1,136.4 FTE. Details of each change can be found in Attachment 1 – Summary of June 2026 Supplemental Budget.

**Below is a summary of all the proposed changes from Resolution 26-5591 that impact appropriations, FTE and CIP:**

**TOTAL APPROPRIATION** no change

**TOTAL FTE** no change

**TOTAL CAPITAL IMPROVEMENT PLAN (CIP)**

- **Parks and Nature** decrease of (\$1,265,987)
- **Waste Prevention and Environmental Services** *net zero*
- **Zoo** decrease of (\$750,000)

For details about CIP changes, see Exhibit C to the resolution.

## ATTACHMENTS

- Attachment 1 – Summary of June 2026 Supplemental Budget

# Financial Planning Analysis

05/12/2026

Overall, the FY2025-26 June Supplemental Budget appears to be appropriate and consistent with Agency objectives.

There is no change in total appropriations. All adjustments are covered by fund contingencies, and there are no FTE impacts.

For CIP adjustments, Financial Planning finds no apparent risk as these are all normal, ongoing CIP changes—though due to the recent audit there might be extra sensitivity around the name change for the Zoo Plaza project.

Please see the following report for requests to adjust the FY 2025-26 Revised Budget.

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## June 2026 Supplemental Budget Summary Impacts *FY 2025-26*

**TOTAL APPROPRIATION** no change

**TOTAL FTE** no change

**TOTAL CAPITAL IMPROVEMENT PLAN (CIP)**

- **Parks and Nature** decrease of (\$1,265,987)
- **Waste Prevention and Environmental Services** *net zero*
- **Zoo** decrease of (\$750,000)

## Contingency, Appropriation and Full Time Equivalent (FTE) Impacts

Below is a list, by department and Fund, of each requested budget amendments affecting Contingency, Appropriations and FTE.

### CENTRAL SERVICES

<b>Office of Metro Attorney</b>	
<b>General Fund</b>	
<b>Personnel Services increase - OMA</b>	<p><b>\$50,000 increase in Personnel Services</b></p> <p>Increase expenses to cover personnel services costs, due to higher-than-anticipated actual benefit costs compared to budget estimates.</p> <p>Budget increase of \$50,000 will be paid for by general fund contingency.</p>

### VISITOR VENUES

<b>Oregon Zoo</b>	
<b>Zoo Bond '24</b>	
<b>Capital Adjustments - Oregon Zoo</b>	<p><b>\$750,000 decrease due to project schedules</b></p> <p>\$750,000 returned to Zoo Bond '24 contingency. See detail in CIP section.</p>

### WASTE PREVENTION AND ENVIRONMENTAL SERVICES

<b>Community Enhancement Fund</b>	
<b>M&amp;S Increase - Community Enhancement Fund</b>	<p><b>\$495,000 increase in M&amp;S</b></p> <p>Increase expenditures to support disbursement of FY26 grants, which can vary in timing and were not fully known during budget development.</p> <p>Budget increase of \$495,000 will be paid for by Community Enhancement Fund contingency.</p>

## Capital Improvement Plan (CIP) Changes

Below is a list, by department and fund, of each requested budget amendment impacting current years CIP. Associated CIP changes can be found as attachments.

### VISITOR VENUES

<b>OREGON ZOO</b>	
<b>Oregon Zoo Asset Management Fund</b>	
<b>Capital Improvement Plan Updates – Oregon Zoo</b>	<p><b>\$750,000 decrease for projects due to schedule changes</b></p> <p>Two projects have been adjusted due to FY26 schedule changes. Coastal Shores was originally planned to begin spending in FY26, but the start date has shifted to FY27. Elephant Plaza, originally scheduled for FY27, has begun earlier than anticipated and has been added to the FY26 CIP.</p> <p>Several non-budgetary updates have also been made. Project ZB2406 has been renamed from “Zoo Plazas” to “Cascade Terrace/Wildlife Pavilion” to better reflect the scope adopted in the CIP. In addition, project numbers have been updated due to phasing changes: Coastal Shores is now ZB2408 (formerly ZB2407), and Elephant Plaza is now ZB2407.</p> <p>Net decrease to the CIP is (\$750,000).</p>

### PARKS AND NATURE

<b>Parks and Nature Bond Fund</b>	
<b>Capital Improvement Plan Updates – Parks and Nature Bond Fund</b>	<p><b>\$1,265,987 decrease due to year end true-up</b></p> <p>Six projects adjusted to better align budgets with expected FY26 spending.</p> <p>Marine Drive Trail has begun construction, but most work is scheduled for Summer 2026 and will fall under the FY27 CIP.</p> <p>Farmington Paddle Launch Accessibility Improvements and Oxbow Horizontal Drainage – Road Improvements have been delayed and will spend less in FY26 than originally budgeted.</p> <p>Oxbow Pump House Renovation and Oxbow Potable Water System have started slightly ahead of schedule and require additional FY26 funding.</p> <p>Willamette Cove Remedial Design/Remedial Action requires an increase due to additional personnel costs associated with project delivery.</p> <p>The net decrease to the CIP is \$1,265,987</p>

## WASTE PREVENTION AND ENVIRONMENTAL SERVICES

<b>Solid Waste Operations Capital Fund</b>	
<b>Capital Improvement Plan Updates – Solid Waste Operations Capital Fund</b>	<p><b>Adjust and reprioritize projects due to year end true-up</b></p> <p>Four projects adjusted to better align budgets with expected FY26 spending.</p> <p>MSS Bay 2 Concrete Floor is complete but requires additional budget due to increased expenses, primarily from the use of fast-curing concrete selected to minimize closure time.</p> <p>MCS Stormwater System Replacement is underway, and work is progressing faster than anticipated, requiring additional FY26 budget.</p> <p>MSC Bay 1 Concrete Floor remains in planning, and most work will shift to FY27.</p> <p>MSS New Office &amp; Breakroom is nearing completion, with final components underway, requiring additional FY26 funding to cover increased expenses.</p> <p>Net decrease to the CIP is \$0.</p>
<b>Solid Waste Regional System Fee Capital Fund</b>	
<b>Capital Improvement Plan Updates – Solid Waste Regional System Fee Capital Fund</b>	<p>Two projects adjusted to better align budgets with expected FY26 spending.</p> <p>SJL Immediate Bridge Repairs is on-going, and FY26 expenses are projected to be lower than originally budgeted.</p> <p>MSS New Office &amp; Breakroom is nearing completion, with final components underway, requiring additional FY26 funding to cover increased expenses.</p> <p>Net decrease to the CIP is \$0.</p>



# Metro

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

## Agenda #: 5.2

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**File #:** RES 26-5605

**Agenda Date:** 6/25/2026

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**Resolution No. 26-5605** For the Purpose of Approving Fiscal Year 2025-2026 Funding for Grants Funded with the Construction Excise Tax

