



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

## Council meeting agenda

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Thursday, April 11, 2024

10:30 AM

Metro Regional Center, Council Chamber,  
<https://zoom.us/j/615079992> Webinar ID:  
615 079 992 or 888-475-4499 (toll free)  
[https://www.youtube.com/live/xziAdbE\\_-hE?si=yqprl1OV39KDuCLN](https://www.youtube.com/live/xziAdbE_-hE?si=yqprl1OV39KDuCLN)

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

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](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. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of 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 joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. **Consent Agenda**

- 3.1 Resolution No. 24-5395 For the Purpose of Adding a New ODOT Carbon Funded Signal System Project Grouping to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements

[RES 24-5395](#)

Attachments: [Resolution No. 24-5395](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)

- 3.2 Resolution No. 24-5401 For the Purpose of Confirming the Reappointment of One Member and Appointment of One New Member to the Metro Audit Committee [RES 24-5401](#)  
Attachments: [Resolution No. 24-5401](#)  
[Exhibit A](#)  
[Staff Report](#)

**4. Ordinances (Second Reading and Vote)**

- 4.1 Ordinance No 24-1509 For the Purpose of Amending Metro Code Chapter 7.04 to Expand Eligible Recipients of 2040 Planning and Development Grants and Allow Allocation of CET Funds to Community Placemaking Grant Program [ORD 24-1509](#)  
  
Presenter(s): Eryn Kehe, Urban Policy & Development Manager, Metro  
Serah Breakstone, 2040 Grants Manager, Metro  
  
Attachments: [Ordinance No. 24-1509](#)  
[Exhibit A](#)  
[Staff Report](#)

- 4.2 Ordinance No. 24-1508 For the Purpose of Amending Metro Code Section 5.05.055 to Allow the Disposal of Cleanup Material at a Limited Capacity Landfill Under Certain Conditions [ORD 24-1508](#)  
  
Presenter(s): Will Ennis (he/him), Senior Solid Waste Planner, Metro  
Warren Johnson (he/him), Policy & Compliance Director, Metro  
  
Attachments: [Ordinance No. 24-1508](#)  
[Exhibit A](#)  
[Staff Report](#)

**5. Other Business**

- 5.1 Presentation of the FY 2024-25 Proposed Budget and Budget Message [24-6038](#)

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

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

- 5.1.1 5.1.1 Public Hearing on the Proposed Budget

- 5.2 Department Budget Presentations: Housing, Waste Prevention and Environmental Services [24-6039](#)

Presenter(s): Marissa Madrigal, Metro COO  
Patricia Rojas, Housing Director  
Marta McGuire, Waste Prevention and Environmental Services

Attachments: [Staff Report](#)

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

# Metro respects civil rights

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### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщощо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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 ថ្ងៃច័ន្ទ) ។ ប្រសិនបើលោកអ្នក មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែសម្រាប់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

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### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntxuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.



**Resolution No. 24-5395 For the Purpose of Adding a New  
ODOT Carbon Funded Signal System Project Grouping to  
the 2024-27 MTIP to Meet Federal Transportation Project  
Delivery Requirements**  
*Consent*

Metro Council Meeting  
Thursday, April 11, 2024

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING A NEW</b>	)	RESOLUTION NO. 24-5395
<b>ODOT CARBON FUNDED SIGNAL SYSTEM</b>	)	
<b>PROJECT GROUPING TO THE 2024-27</b>	)	Introduced by: Chief Operating
<b>MTIP TO MEET FEDERAL</b>	)	Officer Marissa Madrigal in
<b>TRANSPORTATION PROJECT DELIVERY</b>	)	concurrence with Council President
<b>REQUIREMENTS</b>	)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, ODOT’s Statewide Carbon Reduction Strategy Plan was created in response to the new requirements in the Bipartisan Infrastructure Law to develop reduction strategies to support efforts and identify projects and strategies to support the reduction of transportation emissions; and

WHEREAS, ODOT has approved \$896,672 of federally appropriated Carbon Reduction Program funds plus state matching funds for a total of \$999,300 from their Carbon Reduction Strategy Plan supporting signal system upgrades; and

WHEREAS, the new Signal System upgrade project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for the new project; and

WHEREAS, the programming updates to add ODOT's new Signal System upgrade project to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on March 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 21, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add ODOT's new Carbon funded Signal System upgrade project as stated within Exhibit A to complete required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this \_\_\_ day of \_\_\_\_\_ 2024.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**March FFY 2024 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: MR24-06-MAR**

The March Federal Fiscal Year 2024 Formal MTIP Amendment adds a new ODOT Carbon funded project grouping bucket (PGB) to the MTIP to meet federal transportation delivery requirements.

- **Key 22546 - Portland & Surrounding Areas Signal System (ODOT):** New Project. The formal amendment adds to new PGB to the 2024-27 MTIP. The PGB is a region-wide revenue bucket across the Metro MPA three-county regional area. The PGB contains Carbon funding to be used for later awarded eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and the carbon footprint. The Carbon funding is being split off from ODOT’s Statewide Carbon PGB in Key 23087).

The Exhibit A Table starting below contains a more detailed summary of the changes and programming actions.

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 24-5395**

March FFY 2024 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: MR24-06-MAR  
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Project Cancellations: No cancellations or removals from the MTIP as part of the March 2024 Formal Amendment</b>				
None				

Category: New Projects				
(#1) ODOT Key # <b>23546</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland &amp; Surrounding Areas Signal System</b>	Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new ODOT Carbon funded Project Grouping Bucket (PGB) supporting later awarded signal system upgrade projects. The Carbon funds originate from Key 23087. The funding is being split off Key 23087 and transferred to this project.
Category: Amendments to Existing Projects				
None				

Proposed Amendment Review and Approval Steps:

- Tuesday, February 27, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, March 1, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, March 21, 2024: JPACT meeting.
- Wednesday March 27, 2024: End 30-day Public Comment period.
- Thursday, April 11, 2024: Final approval from Metro Council anticipated.
- Mid-May 2024: Estimated final USDOT amendment approvals occur.



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new CRP funded Signal  
 Systems PGB to the MTIP

**Project #1**

Project Details Summary							
ODOT Key #	23546	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MR24-06-MAR		STIP Amendment ID:		24-27-0480	

Summary of Amendment Changes Occurring:  
 The formal amendment adds the new Regional Carbon funded Signal System upgrade project grouping bucket(PGB) to the MTIP. The Carbon funds are being split off of a statewide carbon PGB in Key 23087. The action is also consistent with prior OTC action approving the ODOT Carbon Reduction Strategy plan.

Project Name:	<b>Portland &amp; Surrounding Areas Signal System</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

**Short Description:**  
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

**MTIP Detailed Description (Internal Metro use only):**  
 Through out the Metro MPA three-county regional area, award eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and carbon footprint. (ODOT Carbon fund not Metro allocated CRP funds. Key 23546 Carbon is split from non-MPO Key 23087)

**STIP Description:**  
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
Carbon	Y601	2024		\$ 484,004					\$ 484,004
Carbon	Y601	2025					\$ 340,884		\$ 340,884
Carbon	Y601	2026						\$ 71,784	\$ 71,784
<b>Federal Totals:</b>			\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State - HB2017	S070	2024		\$ 55,396					\$ 55,396
State - HB2017	S070	2025					\$ 39,016		\$ 39,016
State - HB2017	S070	2026						\$ 8,216	\$ 8,216
<b>State Totals:</b>			\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628

The ODOT Financial Plan/Actual Amounts identifies the origin of the State funds from HB2017

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Total Estimated Project Cost \$ 999,300  
Total Cost in Year of Expenditure: \$ 999,300



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672
State	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	48.4%	0.0%	0.0%	34.1%	7.2%	89.73%
State	0.0%	5.5%	0.0%	0.0%	3.9%	0.8%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	54.0%	0.0%	0.0%	38.0%	8.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT approved Carbon Reduction (CRP) federal funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds new approved CRP funds.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via STIP Impacts Worksheet and prior approved OTC action.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N/A - Regional PGB		N/A - Regional PGB		N/A - Regional PGB

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

**Anticipated Required Performance Measurements Monitoring**

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes The new PGB is region-wide. Specific eligible projects will awarded funding and split off from the PGB
			<b>X</b>				

**RTP Air Quality Conformity and Transportation Modeling Designations**

Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project The new project is being added to the MTIP as an approved Carbon Reduction Program Project Grouping Bucket 9PGB) supporting later eligible signal system upgrade projects.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</b>
Exemption Reference:	<b>40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects. 40 CFR 93.127, Table 3 - Intersection signalization projects at Individual intersections</b>
Was an air analysis required as part of RTP inclusion?	<b>No. However, the specific projects awarded State Carbon funding will be assessed for their carbon reduction impact as part of the RTP's Climate Action and Resilience goal.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is a region-wide revenue-project grouping bucket. ODOT will split off specific eligible signal system upgrade projects which will also contain their carbon reduction impacts.</b>
RTP Constrained Project ID and Name:	<b>ID# 12095 - Safety &amp; Operations Projects: 2023-2030</b>
RTP Project Description:	<b>Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Regional CRP revenue project grouping bucket (PGB)
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goals: <u><b>Goal #2 - Safe System</b></u> Objective 2.1 - Vision Zero Eliminate fatal and severe injury crashes for all modes of travel by 2035.  <u><b>Goal #5 - Climate Action and Resilience</b></u> Objective 5.1 – Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capital in order to slow climate change.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be February 27, 2024 to March 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes: N/A

**Fund Codes References**

Carbon	Federal funds appropriated to the State DOT with the overall purpose to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General State funds committed to a project usually to cover the required minimum match requirement to the federal funds.
State - HB2017	State funds committed to eligible projects that originate from the Oregon approved HB2017 Legislation. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.

Key 23546 is a Regional Project Grouping Bucket.



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	539,400.00	89.73%	484,003.62	10.27%	55,396.38	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>539,400.00</b>		<b>484,003.62</b>		<b>55,396.38</b>		<b>0.00</b>
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	379,900.00	89.73%	340,884.27	10.27%	39,015.73	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>379,900.00</b>		<b>340,884.27</b>		<b>39,015.73</b>		<b>0.00</b>
OT	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>80,000.00</b>		<b>71,784.00</b>		<b>8,216.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>896,671.89</b>		<b>102,628.11</b>		<b>0.00</b>

**Most Recent Approved Amendment**  
 Amendment No: **21-24-2789** Approval Date: **12/15/2022**  
 Requested Action: **Add new project, using PROTECT planning program funds.**

**Name: Carbon Reduction Program; Small Urban and Rural 22-24** Key: **23087**  
 Description: **Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.** Region: **6**  
 MPO: **Non-MPO** Work Type: **OP-CARBON**  
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

**Location(s)-**

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

**Current Project Estimate**

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0708** Approval Date: **1/12/2024**  
 Requested Action: **Reduce project by \$6,191,283.20, funds previously allocated to projects.**



# Memo

Date: March 23, 2024  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request

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## FORMAL MTIP AMENDMENT STAFF REPORT

### Amendment Purpose Statement

#### **FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS**

### BACKGROUND

#### **What This Is - Amendment Summary:**

The March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds one new ODOT project. The project is a project grouping bucket (PGB) containing approved Carbon funding to be committed to later approved signal system upgrade projects.

#### **What is the requested action?**

**JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.**

A summary of the project is included below:

- **Key 23546 - Portland & Surrounding Areas Signal System:**
  - Lead Agency: ODOT
  - Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.
  - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
  - Added Notes:
    - Key 23546 is authorized a total of \$896,672 of ODOT approved federal Carbon funds.
    - The federal minimum match is 10.27% which result in a project total programming amount of \$999,300.



- The federal funds originate from an existing statewide Carbon PGB in Key 23087. \$896,672 of Carbon funds (plus match) are being split off of Key 23087 and re-programmed to a Region 1 (within the Metro MPA boundary) signal intersections system upgrade bucket.
- Attachment 1 contains a more detailed description and locations for the final authorized signal upgrades within the project grouping bucket.

Most Recent Approved Amendment							
Amendment No: 21-24-2789				Approval Date: 12/16/2022			
Requested Action: Add new project, using PROTECT planning program funds.							
Name: Carbon Reduction Program; Small Urban and Rural 22-24						Key: 23087	
Description: Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.							Region: 6
MPO: Non-MPO			Work Type: OP-CARBON				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0708				Approval Date: 1/12/2024			
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.							

○ ODOT Carbon Program:

- The Oregon Transportation Commission approved ODOT's Carbon Reduction Program (CRP) last September 14, 2023. ODOT's CRP outlines the carbon reduction goals and outcomes the funding will provide.



State of Oregon  
Carbon Reduction Strategy



AUGUST 2023

- From the Executive Summary:

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy

every four years. The Bipartisan Infrastructure Law requires carbon reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with the Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT

conducted an internal project selection process for the Statewide funding.

**TPAC March 1, 2024 Meeting Summary:**

TPAC received their official MTIP amendment notification on March 1, 2024. Ken Lobeck provided an overview of the amendment bundle contents and a brief overview of how some projects are programmed using the project grouping bucket (PGB) logic.

Jamie Lorenzini, representing Clackamas County cities asked if the specific signal intersection locations have been identified. She added that the project name seemed a little vague and if more details are available. Ken Lobeck, Metro staff, answered that at the time programming submission, the specific locations had not been defined and provided as part of the programming submission. Neelam Dora, ODOT clarified this stating that specific corridors now have been identified along with the target intersections. She described that the funding will various traffic signal upgrades and provided a few examples.

With no further discussion, TPAC provide an unanimous approval recommendation to JPACT to approve Resolution 24-5395 to add the new ODOT Signal System upgrade project.

Added Note: After the MTIP amendment item, Ken Lobeck contacted the ODOT Region 1 STIP Coordinator and requested a project location list confirmation. Per the Region 1 STIP Coordinator, the below locations are currently identified as the target site locations for the Carbon funding in the project grouping bucket.

Target locations include:

- Tualatin Valley Hwy between 20th Ave and 26th Ave
- SW 72nd Ave at OR217 interchange
- Tualatin Valley Hwy downtown Hillsboro
- Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St
- Pacific Hwy between SW 64th Ave and SW Fischer Rd.

**JPACT March 21, 2024 Meeting Summary:**

The March FFY 2024 Formal MTIP Amendment under Resolution 24-5395 was included on the JPACT Consent Calendar. JPACT members moved and unanimously approved the Consent Calendar without discussion.

Added Notes: Between the TPAC March 1<sup>st</sup> meeting and the JPACT meeting, follow-on questions emerged about the signal upgrade locations. The initial list noted above has been expanded to seven locations. They include the following:

1. **Tualatin Valley Hwy (OR8) #029 – 3 signals between 20th Ave and 26th Ave** (MP 15.72-16.06) *Sherwood, Washington County*
2. **SW 72nd Ave #144 – 3 signals at OR217 interchange (MP 6.59-6.74)** *Tigard, Washington County*

3. **Tualatin Valley Hwy (OR8) #029 – 13 signals at downtown Hillsboro couplet (MP 12.69-13.92)** *Hillsboro, Washington County*
4. **Beaverton-Tualatin Hwy (OR141) #141 – 6 signals between SW Hunziker Rd and SW Sattler St (MP 5.25-6.66)** *Tigard, Washington County*
5. **Pacific Hwy (OR99W) #091 – 22 signals between SW 64th Ave and SW Fischer Rd (MP 7.56-11.92)** *Tigard, Washington & Multnomah Counties*
6. **Pacific Hwy (OR99W) #091 – 5 signals between SW Langer Farms Pkwy and SW Sunset Blvd (MP 14.67-16.67)** *Sherwood, Washington County*
7. **Clackamas Hwy (OR212/224) #171 – 10 signals between I-205 SB ramp and Rock Creek Junction (MP 4.89-8.20)** *Happy Valley, Clackamas County*

**Additional descriptive details about the seven locations are now included as Attachment 1 to the staff report.** Final note: The use of project grouping buckets allows flexibility with the final approved projects within the bucket. The number of projects and locations can change within the bucket prior to the construction. This is normal and expected when project grouping buckets are utilized. They were specifically authorized to help minimize small and individual project MTIP and STIP programming requirements along with ongoing nickel-and-dime amendments. The overall purpose of the project grouping bucket is to provide additional flexibility in the delivery process without the MTIP and STIP becoming a barrier to the delivery process.

## **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.

- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2024 Formal MTIP amendment (MR24-06-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 23, 2024
• Initiate the required 30-day public notification process.....	February 27, 2024
• TPAC notification and approval recommendation.....	March 1, 2024
• JPACT approval and recommendation to Council.....	March 21, 2024
• Completion of public notification process.....	March 27, 2024
• <b>Metro Council approval.....</b>	<b>April 11, 2024</b>

Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 17, 2024
• USDOT clarification and final amendment approval.....	Mid-May 2024

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.

**2. Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the final selected projects to be awarded the Carbon funds from this PGB. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
  4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The Carbon funds belong to ODOT and do not impact Metro's Carbon fund allocation.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.**

One Attachment: Key 23546 – Summary Locations and Descriptions

### K23546 Portland & surrounding areas signal system coordination

The Signal System Coordination Project will include evaluating 62 signalized intersections throughout 5 corridors (7 project locations), throughout Washington and Clackamas Counties including the cities of Happy Valley, Tigard, Sherwood, Hillsboro, and Cornelius. The primary goal of the Signal System Coordination Project is to reduce average fuel consumption and emissions by improving traffic mobility and decreasing travel times, traffic delays and the number of vehicle stops at signalized intersections.