Serah Breakstone, 2040 Grants Manager

Hau Hagedorn, Community Investments Manager

Staff from Prosper Portland and Northwest Native Chamber, TBD

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL ) RESOLUTION NO. 26-5605  
YEAR 2025-26 FUNDING FOR GRANTS )  
FUNDED WITH THE CONSTRUCTION EXCISE ) Introduced by Chief Operating Officer  
TAX ) Marissa Madrigal in concurrence with  
) Council President Juan Carlos González

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to generate revenue for providing grants to local governments for regional and local planning; and

WHEREAS, on April 12, 2018, the Metro Council adopted Resolution No. 18-4882, which approved additional refinements to the Administrative Rules, providing for the creation of a technical assistance component of the program to facilitate successful implementation of 2040 Planning and Development Grants by providing additional professional expertise as needed to successfully accomplish grant objectives; and

WHEREAS, on December 6, 2018, the Metro Council adopted Ordinance No. 18-1425 which amended Metro Code Chapter 7.04 to remove the provision that the CET sunset in 2020 and implemented additional refinements to the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, on April 11, 2024, the Metro Council adopted Ordinance No. 24-1509 which amended Metro Code Chapter 7.04 to expand the availability of 2040 Planning and Development Grants to include federally recognized Tribes and certain community groups inside unincorporated urban areas; and

WHEREAS, on May 2, 2024, the Metro Chief Operating Officer (COO) approved amendments to the Administrative Rules that govern 2040 Planning and Development Grants to implement the changes to the Metro Code, improve program flexibility, effectiveness, and efficiency, and change the grant cycle from annually to quarterly; and

WHEREAS, on June 26, 2024, the COO established a 2040 Planning and Development Grant Screening Committee (Grant Screening Committee) consisting of eight members with broad expertise in planning and development to provide the COO an assessment of the strength of each grant application in accordance with the criteria set forth in Metro Code Chapter 7.04 and the Administrative Rules; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Administrative Rules, the COO reviewed the recommendations of staff and the Grant Screening Committee, and presented to the Metro Council the COO's recommendations for grant funding for the second quarter cycle of 2026 at a Metro Council meeting on June 25, 2026; and

WHEREAS, the Metro Council has reviewed the recommendation of the COO and the comments provided by the Grant Screening Committee; and

WHEREAS, the Metro Council accepts the COO's recommendation to award funds as described in Exhibit A; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Awards the grants for the Fiscal Year 2025-2026 Quarter 2 grant cycle totaling \$1,972,740, as set forth in the attached Exhibit A, to the identified grant recipients for the projects and amounts listed in Exhibit A; and
2. Authorizes and directs the Metro COO and staff, and the Office of Metro Attorney, to finalize project scoping and grant agreements with the grant recipients, which must set forth milestones and funding disbursement dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 26-5605 and Exhibit A attached hereto.

ADOPTED by the Metro Council this 25th day of June 2026.

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Juan Carlos González, Metro Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

EXHIBIT A  
RESOLUTION 26-5605

**2040 Planning & Development Grant Awards**

**Cycle 26Q2 – June 25, 2026**

<b>Applicant</b>	<b>Project</b>	<b>Award Amount</b>
1. City of Tualatin	Downtown Urban Design Framework	\$ 740,000
2. TriMet	TOD Study Sites – Master Plan and Development Visions	\$ 640,000
3. Columbia River Intertribal Fish Commission/Oregon Museum of Science and Industry	OMSI District Identity Framework	\$ 499,740
4. City of Rivergrove	Planning and Development Code Audit	\$ 93,000
	<b>Total</b>	<b>\$ 1,972,740</b>

IN CONSIDERATION OF RESOLUTION NO. 26-5605, FOR THE PURPOSE OF  
AWARDING 2040 PLANNING AND DEVELOPMENT GRANT FUNDS FOR CYCLE 26Q2

---

Date: June 2, 2026  
Department: Community Investments  
Meeting Date: June 25, 2026

Presenters:  
Hau Hagedorn, Community Investment  
Manager, PD&R  
Serah Breakstone, 2040 Grants Program  
Manager, PD&R

Prepared by: Serah Breakstone, 2040  
Grants Program Manager

Length: 20 minutes

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### **ISSUE STATEMENT**

This report provides a summary of recommendations for 2040 Planning & Development Grant awards for the second quarter cycle of 2026. The process for this cycle included:

- Reminder email sent to 2040 Grants interested parties/stakeholders
- Applicant letters of interest and optional meetings with Metro staff
- Final applications due April 10
- Staff and screening committee evaluations
- Screening committee meeting to develop recommendations for Metro COO
- Metro COO review of committee recommendations and development of recommendation to Metro Council

Metro received four complete applications for this cycle from the Cities of Tualatin and Rivergrove, TriMet, and the Columbia River Intertribal Fish Commission (CRITFC) in partnership with the Oregon Museum of Science and Industry (OMSI).

The Grants Screening Committee met on May 7 and May 21 to discuss their evaluations of the grant applications and recommendation for funding. The committee recommended funding all four applications. The City of Rivergrove proposal was recommended at a reduced funding amount (\$10,000 less than requested) and the TriMet proposal was recommended with some conditions to be addressed during scoping if awarded. The Metro Chief Operating Officer reviewed the committee's recommendations at a meeting on May 28 and endorsed it without changes to the Metro Council.

More details about the grant proposals are provided in Attachment A. The full grant applications can be viewed here: [2040 Grant Applications 26Q2](#)

## **ACTION REQUESTED**

Staff requests that Council consider approving Resolution No. 26-5605 to award 2040 Planning and Development Grants as listed below. This action would authorize expenditure of CET funds and allow staff to work with the grantees to develop final project scopes and execute intergovernmental agreements (IGAs).

<b>Applicant</b>	<b>Project</b>	<b>Award Amount</b>
1. City of Tualatin	Downtown Urban Design Framework	\$ 740,000
2. TriMet	TOD Study Sites – Master Plan and Development Visions	\$ 640,000
3. Columbia River Intertribal Fish Commission/Oregon Museum of Science and Industry	OMSI District Identity Framework	\$ 499,740
4. City of Rivergrove	Planning and Development Code Audit	\$ 93,000

Total recommended funding for this cycle is \$1,971,740. As a reminder, there are two funding cycles left in 2026.

## **IDENTIFIED POLICY OUTCOMES**

The purpose of the 2040 Planning & Development Grants program is to fund planning work in the region that supports Metro’s regional vision for growth. The grants are funded through the construction excise tax (CET) which was established in 2006 with the purpose of funding regional and local planning. The grants are intended to facilitate planning that makes land ready for development, supports economic prosperity, and implements Metro’s long-term plan for livable communities, as outlined in the 2040 Growth Concept. Council’s award of these 2040 grants will facilitate much-needed planning projects across the region.