The corridors were selected based on need through input from signal managers and overlaid with census tracts identified through Justice40 criteria – i.e., historically disadvantaged communities facing overburdens including diesel particulate matter exposure, traffic proximity and volume, and income. 36 (58%) of the project’s signal locations fall within census tracts that meet burden thresholds and associated socioeconomic thresholds for disadvantaged communities.

The primary work to be completed by this project is signal corridor retiming. Beyond some minor detection upgrades, there is no plan for major physical upgrades to any intersections. For each identified corridor, the project will complete:

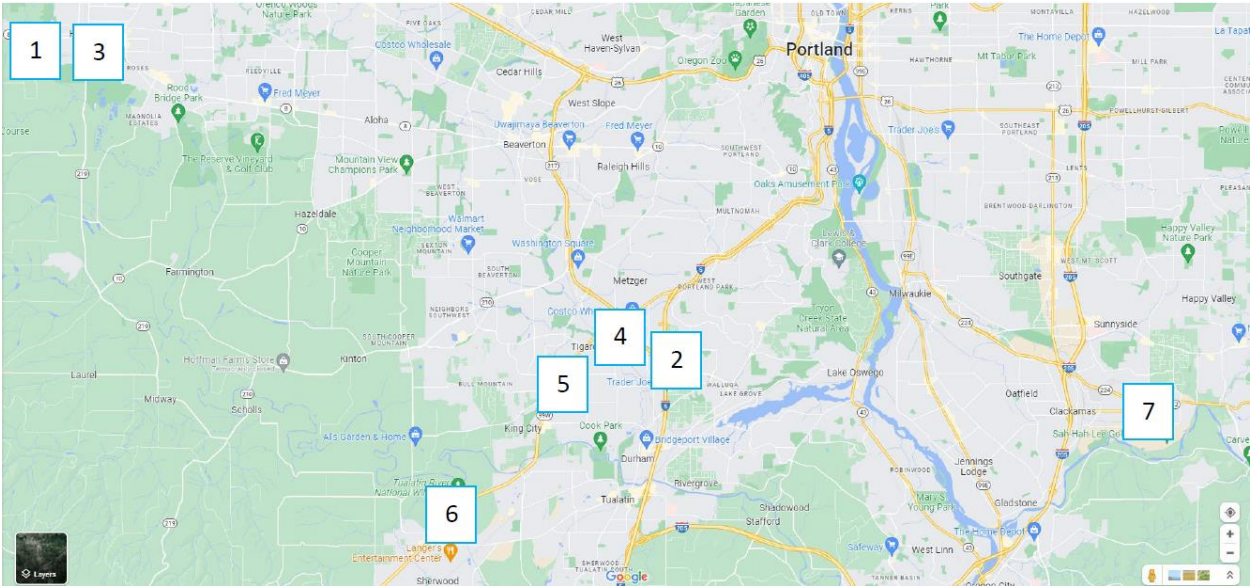
- **Traffic Counts.** Collect traffic data including traffic volume counts and turning movements in order to inform the project traffic models.
- **Component Assessment.** Conduct a signal system hardware and communication components assessment to determine upgrades needed to support the retiming work.
- **Build and Calibrate Traffic Models.** Create and review a traffic model to develop signal system timing coordination plans for each corridor.
- **Implementation.** Implement the new timing plans in the field, and fine-tune them to real traffic conditions. As necessary, install new traffic signal controller equipment, detection, signal heads, and communication infrastructure based on the completed assessment.
- **Post-Implementation Analysis.** Conduct a “before” and “after” analysis and documenting the project benefits.

#### Project Budget:

Phase	Planned STIP Year	Phase Total Estimated Cost
Preliminary Engineering	2024	\$539,400
Construction	2025	\$379,900
Other <i>(for post-implementation analysis)</i>	2026	\$80,000
	<b>Total</b>	<b>\$999,300</b>



**Project Location Overview:**



- 1. Tualatin Valley Hwy (OR8) #029 – 3 signals between 20th Ave and 26th Ave (MP 15.72-16.06) Sherwood, Washington County**



- 2. **SW 72nd Ave #144 – 3 signals at OR217 interchange (MP 6.59-6.74)**  
*Tigard, Washington County*



- 3. **Tualatin Valley Hwy (OR8) #029 – 13 signals at downtown Hillsboro couplet (MP 12.69-13.92)**  
*Hillsboro, Washington County*

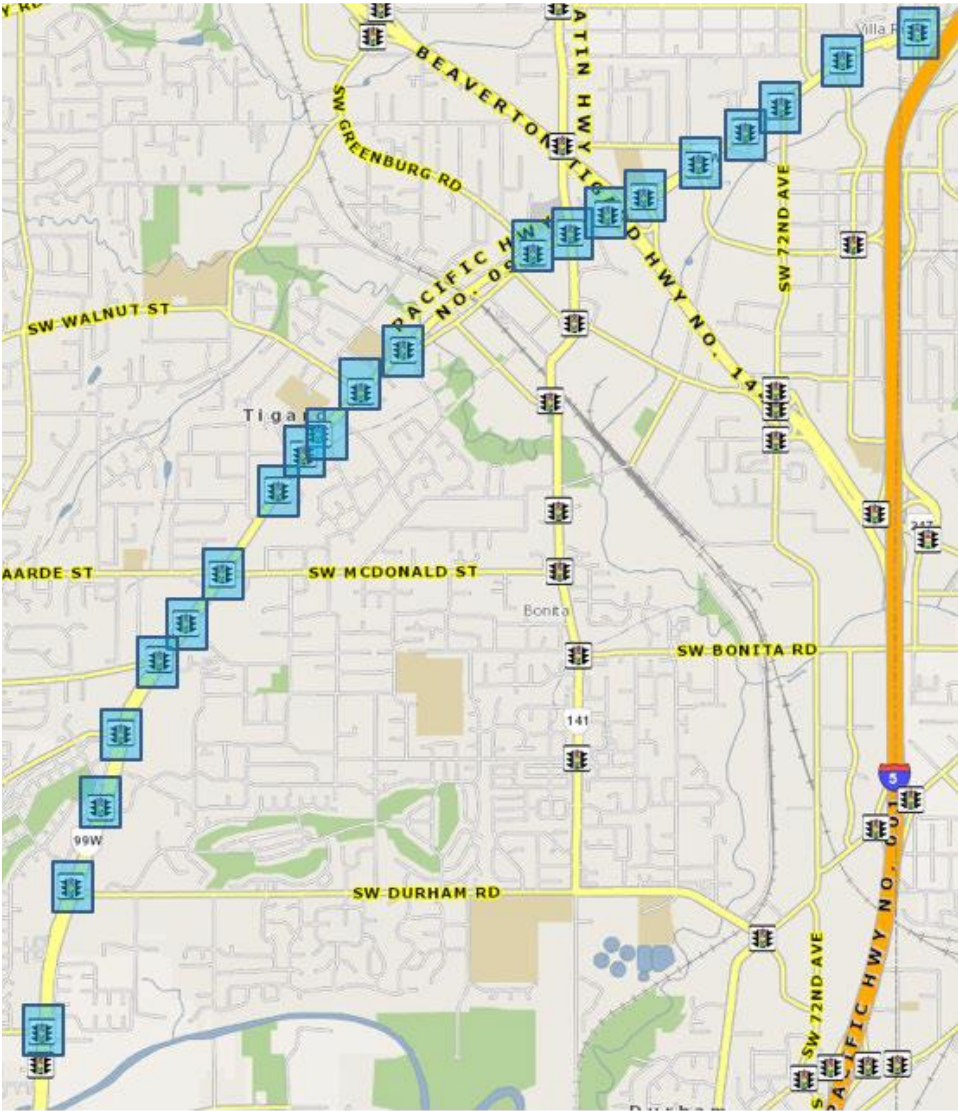


- 4. **Beaverton-Tualatin Hwy (OR141) #141 – 6 signals between SW Hunziker Rd and SW Sattler St**  
**(MP 5.25-6.66)**  
*Tigard, Washington County*



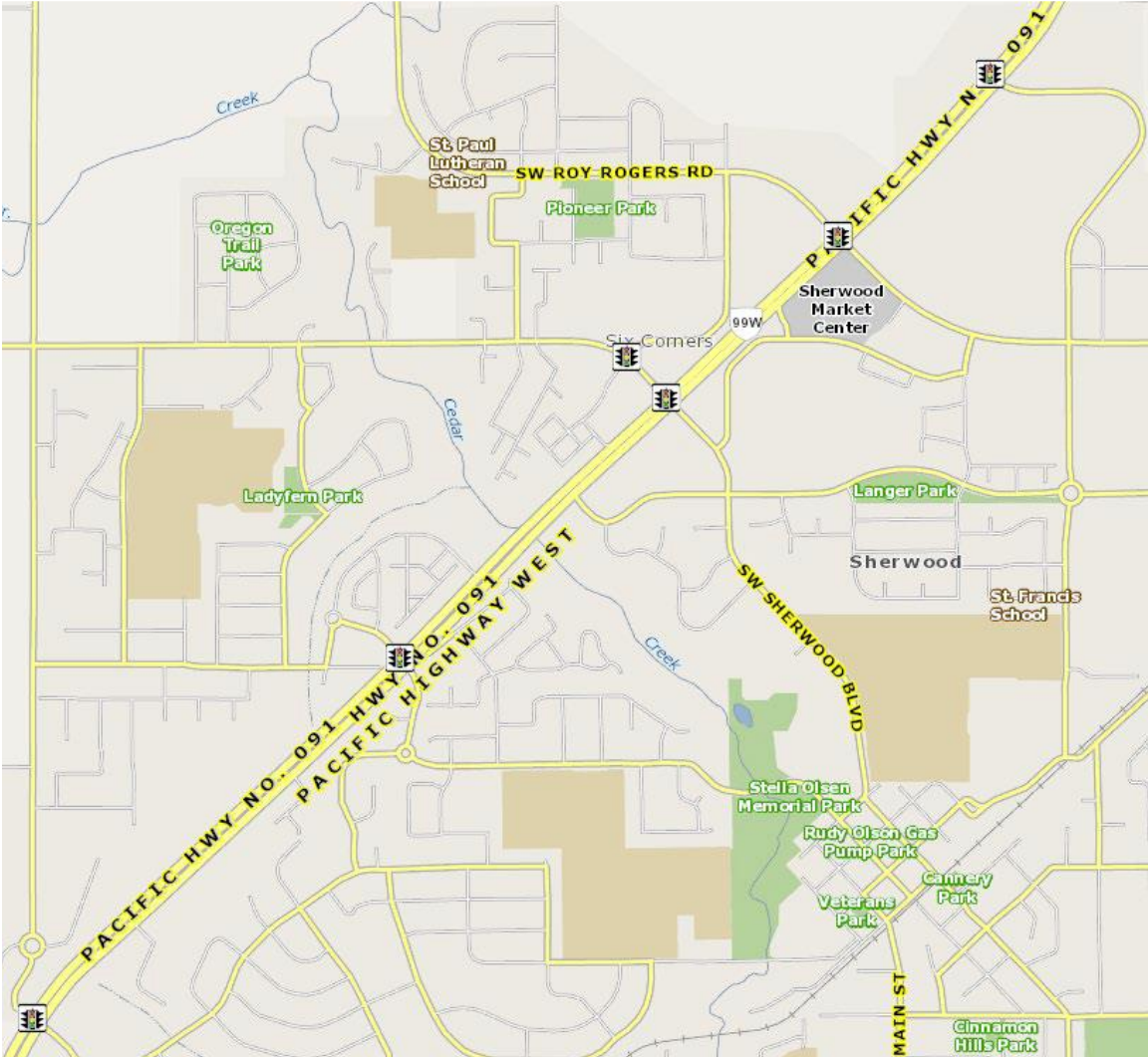
5. Pacific Hwy (OR99W) #091 – 22 signals between SW 64th Ave and SW Fischer Rd (MP 7.56-11.92)

Tigard, Washington & Multnomah Counties

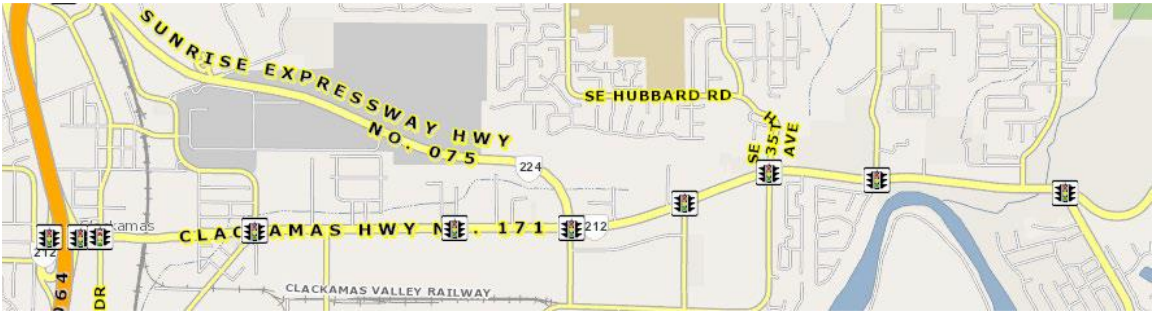




**6. Pacific Hwy (OR99W) #091 – 5 signals between SW Langer Farms Pkwy and SW Sunset Blvd (MP 14.67-16.67)**  
*Sherwood, Washington County*



**7. Clackamas Hwy (OR212/224) #171 – 10 signals between I-205 SB ramp and Rock Creek Junction (MP 4.89-8.20)**  
*Happy Valley, Clackamas County*



**Resolution No. 24-5401 For the Purpose of  
Confirming the Reappointment of One Member  
and Appointment of One New Member to the  
Metro Audit Committee**

*Consent*

Metro Council Meeting  
Thursday, April 11th , 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 24-5401
REAPPOINTMENT OF ONE MEMBER AND	)	
APPOINTMENT OF ONE NEW MEMBER TO	)	Introduced by Council President Lynn
THE METRO AUDIT COMMITTEE	)	Peterson
	)	

WHEREAS, Metro Code Chapter 2.19.250 establishes the Metro Audit Committee; and

WHEREAS, the Committee enhances the external audit function by monitoring the external auditor’s services and activities to ensure that independence is maintained between the external auditor and management; and

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

WHEREAS, a citizen vacancy has occurred on the Metro Audit Committee, and Barbra Littrell has been selected to fill that position; and

WHEREAS, the Metro Code Chapter 2.19.250 (d), provides that the Committee shall include a Commissioner of Metropolitan Exposition Recreation Commission (MERC); and

WHEREAS, Damien Hall is the MERC Commissioner selected to serve a one-year term on the Audit Committee; and

WHEREAS, the Metro Council President has appointed Barbra Littrell, and reappointed Damien Hall to the Metro Audit Committee; and

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

BE IT RESOLVED, that the Metro Council confirms the appointment of Barbra Littrell, and the reappointment of Damien Hall to the Metro Audit Committee as set forth in Exhibit A attached hereto for the Committee positions and terms set forth therein.

ADOPTED by the Metro Council this 11th day of April 2024.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

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

## Exhibit A of Resolution No. 24-5401

### METRO AUDIT COMMITTEE

#### Committee Member Reappointments and Appointments

The following person is appointed to serve a four year term, April 11, 2024 to April 10, 2028:

- **Barbra Littrell** Citizen member (voting)

The following person is reappointed to serve a one year term, April 11, 2023 to April 10, 2025:

- **Damien Hall** MERC Commissioner (voting)

### BIOGRAPHY

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#### Member appointment:

Barbra Boyen Littrell  
Global Business Planning, Strategic Investments Director, Nike, Inc.  
BA Business Economics

Barbra is a finance professional with experience in Financial Planning, Controlling, Audit and Compliance. She has served in several different capacities within Nike's finance organization during her 25 years with the company. Currently, she is the Strategic Investments Director in Nike's Global Business Planning group, helping manage Nike's \$15B spend portfolio. Barbra has extensive experience in training teams, transition management, system implementations and end-to-end finance process development. She also has several years of Internal Audit and Compliance experience. During her time in Nike Internal Audit, she led financial, operational and investigative audits around the globe. In 2004, Barbra was instrumental in the implementation of the Sarbanes-Oxley Act at Nike, ensuring a strong internal control environment at the company. For this work, her team was awarded the Nike Maxim Award: *Master the Fundamentals*.

Barbra has a Bachelor of Arts in Business Economics from Willamette University. She has served on various boards, including the Willamette University Alumni Board and Bridlemile Foundation. She is also a member of the Institute of Internal Auditors.



## STAFF REPORT

IN CONSIDERATION OF RESOLUTION No. 24-5401 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF ONE MEMBER AND THE APPOINTMENT OF ONE NEW MEMBER TO THE METRO AUDIT COMMITTEE

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Date: April 11, 2024

Prepared by: Brian Evans  
Metro Auditor  
503-797-1891

### BACKGROUND AND SELECTION PROCESS

The Audit Committee assists the Metro Council in reviewing accounting policies and reporting practices as they relate to the Metro's Annual Comprehensive Financial Report. The Committee provides independent review and oversight of the government's financial reporting processes, internal controls, and independent auditors.

The reappointment of the Metropolitan Exposition and Recreation Commission (MERC) member was based on the nomination of the Chair of MERC. The Office of the Metro Auditor conducted an open recruitment to fill one vacancy among the public members of the committee. The opportunity to serve on the committee was posted on Metro's website and the Auditor's Office social media in January and February 2024.

The nominated members listed in Exhibit A of Resolution No. 24-5401 serve in a voting capacity.