## **STAFF RECOMMENDATIONS**

Staff recommends that Council approve Resolution No. 26-5605 to award the 2040 grants identified herein.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The proposal recommended for funding support Metro’s goals and strategic priorities in the following ways:

- The Tualatin project will facilitate ongoing work by the city to revitalize downtown Tualatin and provide alignment with the goals of their Core Opportunity and Reinvestment Area Plan (2022) urban renewal district. The goals of the urban renewal district are focused on *“creating a distinct sense of place, expanding housing options, centering multimodal transportation, and strengthening the connection to natural resources, specifically the Tualatin River.”*
- The TriMet project will complete master planning for two underutilized park and ride sites and bring those sites closer to development readiness, facilitating new transit-supportive, mixed-use developments that increase housing supply.

- The CRITFC/OMSI project will unlock development potential in the OMSI district by meeting a City of Portland condition of approval. The OMSI district is planned to be a high-density center for new housing and employment opportunities in Portland's Central City.
- The Rivergrove project will provide funding to one of Metro's smallest local government partners to help them strategize how future development in Rivergrove can support broader regional goals. The project will also help to bring Rivergrove into compliance with recent state and regional requirements related to housing provision and natural resources.

**ATTACHMENTS**

None

ATTACHMENT A  
26Q2 GRANT APPLICATIONS SUMMARY & RECOMMENDATION

Applicant	Project	District	Category	Amount Requested
City of Tualatin	Downtown Urban Design Framework	3	Planning Inside UGB	\$740,000
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>– Project will develop a framework for future development in Tualatin’s downtown core, including new design standards specific to identified subareas.</li> <li>– Builds on two prior phases of work conducted by the city to complete a Downtown Identity Study and create renderings and other visualization tools through University of Oregon’s Sustainable City Program.</li> <li>– City is also planning for the adjacent riverfront park and is requesting a grant from Metro’s Large Scale Community Visions program for capital improvements.</li> <li>– City anticipates contributing over \$200,000 in additional staff time to manage the project.</li> <li>– Letters of support from Tualatin Chamber of Commerce, Community Partners for Affordable Housing, Explore Tualatin Valley, Tualatin Riverkeepers, and Tigard-Tualatin School District</li> </ul> <p><b>Screening Committee Recommendation:</b> Recommend funding at requested amount.</p>				

Applicant	Project	District	Category	Amount Requested
TriMet	TOD Study Sites – Master Plan & Development Vision	3	Planning Inside UGB	\$640,000
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>– Project will develop master plans and development readiness concepts for two underutilized park and ride sites: the Elmonica Park &amp; Ride in Beaverton and the Tigard Park &amp; Ride in Tigard.</li> <li>– Outcomes of this pre-development work include site design concepts, housing capacity analysis, and economic feasibility information for each site, all grounded by community-identified needs and priorities.</li> <li>– This work will result in strategies and site-specific data that enable TriMet to proactively engage with developers to plan for transit-oriented development at these key locations.</li> </ul> <p><b>Screening Committee Recommendation:</b> Recommended funding at the requested amount with the following scope adjustments:</p> <ol style="list-style-type: none"> <li>1. The proposed scope includes conducting an ALTA site survey at each site as part of the due diligence task (cost estimate is \$60,000 for both sites). ALTA surveys are typically considered valid for only six months by lenders and buyers. Given the timeline for the project and the uncertain timeline for development, the survey would likely need to be redone in the future, closer to the time of actual development. The committee recommendation is to remove that line item from the scope of work and shift those dollars to community engagement efforts.</li> <li>2. The proposed budget allocates \$56,000 to community engagement efforts over the life of the project, including development of the engagement plan, multiple advisory group meetings, broad engagement activities in both communities, and targeted engagement with historically underserved communities. The committee recommends that some (or all) of the \$60,000 allocated to the ALTA survey in the proposed budget be reallocated to community engagement to ensure engagement efforts are appropriately funded.</li> </ol>				

ATTACHMENT A  
26Q2 GRANT APPLICATIONS SUMMARY & RECOMMENDATION

Applicant	Project	District	Category	Amount Requested
CRITFC/OMSI	OMSI District Identity Framework	5, 6	Planning Inside UGB	\$499,740
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>- The applicant team submitted a prior application for the third quarter cycle of 2025, which was recommended for revisions and resubmission. The applicant received technical support from Metro to revise the application to resubmit.</li> <li>- Project will create a district identity framework for the OMSI district, to include a cohesive plan for visual, cultural and interpretive elements throughout the district.</li> <li>- The district identity framework is required by City of Portland as a condition of approval for OMSI’s Central City Master Plan (2023). The framework must be approved by Portland through a Type II land use approval and after a Design Advice Request with the Portland Design Commission. The identity framework must be approved before building permits will be issued in the district.</li> <li>- Project includes community engagement and Tribal consultation, as requested by the Portland Design Commission in the condition of approval.</li> <li>- Letters of support provided from OMSI, Prosper Portland, and Northwest Native Chamber.</li> <li>- Application also includes a letter from Portland Permitting &amp; Development indicating support for the proposed scope.</li> </ul> <p><b>Screening Committee Recommendation:</b> Recommend funding at requested amount.</p>				

Applicant	Project	District	Category	Amount Requested
City of Rivergrove	Planning & Development Code Audit	2	Planning Inside UGB	\$103,000
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>- Project will prepare a comprehensive audit of Rivergrove’s Comprehensive Plan and Zoning Code to identify barriers to development, outdated information, and inconsistencies with state law. Outcomes will include an action plan for updating policies and regulations in a second phase of work.</li> <li>- Current development regulations and processes are outdated and result in delays and confusion for developers, city staff, and the planning commission. Certain areas of current code are not consistent with state and regional requirements.</li> <li>- Rivergrove submitted an initial application for funding in the first quarter cycle of this year which was not recommended for funding. The City received technical support to revise the application and resubmit.</li> <li>- City intends to submit another application for 2040 funding to implement the findings of the audit.</li> <li>- Letters of support provided from Washington County, Clackamas County, and Bateman-Seidel (city attorney for Rivergrove)</li> </ul> <p><b>Screening Committee Recommendation:</b> Recommended funding at reduced amount of \$93,000. The committee suggested removing work on a phase two grant application as part of this project. Technical support will be available if Rivergrove needs support developing a future application that aligns with Metro’s goals.</p>				



# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
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Agenda #: 6.1

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**File #:** ORD 26-1545

**Agenda Date:**6/11/2026

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**Ordinance No. 26-1545** For the Purpose of Annexing to the Metro District Approximately 29 Acres in Hillsboro Along Northeast Evergreen Road and Northwest 273rd Avenue

Glen Hamburg (he/him), Senior Regional Planner

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

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

ADOPTED by the Metro Council this 25th day of June 2026.

\_\_\_\_\_  
Juan Carlos Gonzalez, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Georgia Langer, Recording Secretary

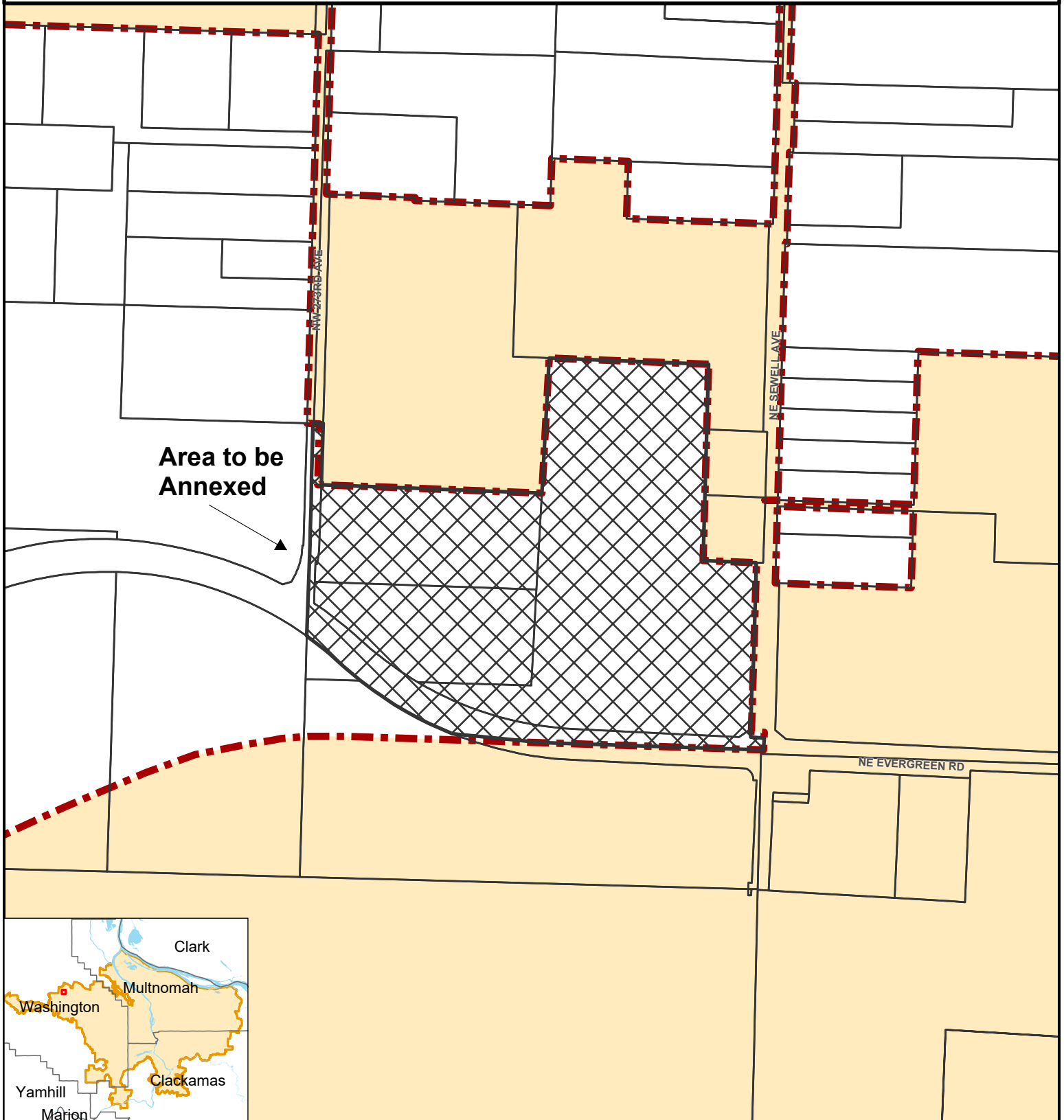
\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

# Proposal No. AN0326

1N2W20




Annexation to the Metro Service District

Washington County

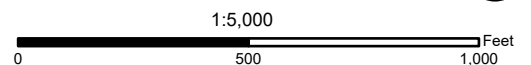


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<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0326



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## STAFF REPORT

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

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

Prepared by: Glen Hamburg  
Senior Regional Planner

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### BACKGROUND

CASE: AN0326, Annexation to Metro Boundary

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

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

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

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

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

### APPLICABLE REVIEW CRITERIA

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

#### *3.09.070 Changes to the Metro Boundary*

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

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

#### Staff Response:

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

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

**Staff Response:**

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

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

**Staff Response:**

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

## **ANALYSIS/INFORMATION**

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

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

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

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

## **RECOMMENDED ACTION**

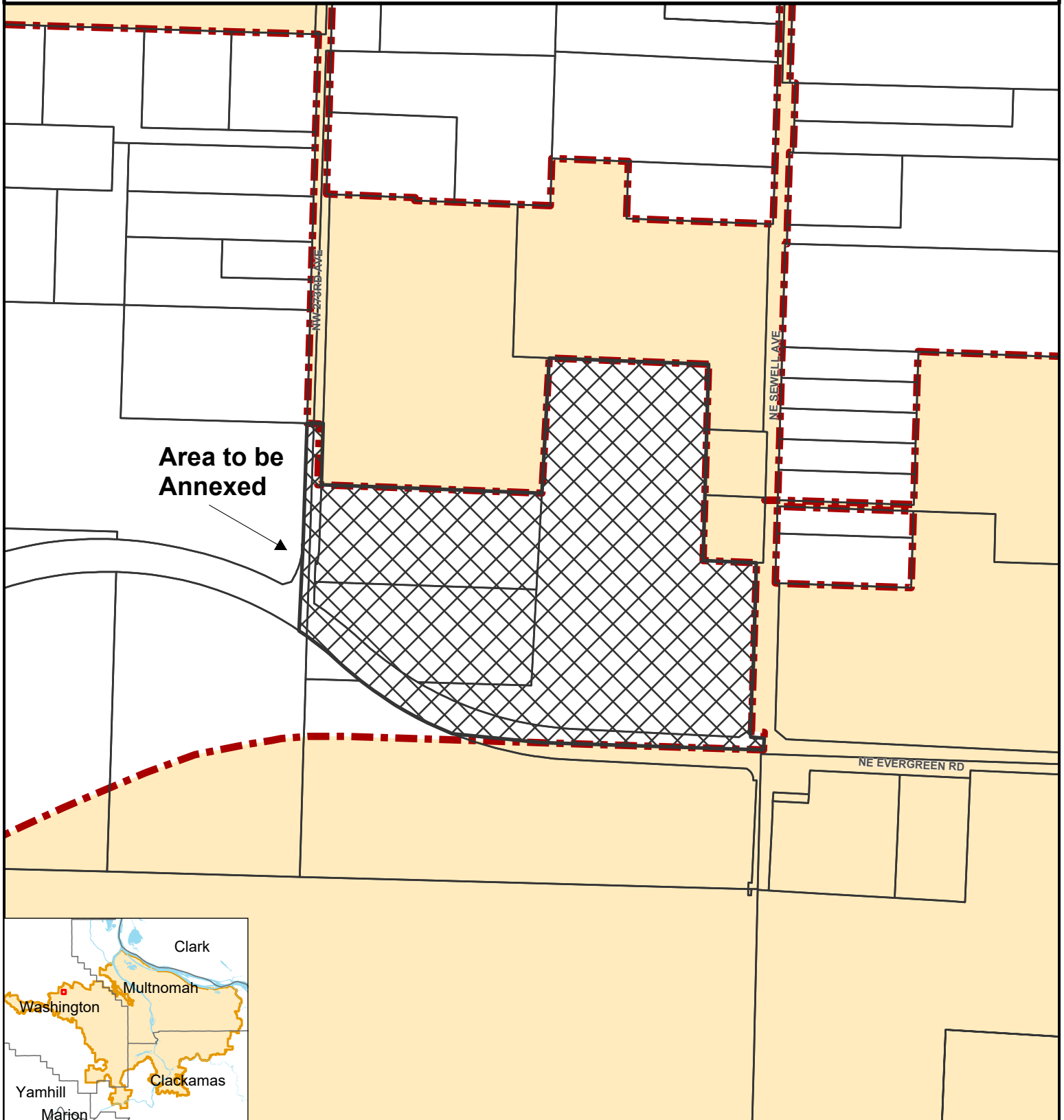
Staff recommends adoption of Ordinance No. 26-1545.