### ANALYSIS/INFORMATION

1. **Known Opposition:** none

2. **Legal Antecedents:**

Metro Code Chapter 2.19, "Metro Advisory Committees," provides generally applicable rules for the creation of committees providing advice to the Metro Council and appointment of members to such committees.

Metro Ordinance 10-1233 for the Purpose of Establishing an Audit Committee and Amending Metro Code Section 2.15.080 External Audits and Adding a New Metro Code Section 2.19.250 Audit Committee.

3. **Anticipated Effects:**

By approving Resolution No. 24-5401, the Metro Council will reappoint one member and appoint one member to the Audit Committee.

4. **Budget Impacts:** None

### RECOMMENDED ACTION

The Council President recommends adoption of Resolution No 24-5401.

**Ordinance No 24-1509 For the Purpose of  
Amending Metro Code Chapter 7.04 to Expand  
Eligible Recipients of 2040 Planning and  
Development Grants and Allow Allocation of CET  
Funds to Community Placemaking Grant Program**  
*Ordinances*

Metro Council Meeting  
Thursday April 11th , 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 24-1509
CODE CHAPTER 7.04 TO EXPAND ELIGIBLE	)	
RECIPIENTS OF 2040 PLANNING AND	)	Introduced by Chief Operating Officer
DEVELOPMENT GRANTS AND ALLOW	)	Marissa Madrigal in concurrence with
ALLOCATION OF CET FUNDS TO	)	Council President Lynn Peterson
COMMUNITY PLACEMAKING GRANT	)	
PROGRAM	)	

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, in 2017, the Metro Council adopted Resolution No. 17-4782, which approved revisions to the administrative rules governing the CET grant program, changed the name of the program to 2040 Planning and Development Grant Program, and changed the program to annual grant cycles; and

WHEREAS, following two extensions of the CET in 2009 and 2014, and recognizing the ongoing need for funding regional and local planning, in 2018 the Metro Council adopted Ordinance No. 18-1425, making the CET a permanent source of revenue; and

WHEREAS, since 2006, the CET has funded more than \$28 million in grants to local governments through the 2040 Planning and Development Grant Program for planning and development work across the region; and

WHEREAS, in 2020, the Metro Council adopted Ordinance No. 20-1447 to expand the purpose of the 2040 Planning and Development Grant Program to facilitate economic development and community stabilization as well as continuing to fund planning and development activities; and

WHEREAS, as the 2040 Planning and Development Grant Program continues to evolve, it has become apparent that expanding CET fund availability to include federally recognized Tribes, community groups inside unincorporated urban areas wanting to explore incorporation or annexation, and Metro’s Community Placemaking Grant Program will further the grant program purposes of making land ready for development and redevelopment, and facilitating economic development and community stabilization; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 7.04 (Construction Excise Tax) is amended as shown on Exhibit A, with inserted text underlined and deleted text in strikethrough, to expand the availability of 2040 Planning and Development Grants to include federally recognized Tribes and certain community groups inside unincorporated urban areas, and to allow CET funds to be allocated to the Community Placemaking Grant Program.

ADOPTED by the Metro Council this \_\_\_\_ day of April 2024.

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Lynn Peterson, Council President

Attest:

Approved as to Form:

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Connor Ayers, Recording Secretary

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Carrie MacLaren, Metro Attorney

## Exhibit A to Ordinance No. 24-1509

The Metro Code Sections below are amended as shown with underlined text representing inserted text and ~~strikethrough~~ text representing deleted text.

### CHAPTER 7.04

#### CONSTRUCTION EXCISE TAX

##### 7.04.020 Policy and Purpose

This chapter establishes a Construction Excise Tax to provide funding for regional and local planning that is required to make land ready for development or redevelopment and to provide funding for plans and projects that will facilitate economic development and/or promote community stabilization in the Metro region.

*[No changes to Sections 7.04.030 through 7.04.200]*

##### 7.04.210 Dedication of Revenue

Revenue derived from the imposition of this tax after deduction of necessary costs of collection ~~shall be~~ is dedicated to funding regional and local planning that is required to make land ready for development or redevelopment, and to provide funding for plans and projects that will facilitate economic development and /or promote community stabilization in the Metro region.

##### 7.04.220 Procedures for Distribution

The Chief Operating Officer ~~shall~~ will distribute the revenues from the Construction Excise Tax through grants to local governments, ~~or~~ private entities partnering with local governments, federally recognized Tribes, or community groups inside unincorporated urban areas wanting to explore incorporation or annexation, for planning and projects that help implement the region's long range plan consistent with Section 7.04.210. The Chief Operating Officer may also allocate a portion of Construction Excise Tax revenue to be distributed through grants awarded by Metro's Community Placemaking grant program.

## STAFF REPORT FOR COUNCIL MEETING

### CONSIDERATION OF ORDINANCE 24-1509, FOR THE PURPOSE OF AUTHORIZING CHANGES TO THE RULES REGARDING HOW CONSTRUCTION EXCISE TAX FUNDS MAY BE DISTRIBUTED

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Date: February 28, 2024

Department: Planning, Development & Research

Meeting Date: March 21, 2024

Prepared by: Serah Breakstone, 2040 Grants Program Manager

Presenters:

Eryn Kehe, Urban Policy & Development Manager

Serah Breakstone, 2040 Grants Program Manager

Length: 15 minutes

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### ISSUE STATEMENT

The 2040 Planning & Development Grants program has been funding important planning work in the region for nearly 20 years. Since its establishment in 2006, the program has undergone multiple updates to enhance effectiveness and respond to shifting regional priorities, including a growing housing crisis and a need for more equity focused planning.

Staff is currently preparing a new round of updates for the program that is intended to respond to the needs of grant users and Metro staff that help administer the program. Staff discussed those updates with Council at an October 24, 2023 work session, and again at a February 13, 2024 work session to review related updates to the administrative rules that govern the 2040 grant program.

In order to complete the proposed updates to the 2040 grant program and fully implement Council's direction, amendments to the Metro Code are required. Specifically, amendments to Metro Code Section 7.04 Construction Excise Tax (CET) are proposed to update the rules regarding how CET funds can be distributed. The proposed amendments will achieve the following objectives:

- Allow federally recognized Tribes of Oregon to receive 2040 grants directly
- Allow unincorporated community groups interested in exploring incorporation or annexation to receive 2040 grants directly
- Allow CET funds to be allocated to the Community Placemaking Grants program

These outcomes will be achieved by amending language in the Metro Code that describes how CET funds may be distributed. Details regarding what entities are eligible for 2040 and Placemaking grants will be further clarified in the programs' administrative rules.

## **ACTION REQUESTED**

Staff is requesting Council consider Ordinance 24-1509 for the purpose of amending Metro Code Section 7.04 to update the rules regarding how CET funds can be distributed.

## **IDENTIFIED POLICY OUTCOMES**

These amendments to the Metro Code will facilitate changes to both grant programs that will enable Metro to respond to our local jurisdictional and community partners' needs. The amendments will provide flexibility for CET funds to be used in support of Metro's goals for equitable and livable communities.

## **STAFF RECOMMENDATIONS**

Staff recommends Council approve Ordinance 24-1509 to amend Metro Code Section 7.04 to achieve the outcomes identified above.

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

Updates to the 2040 grants program are centered around addressing the following goals:

- Flexibility and responsiveness. Removing current barriers to participation in the grant program and providing better alignment with the needs of applicants in terms of timing, funding parameters, and program requirements.
- Streamlining. Leveraging opportunities for better efficiency, both in program administration and grant project management.
- Effectiveness. Shifting to a more simplified approach that is directly in support of the programs' stated purpose.

The proposed amendments to the Metro Code will facilitate program goals related to flexibility, responsiveness, and effectiveness.

## **ATTACHMENTS**

- A. Ordinance 24-1509
- B. Proposed Metro Code amendment

**Ordinance No. 24-1508 For the Purpose of Amending  
Metro Code Section 5.05.055 to Allow the Disposal of  
Cleanup Material at a Limited Capacity Landfill Under  
Certain Conditions**  
*Ordinances*

Metro Council Meeting  
Thursday, April 11th , 2024



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO ) ORDINANCE NO. 24-1508  
CODE SECTION 5.05.055 TO ALLOW THE )  
DISPOSAL OF CLEANUP MATERIAL AT A ) Introduced by Chief Operating Officer  
LIMITED CAPACITY LANDFILL UNDER ) Marissa Madrigal in concurrence with  
CERTAIN CONDITIONS ) Council President Lynn Peterson

WHEREAS, Metro is the solid waste system planning authority for the region and Metro regulates the solid waste system pursuant to its constitutional, statutory, and charter authority as set forth in Metro Code Title V and in accordance with the Regional Waste Plan; and

WHEREAS, Metro Code Chapter 5.05 contains the requirements for Solid Waste Flow Control; and

WHEREAS, Metro regulates the disposal of solid waste generated within the Metro jurisdictional boundary through the issuance of non-system licenses and designated facility agreements as set forth in Metro Code Chapter 5.05; and

WHEREAS, Metro Council adopted a landfill capacity policy (Ordinance No. 17-1401) that prohibits the disposal of solid waste generated within the Metro region at a new landfill or limited capacity landfill; and

WHEREAS, the landfill capacity policy was intended to ensure that solid waste generated within the region did not cause the expansion or construction of a general-purpose landfill; and

WHEREAS, the policy was not intended to affect general purpose landfills that need cleanup material to facilitate timely compliance with a Department of Environmental Quality Solid Waste Disposal Site Closure Permit; and

WHEREAS, cleanup material is a more readily available and preferred alternative to virgin soil in achieving final engineered grade at landfills needing to achieve permitted closure; and

WHEREAS, most infrastructure development projects that generate cleanup material in Oregon occur in the Metro region; and

WHEREAS, the language codified in Chapter 5.05 with respect to the current landfill capacity policy does not allow the disposal of cleanup material at a general purpose landfill that holds a Department of Environmental Quality Solid Waste Disposal Site Closure Permit, which can unintentionally extend the timeline for closure due to lack of suitable fill material generated outside of the Metro region; and

WHEREAS, timely permitted closure of a landfill is beneficial to the community near which a landfill is sited; and

WHEREAS, the Chief Operating Officer recommends that Metro Council amend Metro Code Chapter 5.05 to allow the disposal of cleanup material, as defined in Metro Code Chapter 5.00, at a general purpose landfill solely for the purpose of facilitating closure; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 5.05 (Solid Waste Flow Control) is amended as set forth in tracked changes in attached Exhibit A, with underlined text representing inserted text and strikethrough representing deleted text.

ADOPTED by the Metro Council this 11<sup>th</sup> day of April 2024.

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Lynn Peterson, Council President

Attest:

Approved as to Form:

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Connor Ayers, Recording Secretary

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Carrie MacLaren, Metro Attorney

Metro Code Section 5.05.055 is amended as set forth below with underlined text representing inserted text.

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**5.05.055 Limited Capacity Landfills and New Landfills**

*(a) No person may dispose of solid waste generated within the Metro jurisdictional boundary at a limited capacity landfill or new landfill.*

*(b) Metro will not accept any application for a designated facility or non-system license that seeks to dispose of solid waste generated within the Metro jurisdictional boundary at a limited capacity landfill or new landfill.*

*(c) If a solid waste system facility becomes a limited capacity landfill, then within 30 days of becoming a limited capacity landfill Metro will terminate any existing designated facility agreement and non-system license in effect for that facility.*

*(d) This section does not apply to a disposal site that holds an applicable permit issued by the appropriate state or federal authority to:*

*(1) Accept hazardous waste for disposal under Subtitle C of the Resource Conservation and Recovery Act; or*

*(2) Accept only cleanup material such as contaminated soil and sediment.*

*(e) This section does not apply to a person who disposes of cleanup material at a limited capacity landfill provided that:*

- 1. The landfill uses the cleanup material for the sole purpose of facilitating timely compliance with an Oregon Department of Environmental Quality Solid Waste Disposal Site Closure Permit or an equivalent permit issued by the appropriate state or federal authority; and*
- 2. Metro has issued the person a Metro solid waste non-system facility license to transport cleanup material for this purpose; and*
- 3. Metro has confirmed that the limited capacity landfill has a valid Solid Waste Disposal Site Closure Permit issued by Oregon Department of Environmental Quality or an equivalent permit issued by the appropriate state or federal authority.*

IN CONSIDERATION OF ORDINANCE NO. 24-1508 FOR THE PURPOSE OF AMENDING METRO CODE SECTION 5.05.055 TO ALLOW THE DISPOSAL OF CLEANUP MATERIAL AT A LIMITED CAPACITY LANDFILL UNDER CERTAIN CONDITIONS

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Date: February 29, 2024

Prepared by: Will Ennis  
(503) 490-1005  
[will.ennis@oregonmetro.gov](mailto:will.ennis@oregonmetro.gov)

Department: Waste Prevention and  
Environmental Services

Presenter: Will Ennis

Meeting date: March 21, 2024

Length: 15 minutes

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### **ISSUE STATEMENT**

Metro staff recommend that Metro Council amend Metro's landfill capacity policy to allow the disposal of cleanup material generated in the Metro region at a limited capacity landfill when the material is used solely for permitted closure activities.

As currently codified, Metro Code Chapter 5.05 does not allow cleanup material generated in the Metro region to be disposed of at a limited capacity landfill. This prohibition has the potential to delay the closure of limited capacity landfills which often need cleanup material to reach approved engineered grade before placing final cover and capping the landfill.

### **ACTION REQUESTED**

Adopt Ordinance No. 24-1508. This would amend Metro Code Section 5.05.055 to allow a person to dispose of cleanup material at a limited capacity landfill under certain prescribed conditions, as discussed below.

### **IDENTIFIED POLICY OUTCOMES**

The proposed amendment would establish that the landfill capacity policy does not apply to a person disposing of cleanup material generated in the Metro area at a limited capacity landfill when the material is used solely to facilitate closure in accordance with a Disposal Site Closure Permit provided that the person obtains a Metro Solid Waste Facility Non-System License.

### **POLICY QUESTION(S)**

1. Should Metro amend its landfill capacity policy to allow cleanup material to be disposed of at a limited capacity landfill for the sole purpose of facilitating closure?

2. Should Metro Council amend Metro Code Chapter 5.05 to establish that Metro's landfill capacity policy does not apply to any person disposing of cleanup material at a limited purpose landfill for the sole purpose of facilitating closure provided that that person obtains a Metro Solid Waste Facility Non-System License?

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

1. Adopt the proposed amendment to Metro Code Chapter 5.05 to update Metro's landfill capacity policy as described in this staff report. This option will allow Metro area cleanup material to be disposed of at a limited capacity landfill to facilitate closure.
2. Adopt alternate amendments to Metro Code Chapter 5.05 that are different than those described in this staff report. The potential implications of this option are unknown at this time because they would be dependent on the extent of the alternate proposal.
3. Do not adopt the proposed amendment. This option would result in maintaining the landfill capacity policy as codified and prohibit Metro area cleanup material from being disposed of at a limited capacity landfill. This option may affect landfills outside of the region achieve timely compliance with a Solid Waste Disposal Site Closure Permit.

### **STAFF RECOMMENDATION**

Staff recommends that Council adopt Ordinance No. 24-1508 to amend Metro Code Chapter 5.05 to update Metro's landfill capacity policy as described in this staff report.

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

Adoption of Ordinance No. 24-1508 would result in amending Metro Code Chapter 5.05 to establish that the landfill capacity policy does not apply to a person disposing of Metro area cleanup material at a landfill to facilitate timely compliance with a Solid Waste Disposal Site Closure Permit provided that the person obtains a Metro Solid Waste Facility Non-System License.

Staff recommends updating Metro Code Chapter 5.05 as described below:

Add new Subsection 5.05.055(e) to establish that the landfill capacity policy does not apply to a person who disposes of cleanup material, such as contaminated soil or sediment, at a limited capacity landfill provided that:

- a. The landfill uses the cleanup material for the sole purpose of facilitating timely compliance with an Oregon Department of Environmental Quality (DEQ) Solid Waste Disposal Site Closure Permit or an equivalent permit issued by the appropriate state or federal authority; and

- b. Metro has issued the person a Solid Waste Non-System Facility License to transport cleanup material for this purpose; and
- c. Metro has confirmed that the landfill has a current DEQ Solid Waste Disposal Site Closure Permit, or an equivalent permit issued by the appropriate state or federal authority.

## **KNOWN OPPOSITION**

There is no known opposition to the proposed amendment. However, it is helpful to provide some historical context to this matter. Metro received a letter from WM (formerly known as Waste Management), dated November 14, 2023, requesting that Metro amend its landfill policy to allow a limited capacity landfill to receive Metro area cleanup material to facilitate closure. WM is the owner and operator of Riverbend Landfill, a limited capacity landfill that has been issued a Solid Waste Disposal Site Closure Permit by DEQ. WM requested the amendment so that the landfill can receive cleanup material generated in the Metro region to ensure timely compliance with its closure permit. Riverbend Landfill was formerly a designated facility of Metro's regional solid waste system but became a limited capacity landfill as defined by Metro Code when it sought a site development plan amendment for expansion from DEQ. Riverbend Landfill was subsequently removed from the list of Metro designated facilities. There was general community opposition to the proposed expansion of Riverbend Landfill at that time.