# Proposal No. AN0326

1N2W20

Annexation to the Metro Service District

Washington County






Area to be Annexed



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(503) 797-1742

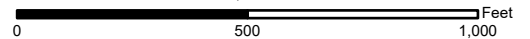
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0326



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# Metro

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Agenda #: 6.3

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**File #:** ORD 26-1546

**Agenda Date:**6/11/2026

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

Glen Hamburg (he/him), Senior Regional Planner

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

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

ADOPTED by the Metro Council this \_\_\_ day of June 2026.

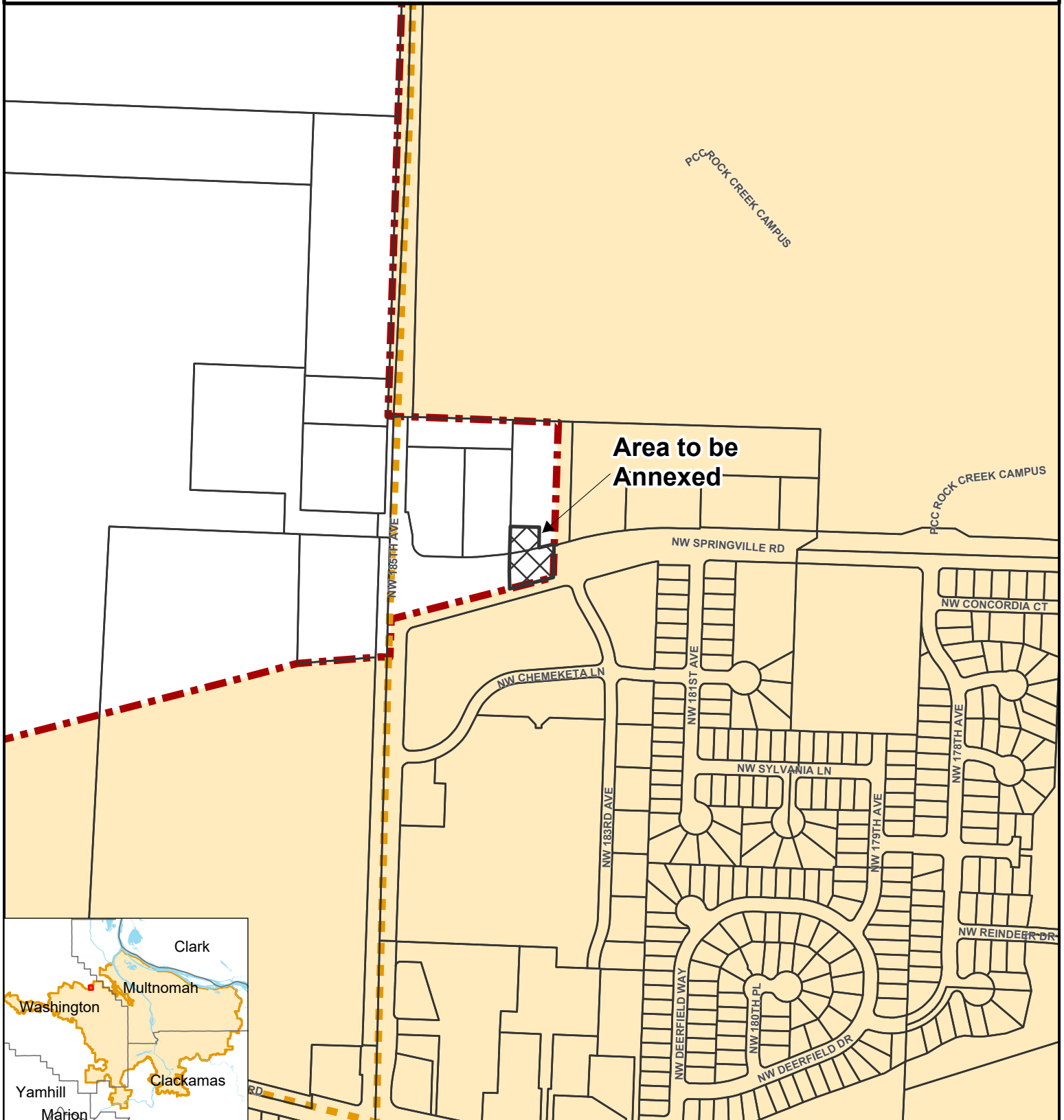
\_\_\_\_\_  
Juan Carlos Gonzalez, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Georgia Langer, Recording Secretary




\_\_\_\_\_  
Carrie MacLaren, Metro Attorney



Area to be Annexed



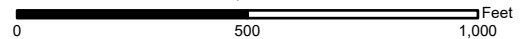
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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

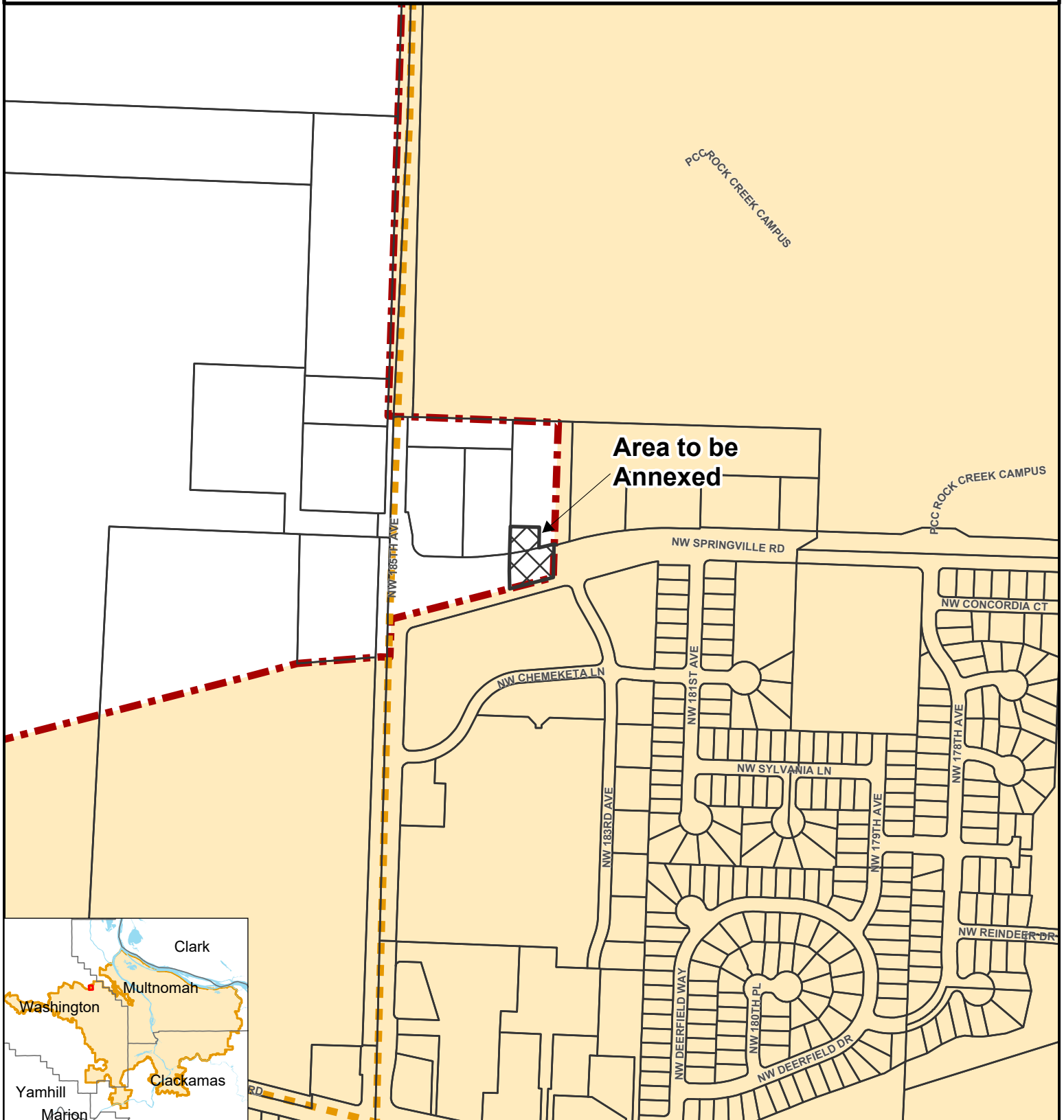
Proposal No. AN0426



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Area to be Annexed



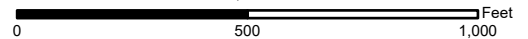
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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0426



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## STAFF REPORT

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

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

Prepared by: Glen Hamburg  
Senior Regional Planner

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### BACKGROUND

CASE: AN0426, Annexation to Metro Boundary

PETITIONER: Nga Nguy  
13362 SW 136<sup>th</sup> Pl.  
Tigard, OR 97223

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

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

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

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

### APPLICABLE REVIEW CRITERIA

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

#### *3.09.070 Changes to the Metro Boundary*

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

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

#### Staff Response:

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

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

**Staff Response:**

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

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

**Staff Response:**

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

## **ANALYSIS/INFORMATION**

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

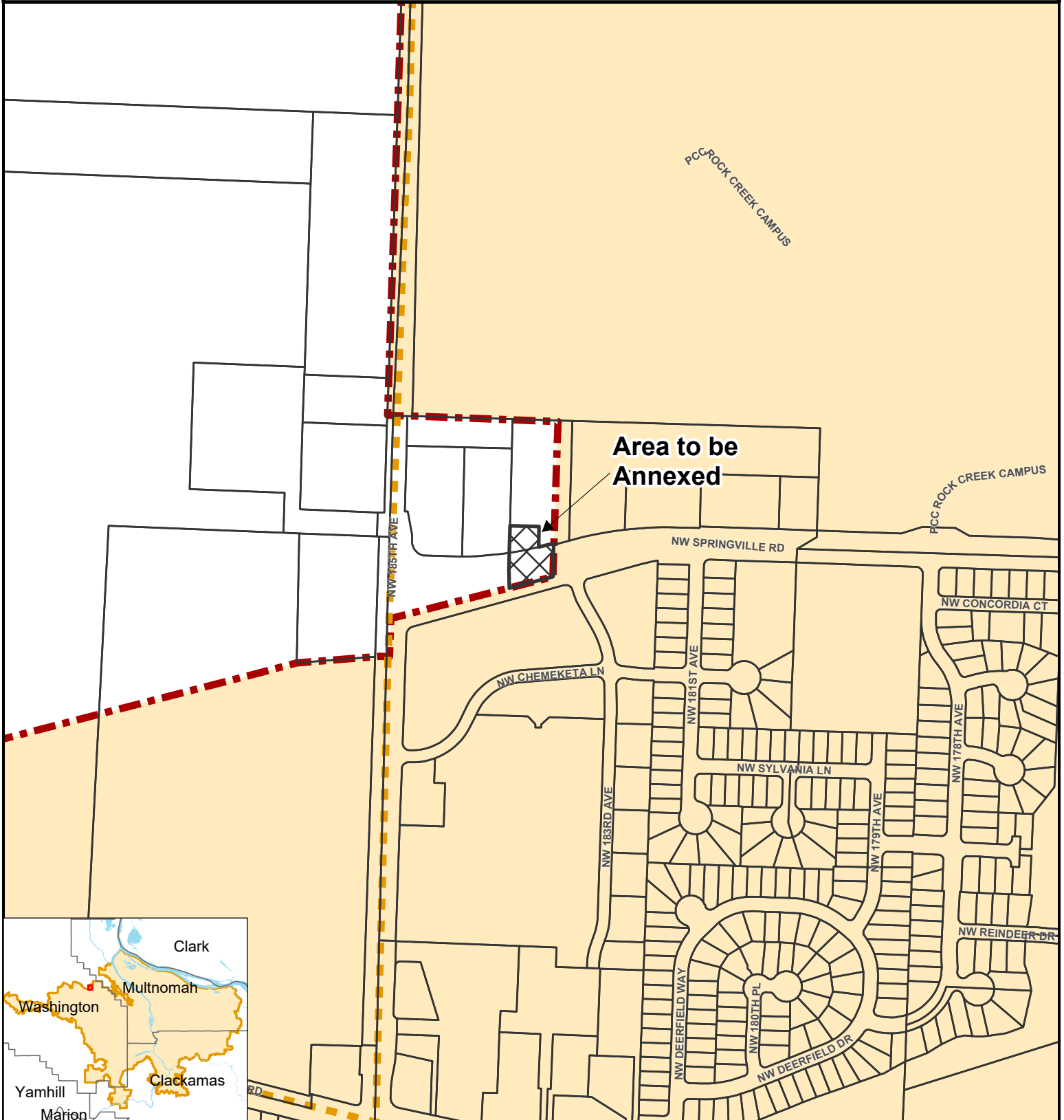
**Legal Antecedents:** Metro Code section 3.09.070 allows for annexation to the Metro boundary.