## **PUBLIC OUTREACH**

The proposed amendment would allow Metro area cleanup material to be disposed at any limited capacity landfill, including Riverbend Landfill, for the sole purpose of facilitating closure. Metro staff is aware that historically there has been general concerns from community members in Yamhill County about Riverbend Landfill and its former plans for expansion. Staff contacted a representative of the Stop the Dump Coalition (<https://stopthedumpcoalition.org/>) to seek input about the proposed amendment. A representative of that group stated that the group did not oppose the proposed amendment to Metro's landfill capacity policy. The group requests that Metro coordinate with DEQ, the regulator of Riverbend Landfill, to ensure that any Metro area cleanup material transported to that facility is used solely to facilitate closure.

Staff also contacted Yamhill County's solid waste staff to determine if the County had any concerns with the proposed amendment. County staff requested additional information about the proposed amendment and operational requirements at the landfill. Many of the questions submitted by the County fall under the jurisdiction of DEQ, the regulator of Riverbend Landfill.

## **LEGAL ANTECEDENTS**

Metro Charter, Title V of the Metro Code and ORS Chapters 268 and 459.

## **ANTICIPATED EFFECTS**

Adoption of Ordinance No. 24-1508 would result in amending Metro Code Chapter 5.05 to update Metro's landfill capacity policy as provided in Exhibit A.

## **BUDGET IMPACTS**

There are no expected budget impacts associated with the adoption of this ordinance. Metro will continue to collect the regional system fee and excise tax on Metro area waste at the time of disposal. Metro assesses a reduced regional system fee and excise tax rate of \$3.50 per ton on cleanup material.

## **BACKGROUND**

In 2017, Council adopted a landfill capacity policy that prohibited the disposal of the region's waste at any new landfill or any landfill that sought expansion after May 2017. This policy was adopted around the time that Riverbend Landfill was going through an extended process to expand its disposal capacity. The policy was intended to ensure that the region's residential and business waste didn't cause the expansion or construction of a general-purpose landfill.

The landfill capacity policy was initially adopted in the context of household garbage being disposed of at a general-purpose landfill (such as Riverbend Landfill) and applied to all landfills, regardless of the type of landfill or the waste they accepted. The policy was amended by Metro Council in 2022 to clarify that it did not apply to disposal sites with applicable permits, issued by the appropriate state or federal authority, to accept hazardous waste or to only accept cleanup material. This clarification was necessary to address several remediation and cleanup projects along the Willamette River that are expected to generate millions of tons of contaminated sediment that will require disposal over a period of many years. According to DEQ, some of this material is suitable for a general-purpose landfill while some must be disposed at a permitted hazardous waste landfill.

The landfill capacity policy was not intended to extend the timeline for a limited capacity landfill's closure due to lack of suitable fill material. As most of the cleanup material generated in the state is generated in the Metro region, staff finds that the amendment is a prudent approach to help expedite the closure of a limited capacity landfill which has been issued a DEQ Solid Waste Disposal Site Closure Permit.

Metro staff recommends that Metro Council adopt Ordinance No. 24-1508 which amends Metro Code Chapter 5.05 to establish that the landfill capacity policy does not apply to a person disposing of cleanup material at a limited capacity landfill provided that the material is used solely for facilitating the timely compliance with a Solid Waste Disposal Site Closure Permit.

**Presentation of the FY 2024-25 Proposed Budget and Budget  
Message  
*Presentations***

Metro Council Meeting  
Thursday, April 11th , 2024



## STAFF REPORT

### FOR THE PURPOSE OF THE CHIEF OPERATING OFFICER PRESENTING THE PROPOSED FY 2024-25 BUDGET AND THE BUDGET MESSAGE

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Date: March 25, 2023

Prepared by:  
Cinnamon Williams, Financial Planning Director  
Joshua Burns, Interim Budget Coordinator

Department: Finance and Regulatory Services

Presented by:  
Marissa Madrigal, Chief Operating Officer  
Brian Kennedy, Chief Financial Officer  
Brian Evans, Metro Auditor

Meeting date: April 11, 2023

Length: 30 minutes

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#### ISSUE STATEMENT

Marissa Madrigal, Chief Operating Officer, acting as the Budget Officer, will present the FY 2024-25 Proposed Budget to the Metro Council at the April 11, 2024 Council meeting. This will be a public hearing where the Council, sitting as the Budget Committee, will receive testimony from interested members of the public and agency stakeholders. This is the first of many meetings over the next month where Council will have the opportunity for robust discussion about the proposed budget and provide feedback on the Agency's budget.

#### ACTION REQUESTED

Council to receive the proposed budget and budget message, and to provide feedback on the budget process and budget document, as the Budget Committee. Council will gavel in as the Budget Committee on April 11, 2024, and will gavel out after the vote to approve the budget on May 2, 2024.

#### IDENTIFIED POLICY OUTCOMES

To progress with a vote on May 2, 2024, for Resolution 24-5397 *approving* the FY 2024-25 budget, setting property tax levies, and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission, Council will discuss the proposed budget and provide feedback to departments to ensure that the approved, then adopted FY 2024-25 Metro budget aligns with Council priorities.

#### POLICY QUESTION

Does the budget, as proposed, reflect Council priorities, policies, and goals?

What information is needed to understand and communicate how departments are reflecting the strategic framework and equity outcomes throughout the budget?

#### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each of the department and venue budgets have individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part and modify individual items or larger program requests.

## STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council receive the budget message and proposed FY 2024-25 budget, listen to public comments, and discuss the budget, eventually leading to the vote on Resolution 24-5397, approving the FY 2024-25 budget and authorizing the Chief Operating Officer to submit the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The FY 2024-25 budget development process includes informational meetings to be held for department presentations throughout the month of April and May. One public meeting (beside this April 11<sup>th</sup> meeting) will be held where Council will receive testimony from interested members of the public and agency stakeholders. No further action or vote will be taken on the budget at any of these meetings. These meetings are setup to provide time for robust budget conversation and to give Council opportunities to guide and develop the FY 2024-25 budget where action to approve the budget will occur on May 2, 2024.

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

By approving the FY 2024-25 proposed budget, the Agency is one step closer to adopting a budget that will focus on programming related to our guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

**Known Opposition:** None known.

**Legal Antecedents:** The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Financial Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as Metro's Budget Committee.

## BACKGROUND

Council has instructed staff that they would like to have scheduled opportunities for public conversations, presenting more transparency to the Agency's budget and the budget process:

- **April 11, 2024:**
  - o *Public Hearing:* Chief Operating Officer, acting as the Budget Officer, delivers budget message to the Budget Committee. This staff report supports this meeting. Council gavels in as the Budget Committee
  - o Department presentations (public invited to listen)
    - Housing Department
    - Waste Prevention and Environmental Services
- **April 16, 2024:**
  - o Department presentations (public invited to listen)
    - Planning, Development and Research Department
    - Oregon Zoo
- **April 23, 2024:**
  - o Department presentations (public invited to listen)
    - Diversity, Equity and Inclusion

- Council, Chief Operating Officer, Government Affairs and Policy Development
  - Parks & Nature
- **April 25, 2024:**
  - *Public Hearing*, For the Purpose of the Budget Committee to Deliberate on the FY 2024-25 Proposed Budget
- **April 30, 2024:**
  - Department presentation (public invited to listen)
    - Portland'5
    - Expo Center
    - Oregon Convention Center
    - Central Services
- **May 2, 2024:**
  - Budget Committee considers Resolution 24-5397 for the Purpose of Approving the FY 2024-25 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission (public invited to listen). Council gavel out of budget committee

The above meetings are the interim steps between initial proposal of the budget and approval of the budget on May 2<sup>nd</sup>, 2024. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a public hearing on Metro's budget on Thursday, May 30, 2024, at 12:30 p.m. Following the meeting, the TSCC will provide a letter of certification for Metro's budget.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time that the budget is approved. Under budget law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval. Metro's levy for general obligation debt reflects actual and estimated debt service levies for all outstanding general obligation bonds. The levy authorization for FY 2024-25 also includes the 5-year local option levy for the Parks and Nature department, as well as the levy for Metro's permanent tax rate for general operations.

The Council's adoption of the final FY 2024-25 budget is currently scheduled for voting for adoption on June 13, 2024.

#### **ATTACHMENTS**

- Resolution 24-5397 (voting for approval on May 2, 2024)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2024-25 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION )

RESOLUTION NO 24-5397

Introduced by Lynn Peterson, Council President

WHEREAS, the Metro Council, convened as the Budget Committee, has reviewed the FY 2024-25 Proposed Budget; and

WHEREAS, the Council, convened as the Budget Committee, has conducted a public hearing on the FY 2024-25 Proposed Budget; and

WHEREAS, pursuant to Oregon Budget Law, the Council, convened as the Budget Committee, must approve the FY 2024-25 Budget, and said approved budget must be transmitted to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review; now, therefore,

BE IT RESOLVED,

- 1. That the Proposed FY 2024-25 Budget as amended by the Metro Council, convened as the Budget Committee, which is on file at the Metro offices, is hereby approved.
2. That property tax levies for FY 2024-25 are approved as follows:

SUMMARY OF AD VALOREM TAX LEVY

Table with 3 columns: Tax Category, Subject to the General Government Limitation, Excluded from the Limitation. Rows include Permanent Tax Rate, Local Option Tax Rate, and General Obligation Bond Levy.

- 3. That the Chief Operating Officer is hereby directed to submit the Approved FY 2024-25 Budget and Appropriations Schedule to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review.

ADOPTED by the Metro Council this 2nd day of May, 2024.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

**Department Budget Presentations**  
*Presentations*

Metro Council Meeting  
Thursday, April 11th, 2024

## STAFF REPORT

### DEPARTMENT BUDGET PRESENTATIONS: HOUSING, WASTE PREVENTION AND ENVIRONMENTAL SERVICES

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Date: March 26, 2024

Prepared by:  
Cinnamon Williams, Financial Planning Director  
Joshua Burns, Interim Budget Coordinator

Departments: Housing, Waste Prevention and Environmental Services

Presented by:  
Marissa Madrigal, Metro COO  
Patricia Rojas, Housing Director  
Marta McGuire, Waste Prevention and Environmental Services

Meeting date: April 11, 2024

Length: 60 minutes

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#### ISSUE STATEMENT

This work session will provide Council, acting as the Budget Committee, the opportunity to hear how the Housing and Waste Prevention and Environmental Services FY 2024-25 budgets align with Council priorities, strategic framework, racial equity outcomes, and climate action goals. Information shared at the work session will help guide development of the FY 2024-25 Approved Budget.

#### ACTION REQUESTED

Council discussion and feedback on the departments' proposed budget.

#### IDENTIFIED POLICY OUTCOMES

Development of a FY 2024-25 Metro budget that aligns with Council priorities.

#### POLICY QUESTIONS

What are the policy implications and tradeoffs that will result from the department's budget? Specific factors for Council consideration *may* include:

- How well do the department's programs align with Council priorities and direction?
- Does the budget represent a good investment in and advance the Council priorities?
- Has the department demonstrated sufficient planning to successfully implement any new programs and/or projects?

#### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part and modify individual items or larger program requests.

#### STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council hear all the department presentations prior to determining their support for departments' proposed budget.

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

Each department's FY 2024-25 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2023. The base budgets allow the departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the Proposed Budget, released on April 5, 2024, and presented by the Chief Operating Officer on April 11, 2024, with their budget message.

### **Legal Antecedent**

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Financial Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as our Budget Committee.

## **BACKGROUND**

Each department will provide information pertaining to their proposed budget, that include budget modification requests approved by the Chief Operating Officer.

Materials following this page were distributed at the meeting.





Metro

# FY 2024-25 Proposed Budget

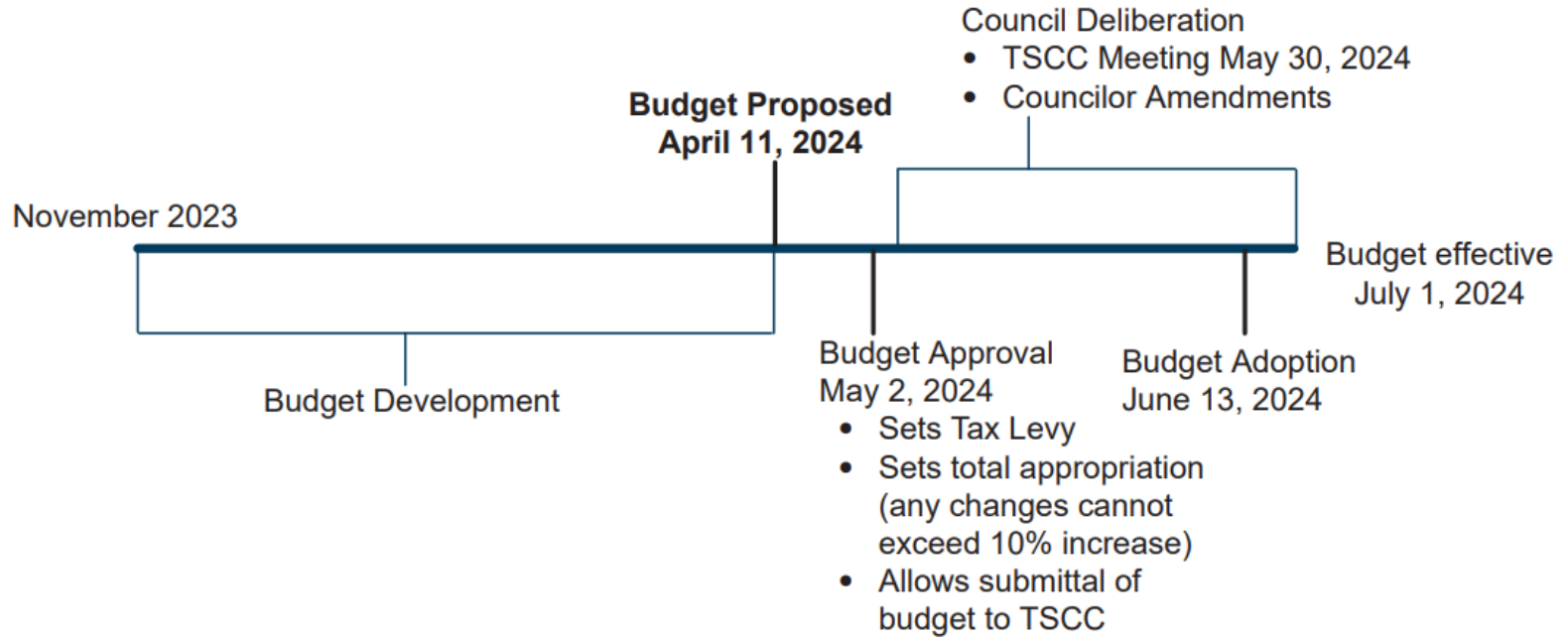
April 11, 2024



# Overview

- Budget Process
- Budget Message
- Budget Environment
- Significant Changes to the Budget
- Office of the Metro Auditor
- Moving the Budget Forward
- Public Hearing

# Budget Adoption Key Milestones



# Budget Message Themes

- Proposed budget slows growth in some areas and strategic investments in priority areas
- Continues focus on successful implementation of key initiatives
- Metro continues to manage through a variety of challenges coming out of the pandemic

# Key Investments

- Additional General Fund support for Planning, Development and Research
- New emphasis on performance measurement and analytics
- Funding to continue Metro's civic engagement capacity building grants

# Council Strategic Direction

Investments in three key areas:

- Housing
- Economy
- Environment

# Strategic Targets

- Departments prioritized budgets using the strategic targets
- Budget will include performance measures that capture operational metrics and progress towards strategic goals
- Strategic targets work complements existing equity measures and outcomes

# Racial Equity Framework

- Expansion of budget equity tool
- Racial equity analysis of all new department budget requests
- Building towards more detailed assessment of department budgets



# Budget Environment















## Headwinds

- Housing affordability and homelessness
- Inflation and interest rates
- Reputational damage

## Tailwinds

- Voter-approved programs
- Stability of Metro's financial condition

# Financial Reserves Status

	Operating	Capital
General Fund		
Expo Center		
Oregon Convention Center		
Oregon Zoo		
Parks and Nature		
Portland'5 Centers for the Arts		
WPES		

# Significant Changes in the Budget

- General Fund investment in Housing strategy and administrative costs
- Investment in improvements in Metro's financial and human resources systems

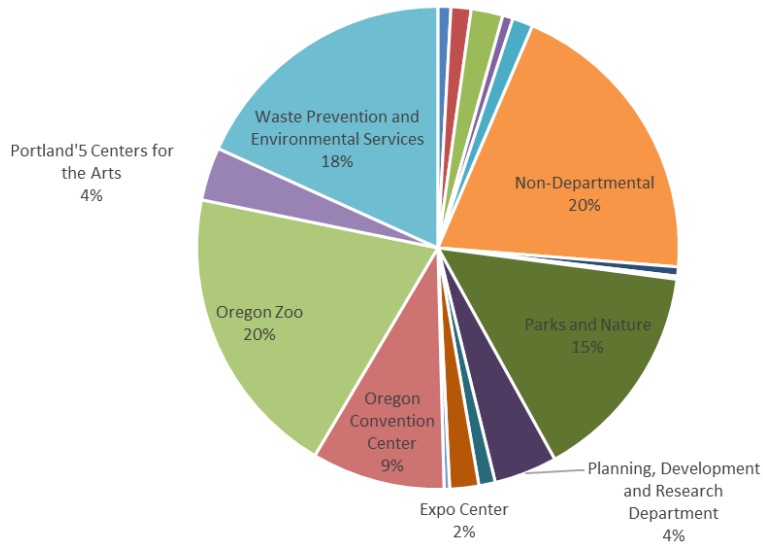
# Budget by fund

## Budget Comparison by Type of Fund

	FY 2023-24 Amended Budget	FY 2024-25 Proposed Budget	% Change
<b>Operating Funds</b>			
General Fund	187,100,000	220,000,000	18%
MERC Fund	114,600,000	112,700,000	(2%)
Oregon Zoo Operating Fund	80,300,000	78,300,000	(2%)
Parks and Nature Operating	44,200,000	42,300,000	(4%)
Solid Waste Revenue Fund	172,700,000	162,200,000	(6%)
<b>Total Operating</b>	<b>\$598,900,000</b>	<b>\$615,500,000</b>	<b>3%</b>
<b>Bond/Capital Funds</b>			
General Asset Management Fund	36,800,000	34,600,000	(6%)
Natural Areas Fund	4,500,000	0	(100%)
Oregon Zoo Asset Management Fund	15,800,000	23,400,000	48%
Parks and Nature Bond Fund	173,500,000	146,800,000	(15%)
<b>Total Bond/Capital</b>	<b>\$230,600,000</b>	<b>\$204,800,000</b>	<b>(11%)</b>
<b>Debt Service Funds</b>			
General Obligation Bond Debt Service Fund	85,800,000	84,000,000	(2%)
General Revenue Bond Fund	10,200,000	10,200,000	0%
<b>Total Debt Service</b>	<b>\$96,000,000</b>	<b>\$94,200,000</b>	<b>(2%)</b>
<b>Other Funds</b>			
Affordable Housing Fund	447,300,000	362,600,000	(19%)
Cemetery Perpetual Care Fund	800,000	800,000	0%
Community Enhancement Fund	1,700,000	1,800,000	6%
Risk Management Fund	5,700,000	6,400,000	12%
Smith & Bybee Wetlands Fund	1,300,000	1,000,000	(23%)
Supportive Housing Services Fund	423,300,000	807,600,000	91%
<b>Total Other</b>	<b>\$880,100,000</b>	<b>\$1,180,200,000</b>	<b>34%</b>
<b>Total All Funds</b>	<b>\$1,805,600,000</b>	<b>\$2,094,700,000</b>	<b>16%</b>
FTE	1,150.95	1,168.85	2%

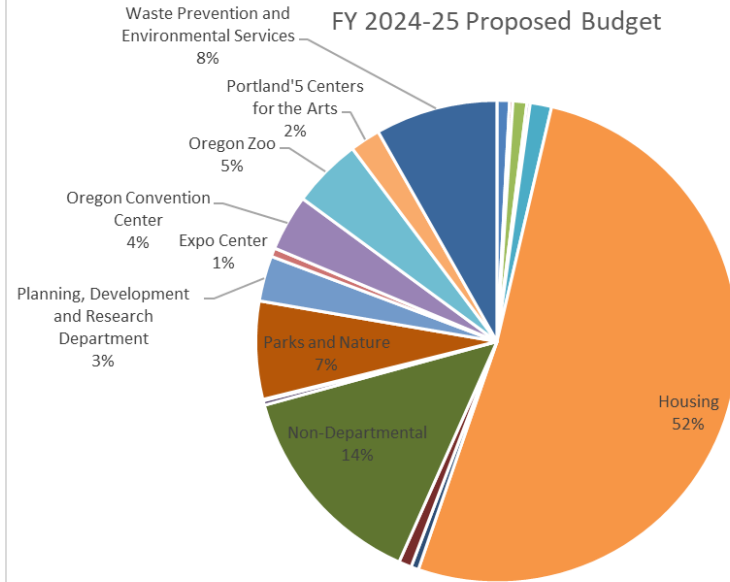
# Budgetary Comparison

FY 2014-15 Budget



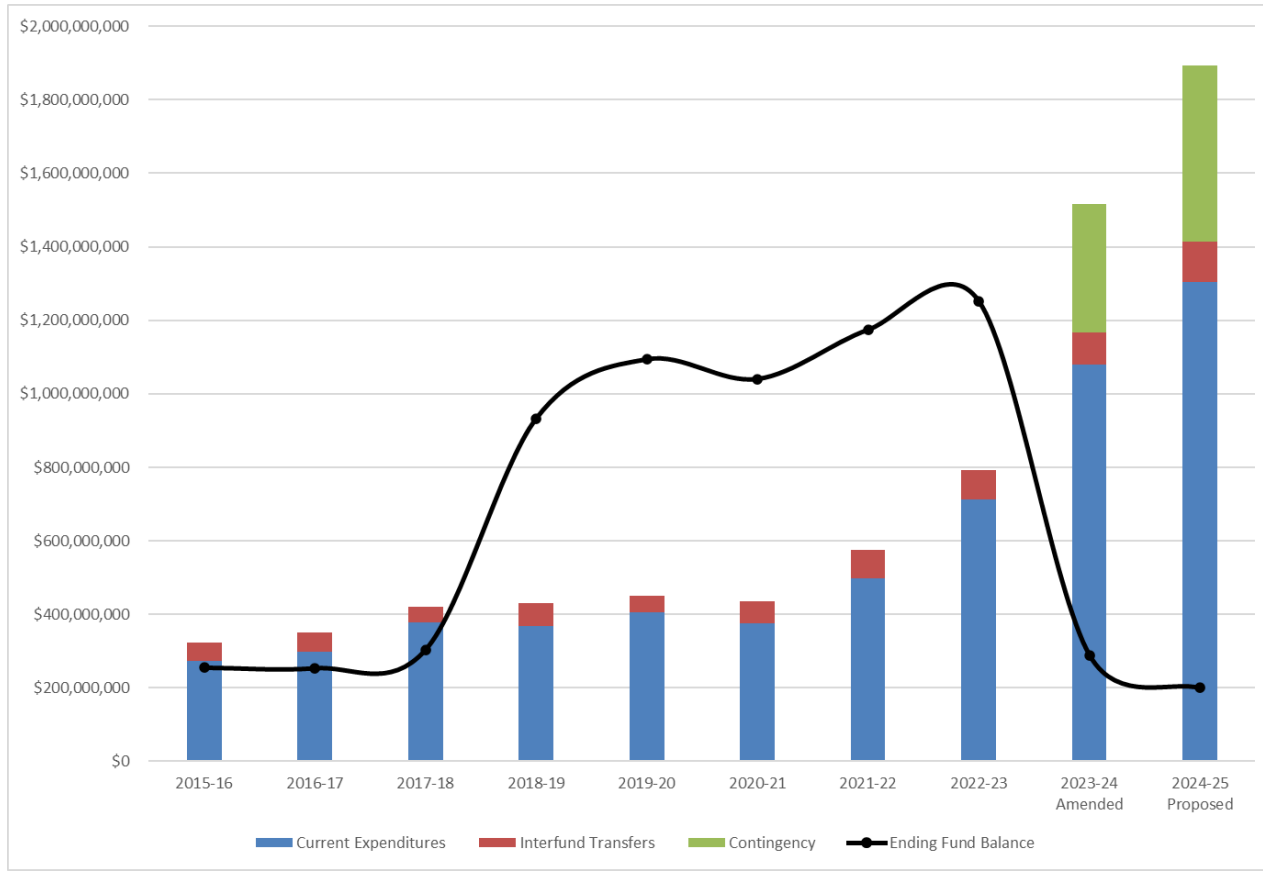
Total budget: \$484,062,560

FY 2024-25 Proposed Budget

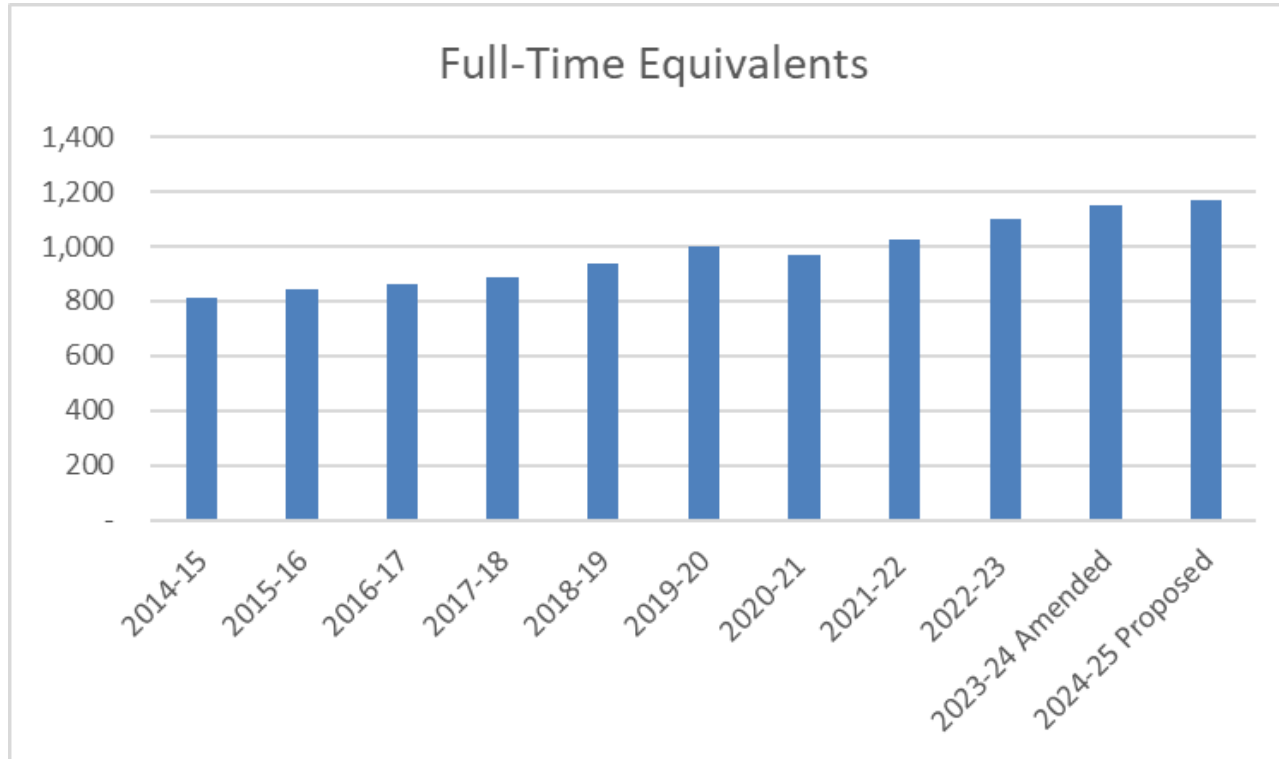


Total budget: \$2,094,572,285

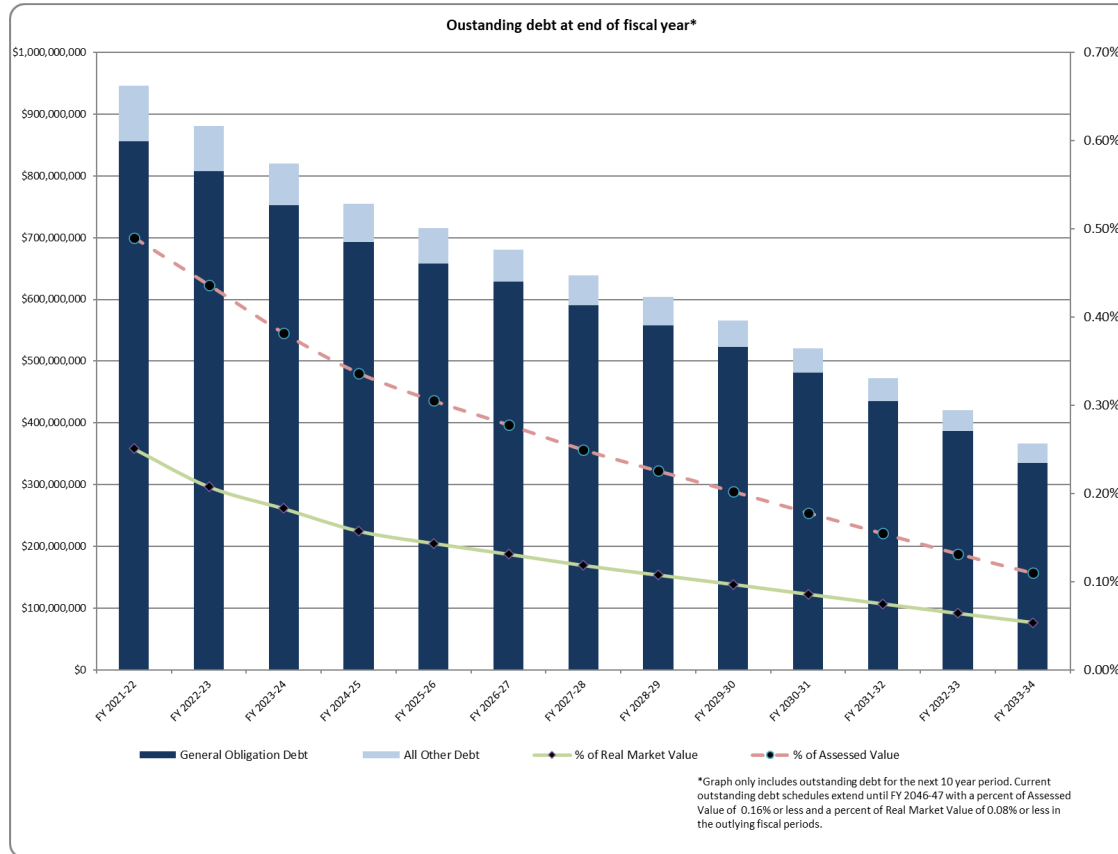
# 10-year expenditure history



# 10-year agency FTE history



# Debt service obligations





# Property tax levy

## Property Tax Levy

	Principal	Interest	Total
<i>General Obligation Bonds</i>			
Natural Areas 2012A Series	0	240,402	240,402
Natural Areas 2018 Series	2,280,000	236,500	2,516,500
Natural Areas 2020A Series	0	3,526,179	3,526,179
Natural Areas 2020B Series	8,685,000	374,742	9,059,742
Oregon Zoo Infrastructure 2012A Series	0	129,448	129,448
Oregon Zoo Infrastructure 2018 Series	1,060,000	240,750	1,300,750
Affordable Housing 2019 Series	21,465,000	18,897,904	40,362,904
General Obligation Refunding Bonds 2023 Series	25,795,443	1,021,500	26,816,943
	<b>59,285,443</b>	<b>24,667,425</b>	<b>83,952,868</b>

\*Estimated debt service

Property Taxes	FY 2023-24 Amended Budget	FY 2024-25 Proposed Budget
Permanent Operating Rate (per thousand)	9.66¢	9.66¢
Parks and Natural Areas Local Option Levy (per thousand)	9.60¢	9.60¢
Debt service (per thousand)	38¢	39¢
Average homeowner (\$275,000 assessed value)	\$157	\$160

# Office of the Metro Auditor



# Office of the Metro Auditor

## FY 2024-25 Proposed Budget



## Mission

- Ensure Metro is accountable to the public
- Ensure Metro activities are transparent
- Improve the efficiency, effectiveness and quality of Metro services and activities

# Accomplishments FY 2023-24

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As of March 2024

- Completed three audits
- Managed 20 reports to the Accountability Hotline
- Administered contract for the annual financial audit

# Accomplishments FY 2023-24



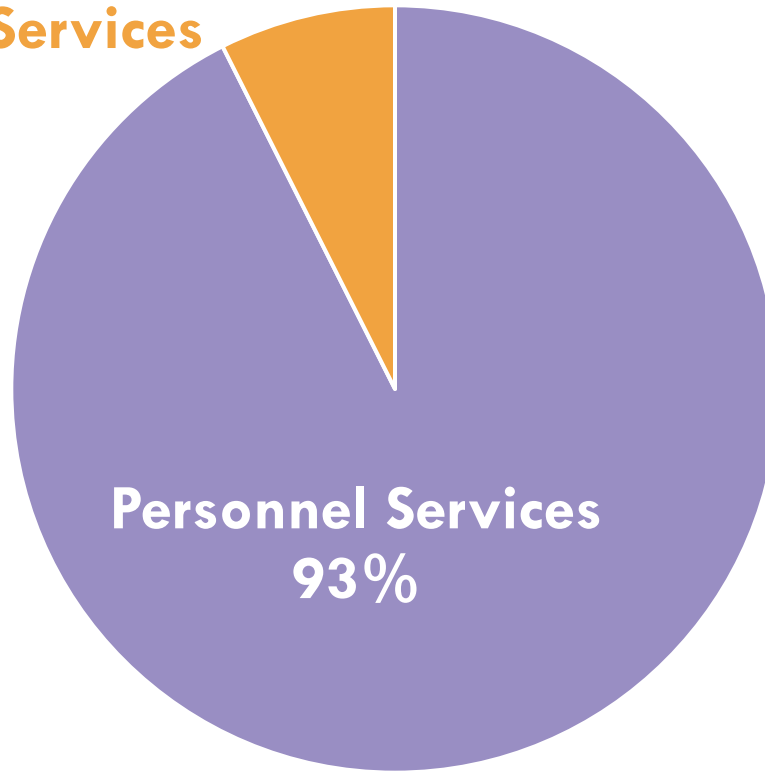
## Audits completed

- ▣ Transfer Station Operating Controls (September 2023)
- ▣ Affordable Housing Bond (November 2023)
- ▣ Supportive Housing Services (January 2024)



# Proposed FY2024-25 Budget

**Materials & Services**  
7%





## Comparison to Previous Years

	<b>FY2022-23 Actual</b>	<b>FY2023-24 Adopted</b>	<b>FY2024-25 Proposed</b>
Personnel Services	\$927,877	\$1,038,921	\$1,197,729
Materials & Services	\$29,329	\$96,000	\$96,000
TOTAL	\$957,206	\$1,134,921	\$1,293,729