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

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




## **RECOMMENDED ACTION**

Staff recommends adoption of Ordinance No. 26-1546.



Research Center  
 600 NE Grand Ave  
 Portland, OR 97232-2736  
 (503) 797-1742

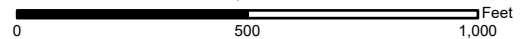
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0426



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Metro

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

Agenda #: 6.2

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**File #:** ORD 26-1547

**Agenda Date:**6/25/2026

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**Ordinance No. 26-1547 For the Purpose of Adding One Member to the Supportive Housing Services Regional Policy and Oversight Committee**

Liam Frost (he/him), Housing Director



WHEREAS, the Council finds the addition of a new voting member with knowledge and expertise in tribal governance structures, eligibility requirements, and homeless service systems and housing-related resources for American Indian and Alaska Native people, federally recognized tribes, or urban Indigenous communities experiencing homelessness will provide valuable context to the Committee; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Section 2.19.280 (Supportive Housing Services Regional Policy and Oversight Committee) is amended to add one additional voting committee member with specific knowledge and expertise in serving American Indian/Alaska Native, tribal, and urban Indigenous communities experiencing homelessness as set forth in the attached Exhibit A; and
2. The Metro Attorney is directed to prepare a conforming amendment of the Committee Bylaws for Council consideration and adoption by resolution no later than October 13, 2026.

ADOPTED by the Metro Council this 2nd day of July 2026.

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Juan Carlos González, Council President

Attest:

Approved as to Form:

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Georgia Langer, Recording Secretary

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Carrie MacLaren, Metro Attorney

The Metro Code Section below is amended as shown with underlined text representing inserted text and ~~struck through~~ text representing deleted text.

**2.19.280 Supportive Housing Services Regional Policy and Oversight Committee**

- (a) **Committee Established.** A 2321-member Supportive Housing Services Regional Policy and Oversight Committee (the “SHS RPOC” or “Committee”) will provide oversight, planning, and regional coordination for the Supportive Housing Services Program.
  
- (b) **Purpose and Authority.** The purpose and authority of the Committee is to:
  - (1) Evaluate local implementation plans, and make and submit to Metro Council recommendations to advance program goals and support guiding principles;
  - (2) Accept and review annual reports from Local Implementation Partners for consistency with approved local implementation plans;
  - (3) Monitor financial aspects of program administration, including review of program expenditures;
  - (4) Provide an annual report and presentation to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing SHS Program performance, challenges, and outcomes;
  - (5) Establish and submit to Metro Council for adoption regional key performance indicators, key environmental indicators, and SHS Program goals;
  - (6) Periodically review and submit to the Metro Council for adoption updates to the regional coordination plan, incorporating adopted regional strategies, metrics and goals, and establishing how funds dedicated for regional investments pursuant to Metro Code Section 11.01.180 (the “Regional Investment Strategy Fund”) may be used;
  - (7) Review and recommend to Metro Council for approval proposals from Local Implementation Partners to make investments from the Regional Strategy Investment Fund;
  - (8) Develop and recommend to Metro Council for approval of guidance to Local Implementation Partners on the implementation of strategies to achieve regional goals and outcomes;
  - (9) Monitor the implementation of the regional coordination plan, including the financial investments by the Local Implementation Partners from the Regional Strategy Investment Fund; and
  - (10) Perform other duties and functions that Metro Council may prescribe.
  
- (c) **Membership.** The Committee is composed of 2322 members, including local jurisdictions, homelessness experts, and other representatives:

- (1) Voting Members

Metro	3
Clackamas County	1
Multnomah County	1
Washington County	1

City of Portland	1
Cities of Clackamas County	1
Cities of Multnomah County	1
Cities of Washington County	1
Homeless services experts (including permanent supportive housing, shelter/transitional housing, recovery system, family system)	3
<u>Homeless services and housing expert with specific knowledge and expertise serving American Indian/Alaska Native, tribal, and urban Indigenous communities</u>	<u>1</u>
Coordinated care organization representative	1
Culturally specific services coalition representative	1
Housing/homeless services coalition representative	1
Business coalition representative	1
Justice system representative	1
<hr/> Total	<hr/> 1948

(2) Non-Voting Members

State of Oregon agency representative from Oregon Housing and Community Services department	1
TriMet	1
Philanthropic organization representative	1
Housing provider representative (e.g., Housing Authority or Community Development Corporation)	1
<hr/> Total	<hr/> 4

(3) Alternates may be appointed to serve in the absence of members.

(4) Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction, agency, or organization (as applicable).

(d) **Membership Attributes.** The Committee’s membership will include a broad range of personal and professional experience, including people with lived experience of homelessness or housing instability, and will reflect the geographical diversity of the region. In addition, for the initial appointments in 2026, the Metro Council President will give preference to individuals and representatives who recently served on the SHS Regional Oversight Committee or the Tri-County Planning Body.

(e) **Chair.** A Metro Councilor will serve as Chair of the Committee.

(f) **Appointment of Members.** Notwithstanding the provisions of Section 2.19.030, appointments to the Committee are as follows:

(1) Members and alternates from Clackamas, Multnomah, and Washington counties and the City of Portland will be elected officials from those jurisdictions and will be appointed by the consensus of the mayors of those cities developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions. In the event the member’s position is vacated, the alternate will automatically become the member will complete the original term of

office. The member and alternate will periodically consult and coordinate with the cities within their region.

- (2) Members and alternates from the State of Oregon Housing and Community Services department will be a principal staff person representative of the agency and will be appointed by the Governor.
- (3) Members and alternatives from TriMet will be a principal staff person appointed by the president of the board.
- (4) All other members and alternates will be appointed by the Council President and confirmed by the Metro Council. At least one member will live or work in each Metro Council district.