## Audits Underway:

- Financial Polices for Renewal and Replacement
- Span of Control
- Performance Measures
- Financial Condition of Metro FY13-14 to FY22-23

# Moving the budget forward

# Upcoming public hearings

- April 18<sup>th</sup>
- April 25<sup>th</sup>
- May 9<sup>th</sup>
- May 23<sup>rd</sup>
- May 30<sup>th</sup> (Tax Supervising and Conservation Committee Hearing)
- June 6<sup>th</sup>

# Budget Amendment Timeline

- May 24<sup>th</sup> – Amendments to Approved Budget and Budget Notes Due
- June 4<sup>th</sup> – Budget amendment and budget note deliberation
- June 6<sup>th</sup> – Council consideration of amendments and budget notes

# Budget Adoption Key Milestones

- Budget Approval – May 2, 2024
  - Specifies the rate of each ad valorem tax levy
- TSCC Budget Hearing – May 30, 2024
  - Required certification prior to adoption
- Budget Adoption – June 13, 2024
  - Sets appropriations, imposes & categorizes taxes



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

**[oregonmetro.gov](http://oregonmetro.gov)**



# Housing Department FY 2024-25 Proposed Budget

April 11, 2024

# Presentation Agenda

FY 2023-24 Department Investment Progress

FY 2024-25 Budget Overview

Budget Performance Measures

Equity Metric

Investments in Target Areas

Budget Modifications

Council Discussion



# A regional approach to housing and homelessness



# FY 2023-24 Dept Investment Progress



Affordable  
Housing  
Bond  
5 FTE

Oversight,  
accountability,  
evaluation f  
or housing  
development



Regional  
Capacity  
6 FTE

Increasing  
region's  
ability to  
provide  
housing  
services



SHS  
Oversight  
7 FTE

Monitoring,  
compliance,  
data review,  
accountability



Regional  
Alignment  
6 FTE

Building  
a regional  
program  
through TCPB  
and Regional  
Investment  
Fund

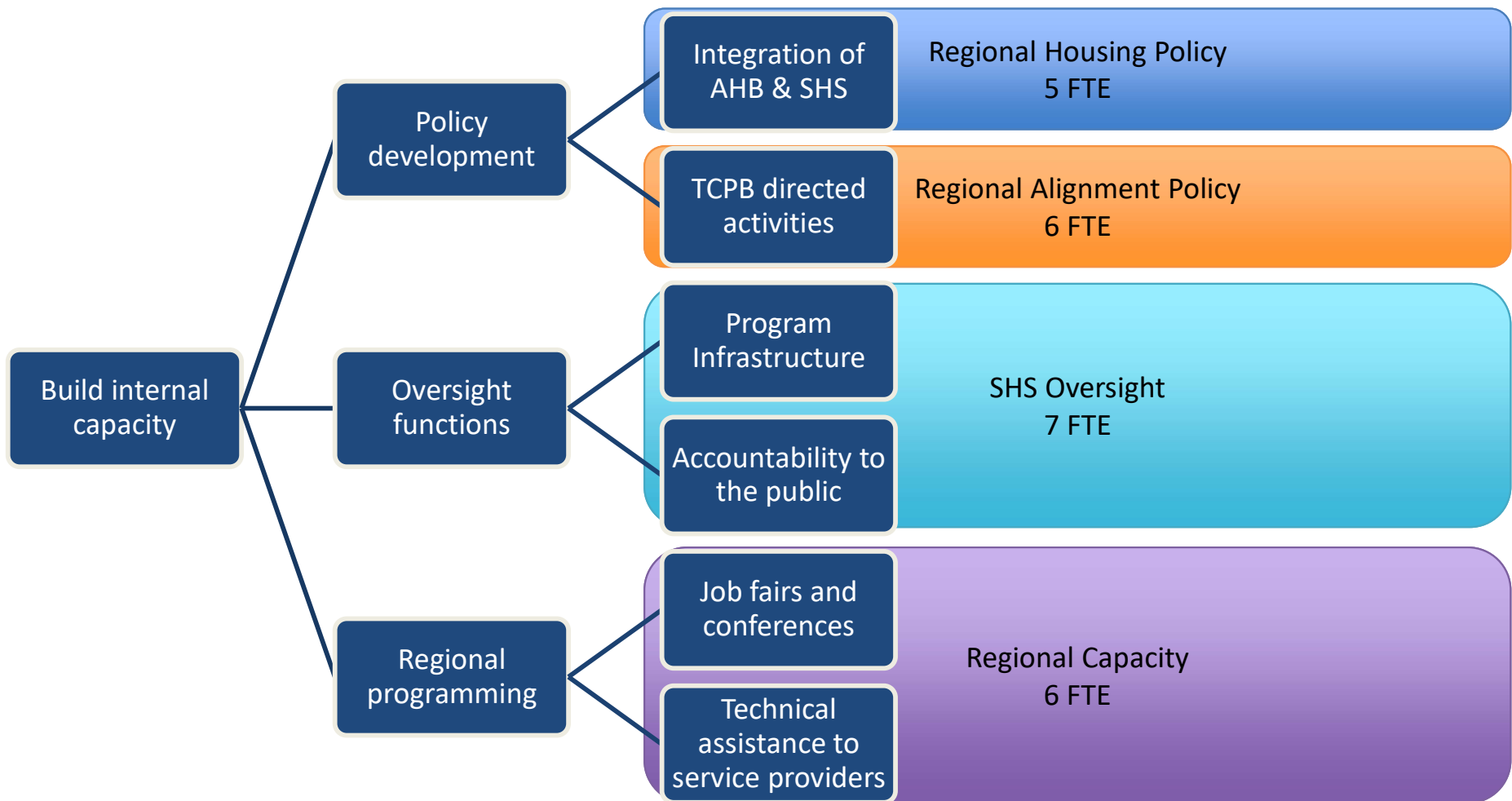


Housing  
Policy  
5 FTE

Integration of  
AHB and SHS,  
strategic  
initiatives

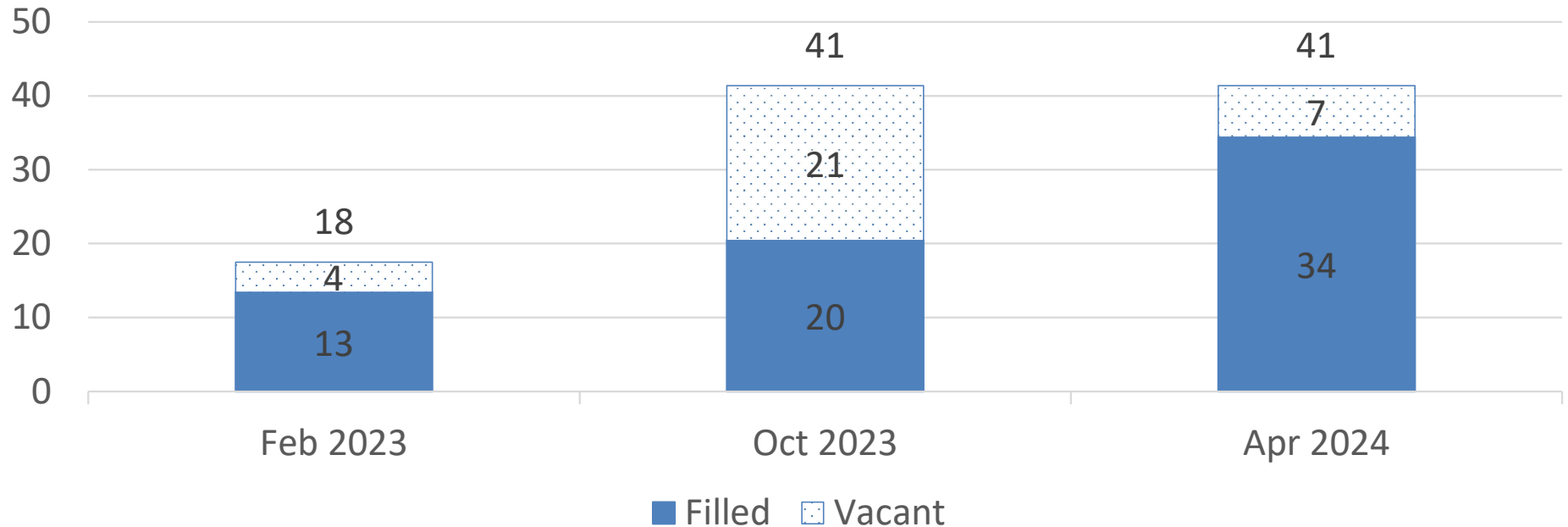
Leadership, Operations, Communications, Equity  
16 FTE

# FY 2023-24 SHS Work Plan



# FY 2023-24 Dept Growth

- Housing added 24 FTE to the FY24 budget, for a total of 41 FTE.
- To date, 34 positions have been filled.



# FY 2023-24 SHS Progress

Totals (all counties)



**6,753**

people placed  
in housing



**20,170**

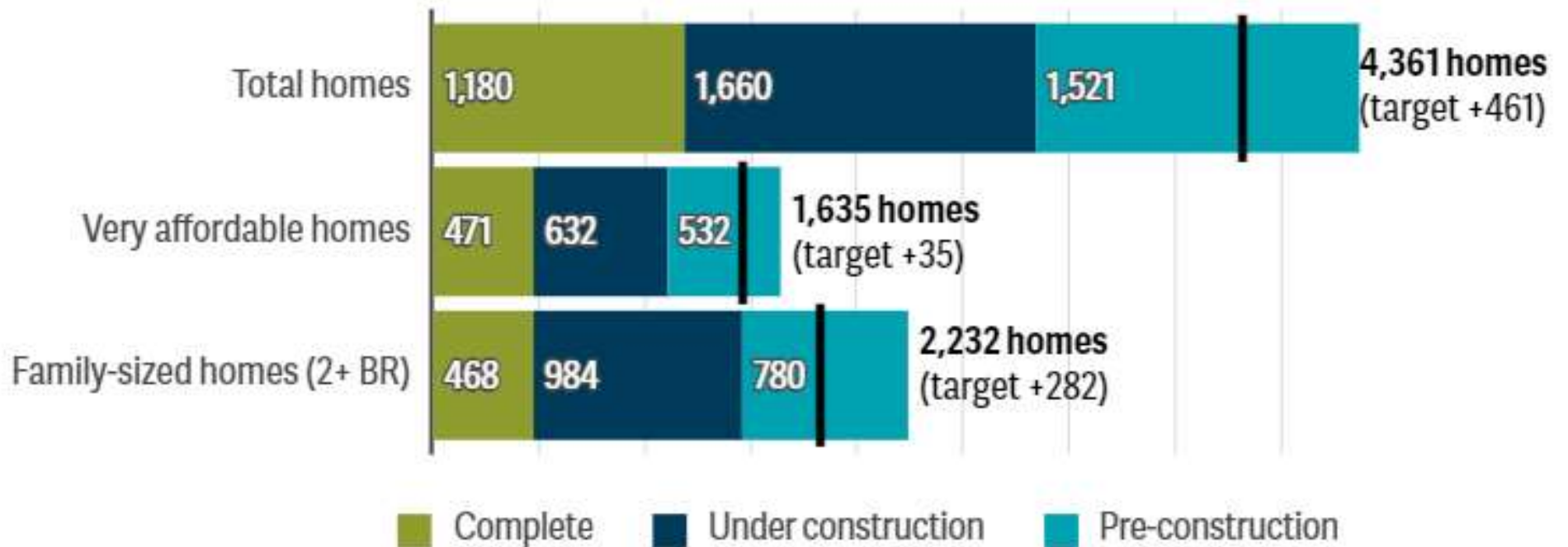
eviction  
preventions



**970**

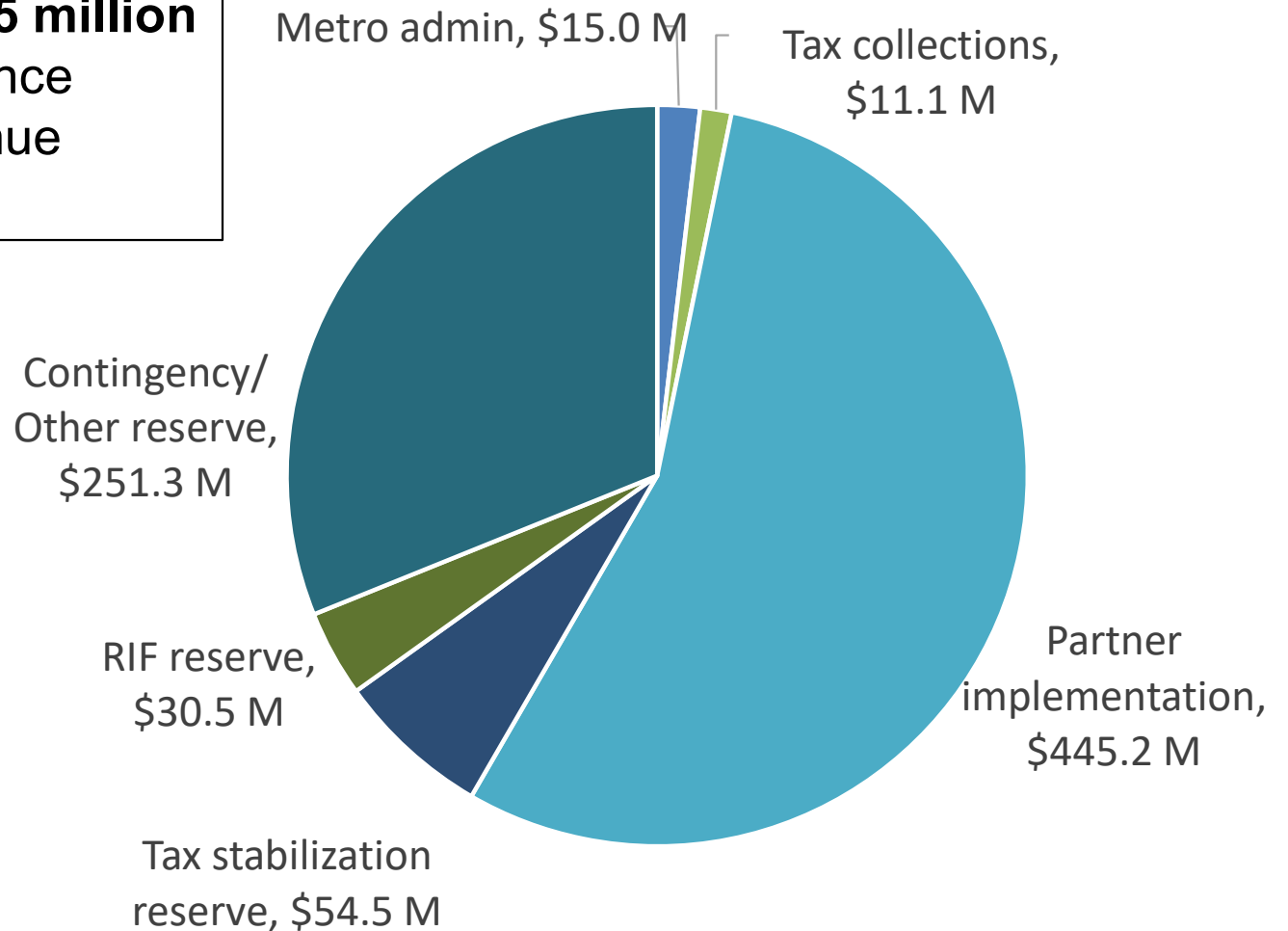
shelter beds created  
or sustained

# FY 2023-24 AHB Progress



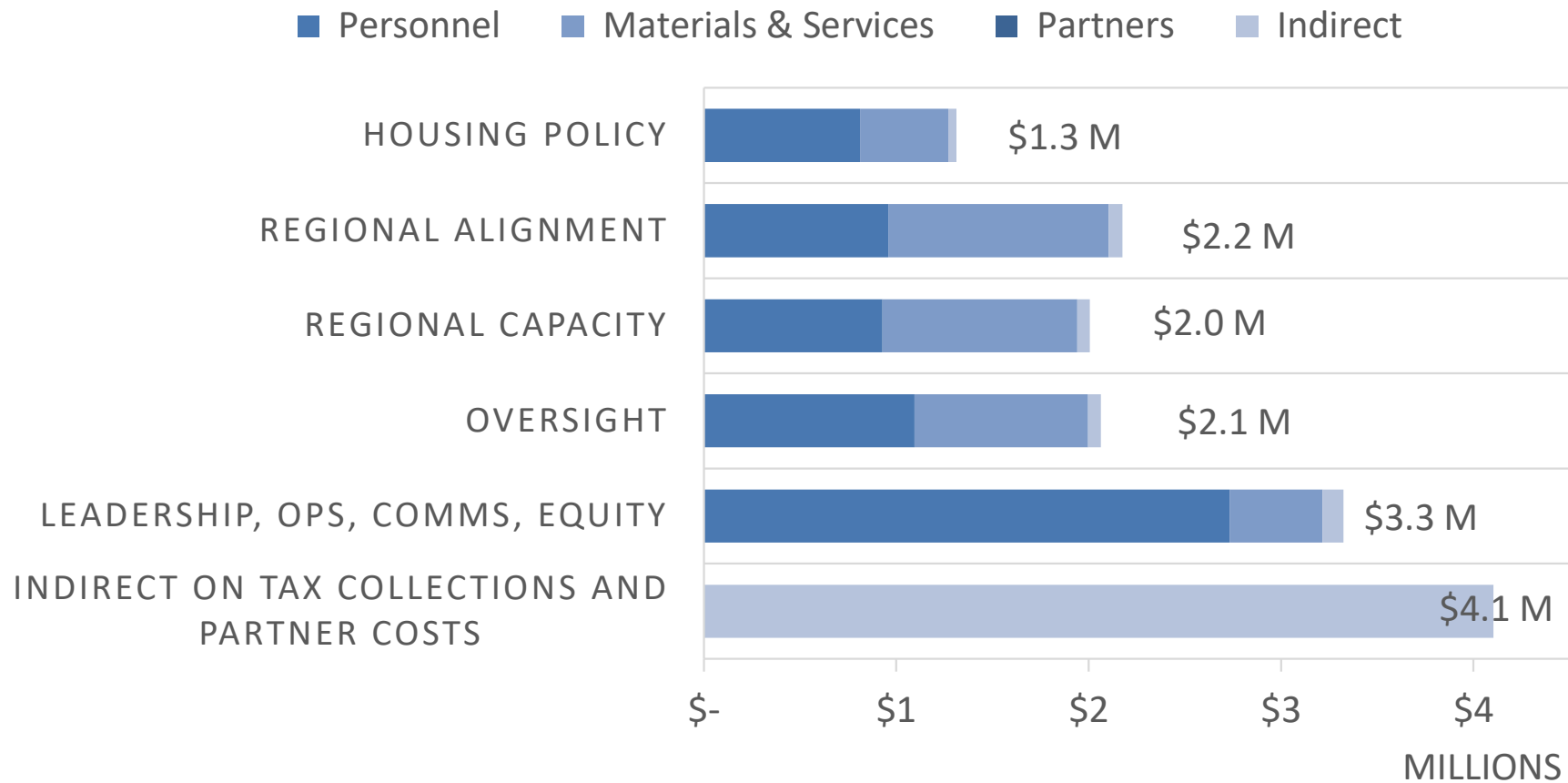
# FY 2024-25 Budget Overview - SHS

**SHS Resources: \$805 million**  
\$430 million beg balance  
\$375 million tax revenue



# FY 2024-25 Budget Overview - SHS

## FY24-25 SHS EXPENSE BUDGET - METRO





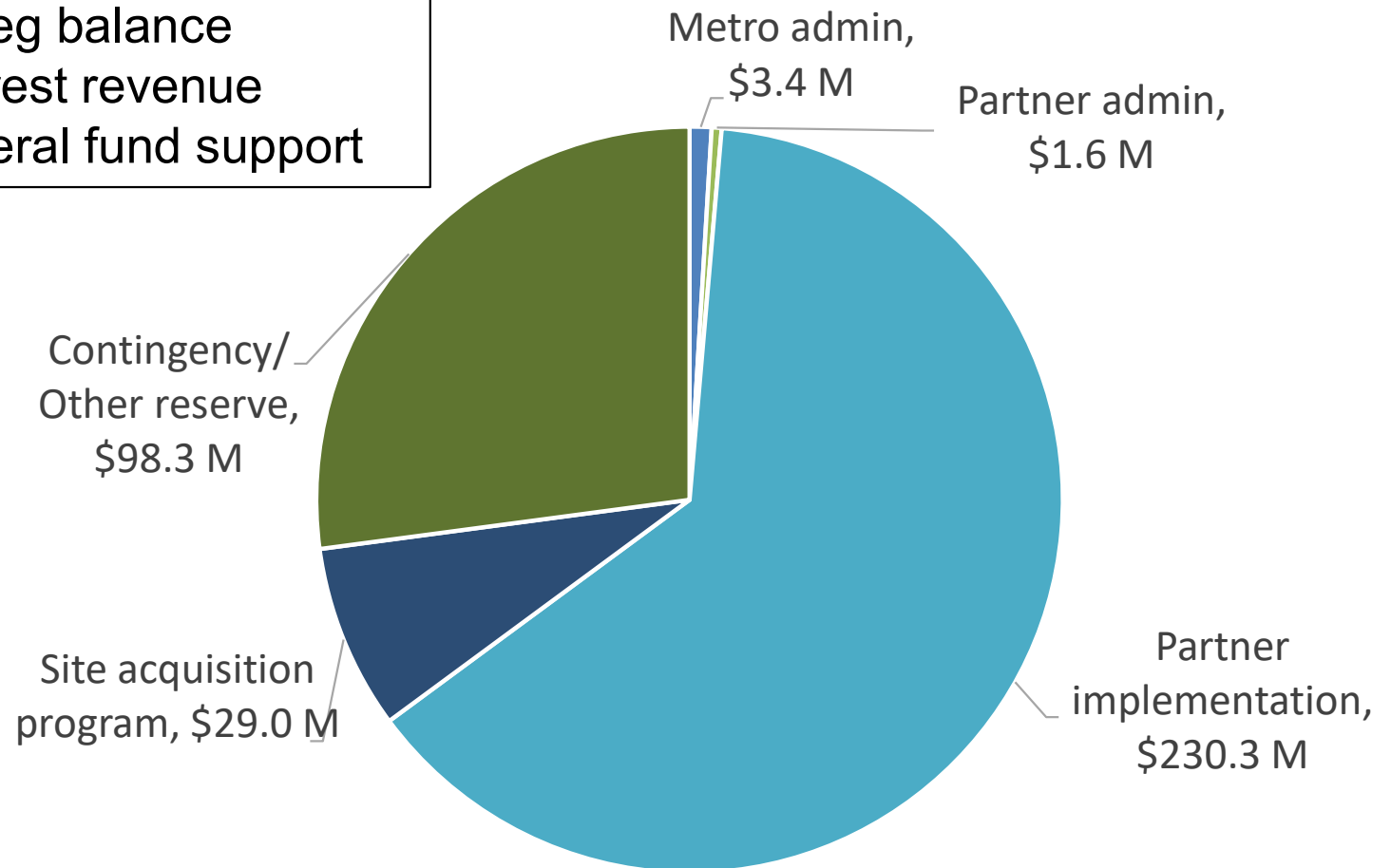
# FY 2024-25 Budget Overview - AHB

## AHB Resources: \$363 million

\$360 million beg balance

\$2 million interest revenue

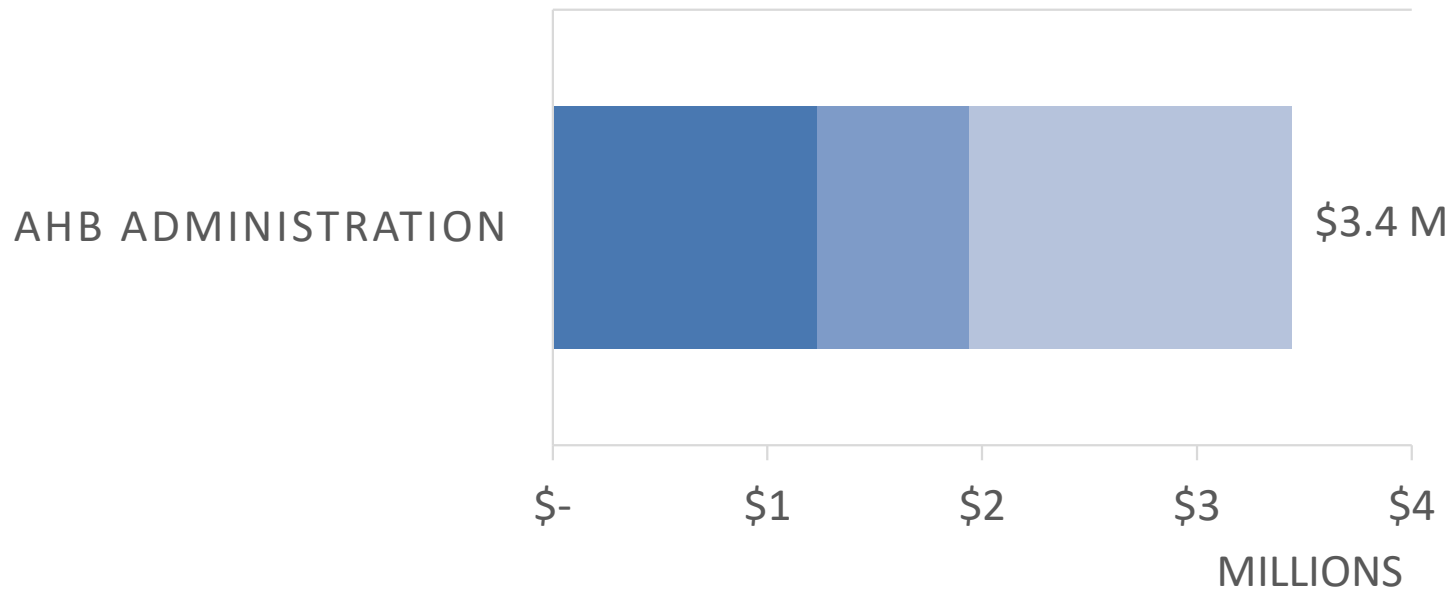
\$1 million general fund support



# FY 2024-25 Budget Overview - AHB

## FY24-25 AHB EXPENSE BUDGET - METRO

■ Personnel   ■ Materials & Services   ■ Indirect



# Budget Performance Measures

# households placed in PSH

- Goal: 5,000
- As of Dec 2023: 4,806 individuals\*

# households stabilized

- Goal: 10,000
- As of Dec 2023: 22,175 individuals\*

# affordable homes

- Goal: 3,900
- As of Dec 2023: 1,410 completed and 1,374 under construction

# Key Equity Metric

**Outcome:** Increased access to housing resources for BIPOC communities

2022

- 45% of occupants of the initial bond funded buildings were people of color\*

2023

- 48% of occupants of the initial bond funded buildings were people of color\*

\*AHB metrics are based on responses, which are not received from all occupants

# Key Equity Metric

**Outcome:** Increased access to housing resources for BIPOC communities

2023

- 48% of people placed in supportive housing were people of color
- 61% of people placed in rapid rehousing were people of color
- 68% of people served by homelessness prevention services were people of color

# Investments in Target Areas

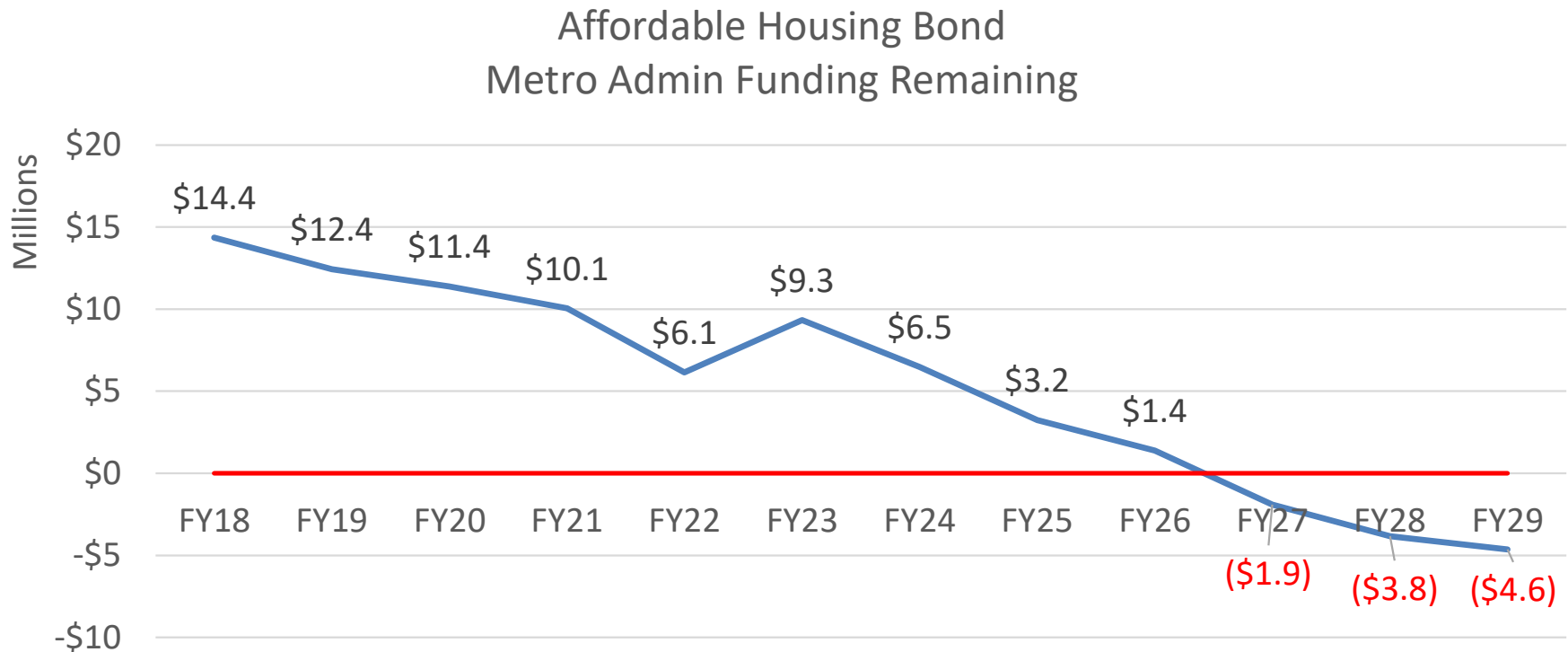


Urban League  
of Portland



# Budget Modifications

- \$950,000 annual General Fund allocation to AHB for five years



# Budget Modifications

- \$150,000 one-time General Fund allocation for Regional Housing Strategy
- 1 FTE in Housing Communications
- Extend five Limited Duration positions by one year, through FY26



# Council Discussion

Questions?



[oregonmetro.gov](http://oregonmetro.gov)







## **Waste Prevention and Environmental Services FY 2024-25 Proposed Budget**

April 2024



# Presentation Overview

FY24 Department Progress

Proposed Budget Overview

Key Performance Measures

Investment in Target Areas

Budget Modifications

Council Discussion





# Waste Prevention and Environmental Services





# Waste Prevention and Environmental Services

Our primary responsibility is to conserve resources through waste reduction and manage garbage and recycling safely for people and the environment.

Garbage and recycling operations



Services and community investment



Planning and partnerships





# Progress towards regional outcomes: Services and Community Investment



More than 30,000 students reached in 2023



FY23 collection events exceeded targets



RID Deployment Center Purchase



# Progress towards regional outcomes: Planning and Partnerships



Garbage and Recycling System Facilities Plan



Bulky Waste Policy Project pilots completed



Disaster Debris Management Reserve and Grant Fund operational in 2023



# Progress towards regional outcomes: Garbage and Recycling Operations



Capital projects: Contract signed for Point-of-Sale System Replacement



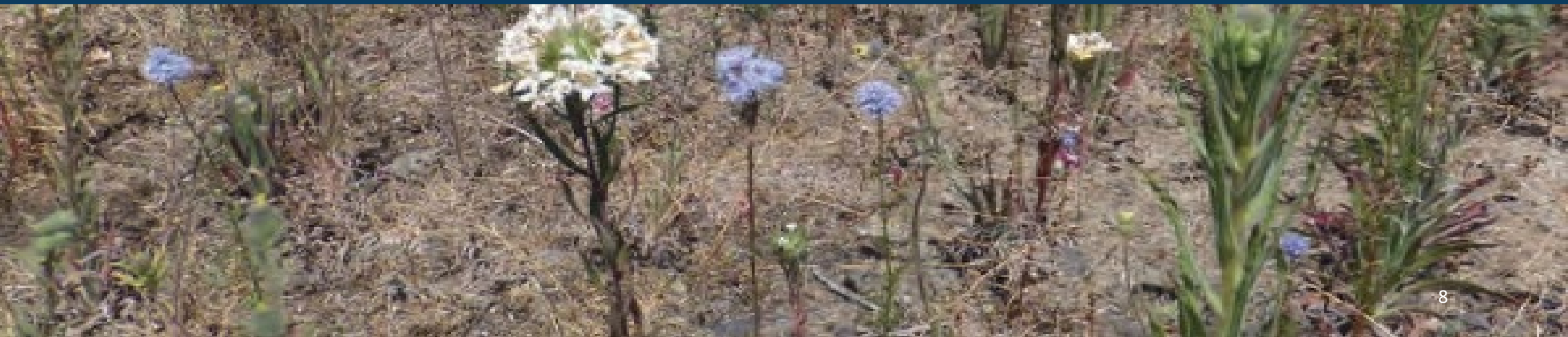
Audit recommendations: 19 of 20 completed or in-progress



More than 500,000 transactions annually



# Proposed Budget Overview



# FY 2024-25 Proposed Budget Overview

**\$162.2M TOTAL BUDGET**

\$32.5M Personnel

\$78.7M Materials and Services

\$20.7M Central Services + CAM

**\$131.9M Operating**

**\$3.2M Capital Outlay**

**\$27.2M Contingency & Reserves**

201.3 FTE



# Capital Improvement Plan

FY 2024-25 Capital Improvement Plan: \$3.2M

<b>Regional System Fee Capital Fund (\$300k)</b>	<b>Solid Waste Operations Capital Fund (\$2.9M)</b>
St. John's Landfill Bridge Repair	Metro South Office & Breakroom
St. John's Landfill Office Relocation	Metro Central Safe Roof Access
	Metro Central Bay 3 Concrete
	Metro Central POS Upgrade
	Metro Central Stormwater System



# Measuring Progress





# Progress Overview

Change since baseline year



Foster shared prosperity and workforce equity

Median wage of solid waste workers



Advance environmental literacy and waste prevention practices.