(g) **Terms.** Notwithstanding the provisions of Section 2.19.030:

- (1) Initial terms will commence April 1, 2026, and will run through January 31, 2028. Thereafter, all appointments will be for a term of two years, commencing February 1 of each even-numbered year.
- (2) Members and alternates may also be appointed to fill the remaining portion of a term not to exceed two years.
- (3) No person may be appointed to serve more than two consecutive full two-year terms.
- (4) The limitations in subsection (3) of this section do not apply to city or county jurisdictional representatives or employees of public agencies serving as the representative of their public employer.

(h) **Meetings.** The committee will meet no less than quarterly and more frequently as determined by the Committee Chair.

(i) **Quorum.** A majority of the voting members (or designated alternates) of the full Committee (10 of 23~~22~~ members) constitutes a quorum for the conduct of business.

(j) **Bylaws.** Metro Council may by resolution establish bylaws governing the Committee's meeting conduct, officers and duties, impartiality and conflict of interest rules, and other procedures.

(k) **Review.** Metro Council may conduct periodic annual reviews of the Committee's role and effectiveness. The first review will take place no later than April 2027.

IN CONSIDERATION OF ORDINANCE NO. 26-1547 FOR THE PURPOSE OF ADDING ONE VOTING MEMBER TO THE SUPPORTIVE HOUSING SERVICES REGIONAL POLICY AND OVERSIGHT COMMITTEE

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**Date:** June 12, 2026

**Department:** Housing

**Meeting Date:** June 25, 2026

**Presenters:** Liam Frost (he/him),  
*Housing Director*

**Prepared by:**

Alice Hodge (she/her), *Council Liaison*,  
[alice.hodge@oregonmetro.gov](mailto:alice.hodge@oregonmetro.gov)

**Length:** 30 minutes

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## **ISSUE STATEMENT**

Ordinance No. 26-1547 adds one new voting member to the Supportive Housing Services Regional Policy and Oversight Committee (“SHS RPOC” or “Committee”). This new member must have specific knowledge and expertise serving American Indian/Alaska Native, tribal, and urban Indigenous communities experiencing homelessness.

This new committee seat will be appointed by the Metro Council President, confirmed by the Metro Council. Metro staff will provide Metro Council President appointment recommendations through a competitive recruitment process.

## **Committee membership**

Adoption of this ordinance would increase SHS RPOC membership to 23 total members. The Committee would consist of 19 voting members, including nine non-elected voting members and 10 elected voting members, as well as four non-voting members.

## **ACTION REQUESTED**

Adopt Ordinance No. 26-1547, adding one new voting member to serve a two-year term on the Committee.

## **IDENTIFIED POLICY OUTCOMES**

Council adoption of Ordinance No. 26-1547 will add one new voting member to SHS PROC. This new member will be appointed by Metro Council President and subject to Metro Council confirmation as laid out in in Metro Code Section 2.19.280.

## **STAFF RECOMMENDATIONS**

Adopt Ordinance No. 26-1547.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Knowledge and expertise in tribal governance structures, eligibility requirements, homeless service systems and housing-related resources for American Indian or Alaska Native people, federally recognized tribes or Indigenous communities experiencing homelessness will provide valuable context to the SHS Regional Policy and Oversight Committee.

According to the 2025 Metro regional Point-in-Time Count, homelessness among the American Indian/Alaska Native community increased by 118%, a disproportionately high rate compared with other demographic groups. Previous Point-in-Time Counts, including the 2023 count, also identified disproportionately high rates of homelessness among American Indian/Alaska Native individuals in Multnomah County. Together, these data indicate that homelessness within the American Indian/Alaska Native communities is a significant issue for regional planning and policy discussions.

Federally recognized tribes are sovereign nations with a government-to-government relationship with the United States recognized under federal law. As sovereign governments, tribes administer a range of housing, health, and social service programs for eligible, enrolled tribe members and, in some cases, their descendants. Familiarity with these systems and resources—including programs such as the HUD 184 Loan Guarantee Program and HUD-VASH—can help provide a more complete understanding of the housing and service landscape available to American Indian/Alaska Native, tribal, and urban Indigenous communities.

Many American Indian/Alaska Native, tribal, and urban Indigenous people and families may access a combination of tribal, federal, state, local, and community-based resources to address housing needs. Consideration of how these systems interact with SHS will help inform regional efforts to understand and respond to homelessness within these communities.

### **Legal antecedents**

This resolution is based on Ordinance No. 25-1539, adopted by Metro Council on December 16, 2025, which establishes the SHS RPOC effective April 1, 2026 (codified at Metro Code Section 2.19.280).

Additional legislation passed by the Metro Council related to this resolution includes:

- **Resolution No. 25-5534**, adopted on December 16, 2025, approves the SHS Reforms Work Plan, including an implementation plan outline for the SHS RPOC.
- **Resolution No. 26-5567**, adopted on March 12, 2026, establishes oversight and accountability measures, as well as agenda priorities, for the SHS RPOC.
- **Resolution No. 26-5572**, adopted on April 7, 2026, confirms SHS RPOC members appointed by Acting Metro Council President Hwang.

- **Resolution No. 26-5601**, adopted on April 30, 2026, adopting Bylaws for the Supportive Housing Services Regional Policy and Oversight Committee.

### **Recruitment and outreach**

This member will be selected through an open, competitive application process. Following adoption of Ordinance No. 26-1547, staff from Metro’s Housing Department, Council Office, and Tribal Affairs program will launch and manage the recruitment process.

Metro’s Tribal Affairs program developed an outreach strategy that includes notifying federally recognized tribes, local Native communities and organizations, the Portland Indian Leaders Roundtable listserv, and other relevant stakeholders about the opportunity and encouraging qualified individuals to apply. Metro will keep the application period open for 60 days to provide Tribes with sufficient time to conduct their own processes for identifying and supporting candidates.

After the application period closes, staff will review applications and provide recommendations to Metro Council President González. The Council President will appoint a candidate, subject to confirmation by the Metro Council.

In addition, the Metro Attorney will prepare a conforming amendment to the Committee Bylaws, for Council consideration and adoption prior to the October Committee meeting.

### **BACKGROUND**

SHS RPOC serves as the regional governance body for the Supportive Housing Services measure. The committee’s responsibilities include regional oversight and accountability for the fund, ensuring the fund is fulfilling its goals, guiding regional coordination, and approving regional investments guided by the goals and recommendations of the former Tri-County Planning Body.

Committee membership is composed of local jurisdictions, homelessness experts and other representatives. It includes community members with diverse personal and professional experience and expertise, including people with experience of housing instability and homelessness. Upon adoption of this Ordinance, there will be 19 voting members and four non-voting members.