Youth reached through education programs



Provide excellent service and equitable system access

Dumped garbage in most impacted communities



Strengthen systems for recovery, reuse and repair.

Capacity and impact of reuse sector

Baseline

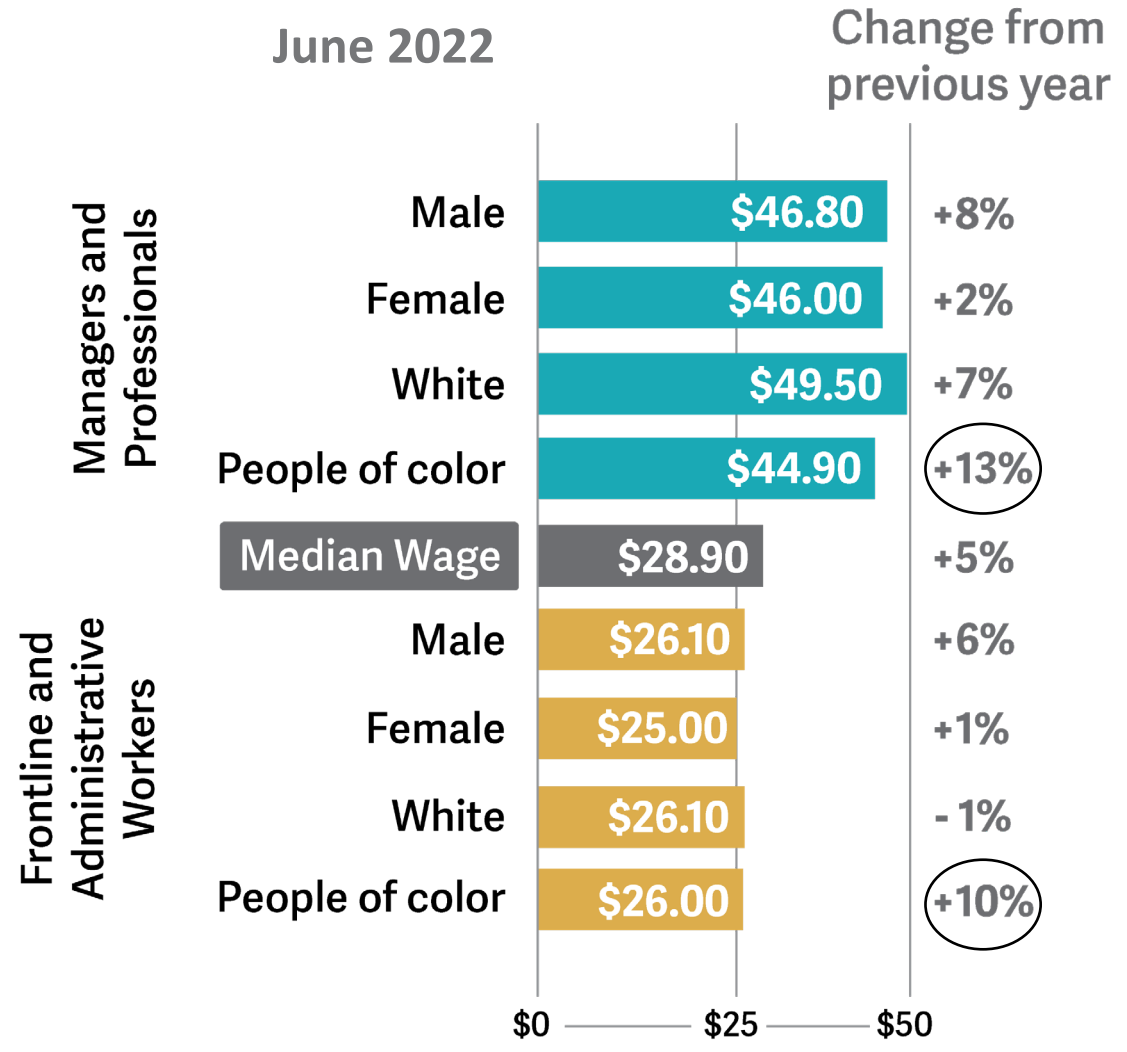


Reduce environmental health impacts of products.

GHG emissions of products and services

Baseline

# Median hourly wage of Metro solid waste workers



- MIT Living Wage estimate for a household of 2 adults & 2 dependents in greater Portland: **\$28.10**

### Other household sizes

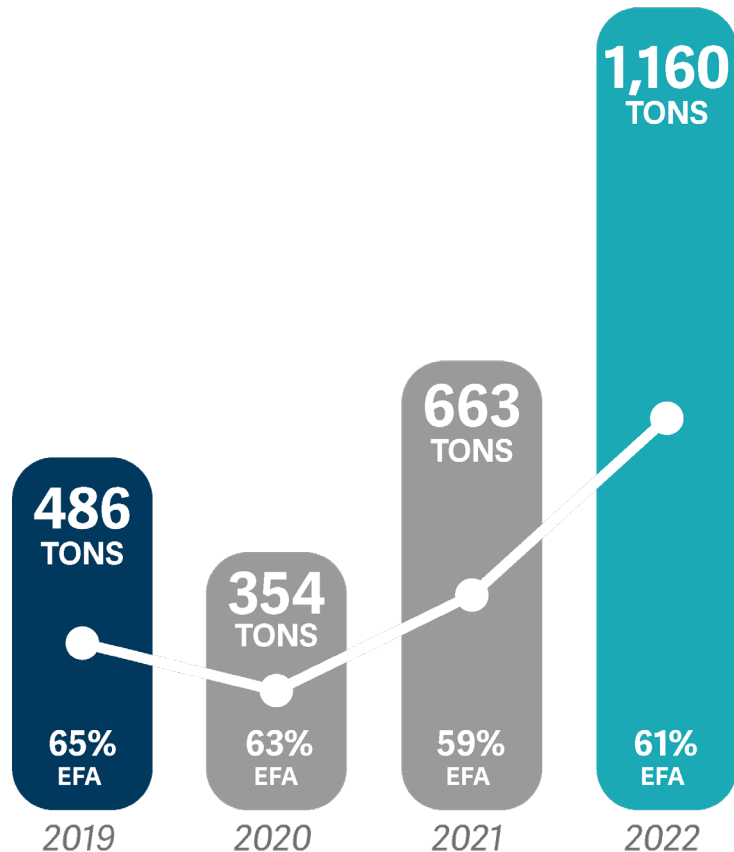
- 1 adult, no dependent: \$21.80
- 1 adult, 3 dependents: \$69.60

■ Above living wage estimate  
 ■ Below living wage estimate

Sources: Metro, Recology; Glasmeier, Amy, Massachusetts Institute of Technology (2023)

# Dumped garbage in most impacted communities

Annual tons disposed by RID crews  
and % of sites occurring in EFAs



\* EFA-Equity Focus Areas

- Short-term: Clean up reported dumps, limit impact on EFAs



Progress made

- Long-term goal: Decrease need for cleanups

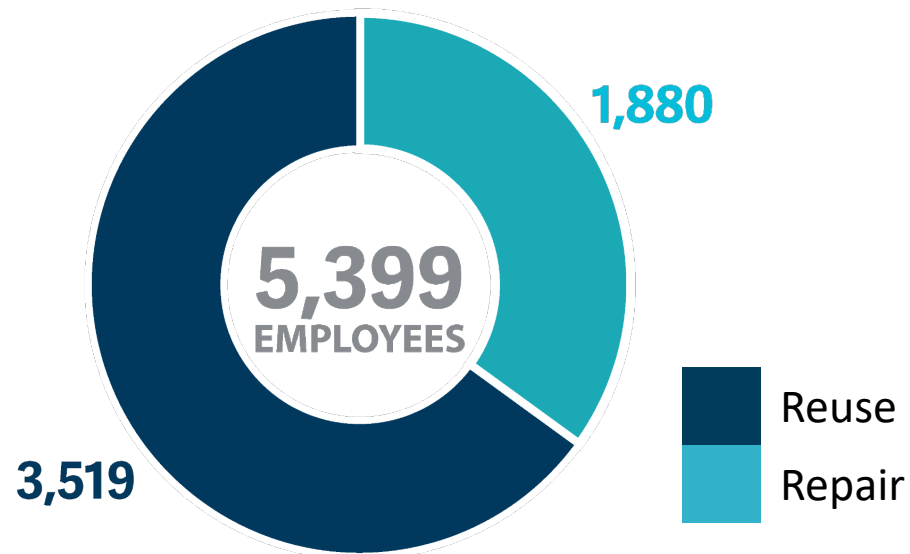


No progress made



# Capacity and impact of the reuse sector

## Number of employees in reuse and repair businesses and organizations



Source: Metro, ESRI ArcGIS Business Analyst, Start Consulting Group (2022)

- Represents thrift, household goods, electronics, textiles, building materials, food, etc.
- The reuse sector prevented an additional **153,400 tons** of waste in 2022.
- **Goal:** increase capacity and impact

# Reuse Partnerships

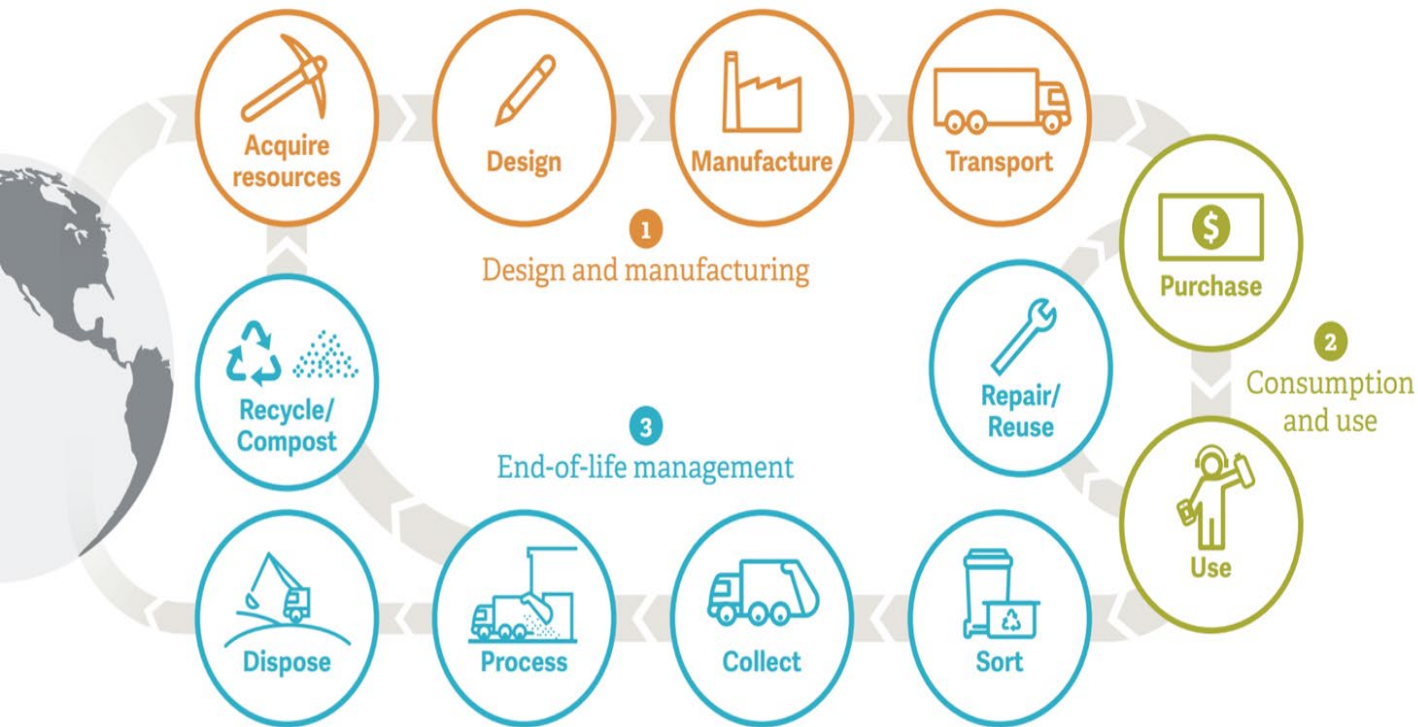
“ Another community benefit that we provide is Reuse. What started as a way to reduce disposal became partnerships with local non-profits to responsibly use some low-risk products that are in perfectly good condition, such as cleaners, fertilizers, paints, and automotive products. ”

Deb Humphrey  
Metro Central Superintendent

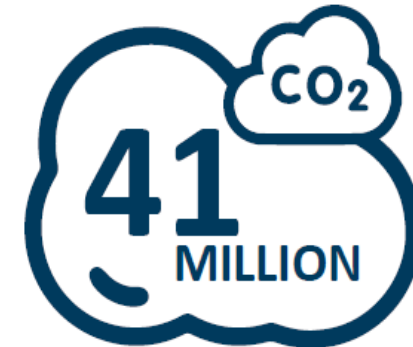


More than 200,000 pounds were collected and redistributed to partners including Dignity Village, Habitat for Humanity, and Clackamas County Gleaners.

# Measuring Environmental Impact



## GHG Consumption Based Emissions 2015 Baseline Data

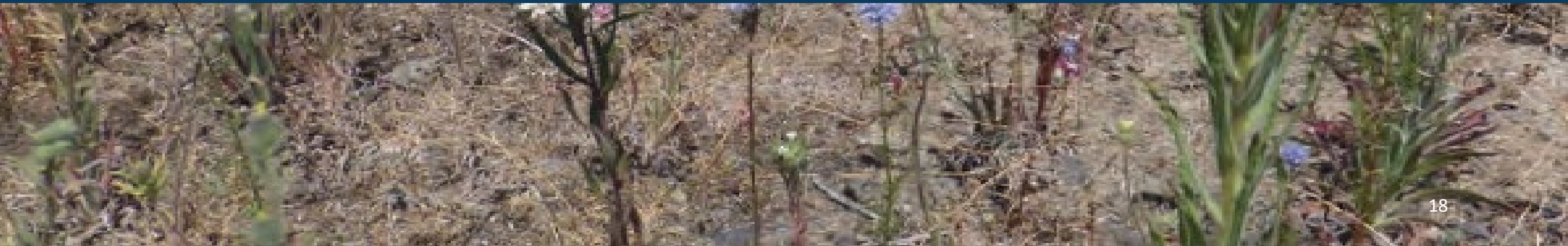


Metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e) in 2015

Greenhouse gas emissions from products and services consumed in the region



# Budget Engagement and Investment in Target Areas





# Waste Prevention and Environmental Services

Budget Development and Stakeholder Engagement

**Regional Waste Advisory Committee**

**Waste Fee Policy Task Force**

**Budget Roundtables**

Nonprofit

Local Government

Industry



# What We Heard

## Investment Priorities

- Sustainable funding for reuse and repair
- Increased investment for diversion, reuse, repair
- Invest in safety at public transfer stations
- Increased transparency in budget and fees
- Increase investment in education and community programs
- Continue work to expand access to Household Hazardous Waste events

## Curtailement

- Less investment in managing waste to focus on efforts to reduce waste and investing in reuse/repair
- Decreased funds for entities that do not demonstrate social and environmental benefit
- Evaluate Metro staffing levels are correct for services provided

# Key investments: Environment and Economy



## Safe and Convenient Household Hazardous Waste Disposal

**\$8.2M**

- Two permanent facilities open 6-7 days
- Regional collection events



## Waste Prevention Education

**\$3.1M**

- Waste prevention, recycling and disposal education
- Youth and adult internship programs



## Local Government Partnerships

**\$4.9M**

- Direct funding to local governments for waste reduction efforts
- Disaster debris reserve fund



## Community Clean-up

**\$5.7M**

- Cleaning up dumped garbage
- Community driven clean-up efforts
- Workforce development partnerships



# Key initiatives: Environment and Economy



Expanding opportunities and partnerships for reuse



Advancing food waste reduction policy implementation

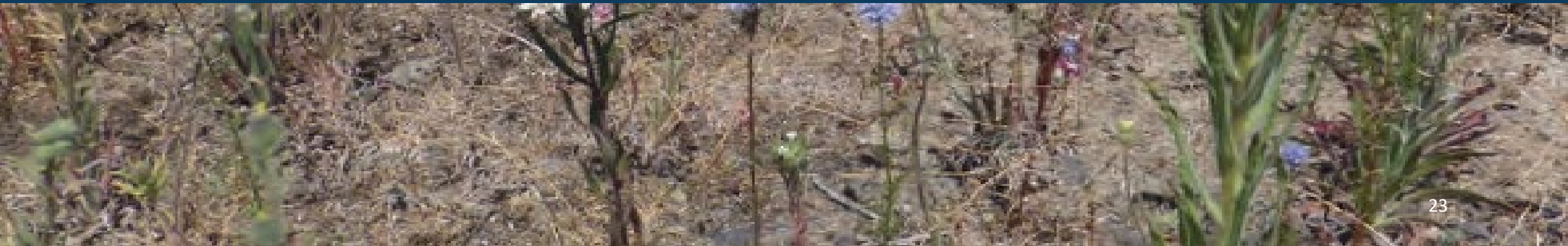


Advancing garbage and recycling system improvements





# Budget Modifications



# FY25 Budget Modifications

1.0 FTE Provide capacity to address Transfer Station Operating Controls audit recommendations focused on safety and procedures.

1.0 FTE Reduce dependence on variable hour employees and address staffing gap for traffic control team.

.4 FTE Reduce dependence on variable hour employees and recover a portion of service level reduced due to COVID budget cuts.





Metro

Thank you.

