

Council meeting agenda

Thursday, March 16, 2023 **10:30 AM** **Metro Regional Center, Council chamber,**
[https://www.youtube.com/watch?](https://www.youtube.com/watch?v=gXJuiMLca5c)
[v=gXJuiMLca5c](https://www.youtube.com/watch?v=gXJuiMLca5c)
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
<https://www.youtube.com/watch?v=gXJuiMLca5c>

1. Call to Order and Roll Call

2. Public Communication

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

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

Consideration of the June 23, 2022 Minutes [22-5835](#)

Attachments: [062322c Minutes](#)

Consideration of the June 30, 2022 Minutes [22-5836](#)

Attachments: [063022 Minutes](#)

Consideration of the July 19, 2022 Minutes [22-5832](#)

Attachments: [071922c Minutes](#)

Consideration of the July 21, 2022 Minutes [22-5830](#)

Attachments: [062122cw Minutes](#)

Consideration of the August 4, 2022 Minutes [22-5833](#)

Attachments: [080422c Minutes](#)

Consideration of the September 15, 2022 Minutes [22-5834](#)

Attachments: [091522c Minutes](#)

Consideration of the October 13, 2022 Minutes [RES 22-7043](#)

Attachments: [101322c Minutes](#)

4. Resolutions

- 4.1 Resolution No. 23-5311 For the Purpose of Amending the [RES 23-5311](#)
FY 2022-23 Budget and Appropriations Schedule and FY
2022-23 Through FY 2026-27 Capital Improvement Plan
to Provide Changes in Operations

Attachments: [Resolution No. 23-5311](#)
[Staff Report](#)
[Exhibit A to Resolution No. 23-5311](#)
[Exhibit B to Resolution No. 23-5311](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)
[Attachment 3 to Staff Report](#)
[Attachment 4 to Staff Report](#)
[Attachment 5 to Staff Report](#)
[Attachment 6 to Staff Report](#)

- 4.2 Resolution No., 23-5306 For the Purpose of Endorsing the [RES 23-5306](#)
Preferred Alternative for the Earthquake Ready Burnside
Bridge Project

Attachments: [RES NO. 23-5306 Earthquake Ready Burnside Bridge PA Council](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff report](#)

- 4.3 Resolution No. 23-5314 For the Purpose of Amending the Affordable Housing Bond Work Plan to Allocate Bond Funds for Metro Administrative Costs

[RES No.
23-5314](#)

Attachments: [Resolution No. 23-5314](#)
[Exhibit A](#)
[Staff Report](#)

5. Ordinance (second reading and vote)

Ordinance No. 23-1490 For the Purpose of Annexing to the Metro District Boundary Approximately 6.58 Acres Located in Hillsboro to the West Side of SE 67th Ave North of SE Genrosa St.

[ORD 23-1490](#)

Attachments: [Ordinance No. 23-1490](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

6 Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

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. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếng nói 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. або Якщо 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 的不歧视公告

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。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. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo 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. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសសិទ្ធិពលរដ្ឋស្របច្បាប់របស់ Metro។ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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. 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. 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. 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.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

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. Yog hais tais koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwv ua ntej ntawm lub rooj sib tham.

Agenda Item No. 3

Consideration of the 2022 Council Meeting Minutes Consent Agenda Metro Council Meeting's

Metro Council Meeting
Thursday, March 16, 2023

Council meeting

Minutes

June 23, 2022

Metro

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



Minutes

Thursday, June 23, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

Minutes

Council meeting

June 23, 2022

1. Call to Order and Roll Call

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

Present: 5 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

Excused: 2 - Council President Lynn Peterson, and Councilor Duncan Hwang

2. Public Communication

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

Liam from Sunrise PDX, Lucia from Sunrise PDX, Row from Sunrise PDX, and Ukiah Sunrise PDX testified against the LPA for the IBRP, citing its potential to increase greenhouse gas emissions.

3. Consent Agenda

A motion was made by Councilor Craddick, seconded by Councilor Rosenthal, to adopt items on the consent agenda.. The motion carried by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 3.1 Resolution No. 22-5270, For the Purpose Confirming Appointment of Community Representatives to the Metro Central Community Enhancement Committee
- 3.2 Consideration of the April 21, 2022 Council Meeting Minutes
- 3.3 Consideration of the April 14, 2022 Council Meeting Minutes

4. Resolutions

4.1 Resolution No. 22-5275, For the Purpose of Adopting the Reimagining

Policing, Security, and Incarcerated Labor Vision for Justice and Belonging

Deputy Council President Lewis introduced Marissa Madrigal [she/her/ella] to present to Council.

Staff pulled up the [*Reimagining Policing, Security, and Incarcerated Labor Project*] to present to Council.

Staff's presentation explained how their plan to:

- Reduce current harm
- Align with agency & regional plans
- Create welcoming spaces & stable communities

Council Discussion:

Councilor Rosenthal reiterated his full-fledged support for the resolution, though he had questions around the wording used in the resolution. He specifically pointed to the use of the term "living wage," and asked why other terms like "minimum wage" or "fair or equitable wage" instead. Councilor Rosenthal was specifically concerned about the potential to misinterpret or reinterpret the wording in a way that would weaken the resolution. He also asked about the term "communities," rather than "communities and individuals."

Staff explained that the term "living wage" is a term with an accepted "model," and they decided upon that term to create more consistency within the department. Staff acknowledged Councilor Rosenthal's recommendations.

Councilor Craddick asked what actions staff would recommend in order to realize the vision they presented to

Council, though she did not expect an immediate answer. She also asked if staff would bring more specific actions to Council at a later date.

Staff explained that much work is still left to be done. However, Punneh Abdolhosseini added that they have recommended that departments “really think through what

it means to build a foundation for long-term sustainability in this work.” Staff confirmed that they would bring more specific items as their work moves forward.

Councilor Gonzalez asked, given that Metro is not directly involved in law enforcement, how staff planned to “convene” those who are directly involved like: mayors, county chairs, commissioners, police chiefs, etc.

Reed Brodersen explained that staff would most likely start the work of “regional convening” in places like the Tri-County Advisory Body, and work on implementing their vision in areas that Metro has direct influence, like affordable housing and transportation.

Deputy Council President Lewis asked for more information regarding the potential need for “professionalization of our security team.” She also asked if any budget asks for this work would be in regular cycle with the next budget. She also asked if staff had enough support from HR in their work group. Reed added that yes, the deputy director of HR is on their committee.

Councilor Rosenthal asked why the prosecutorial system was not mentioned.

Staff explained that it was not intentionally left out, and it was not as high a priority as other items.

Deputy Council President Lewis asked for more

information on the bullet point: *Planning Still Disconnects Community and Supports Displacement*.

Staff promised to follow up with Council in writing.

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

- 4.2 Resolution No. 22-5269, For the Purpose of Approving the Parks and Nature Bond Large Scale Community Visions Pilot Program Handbook

Deputy Council President Lewis called on [Jon Blasher] [he/him], Metro Director of Parks and Nature and MG Devereux [he/him] Deputy Director of Parks and Nature, to present to Council.

Staff pulled up the *[Large Scale Community Visions Presentation]* to present to Council.

The presenters explained the scope and vision for the LSCV program.

Council Discussion:

Councilor Craddick asked for reassurance that this project would bring more nature to urban areas that need it, and that these spaces would receive regular maintenance and protection. She also recommended that staff consider the varied financial capacities of the different partner cities.

Jon reassured Council that long-term maintenance was a part of this project, and that this would not take away from any ongoing projects and commitments.

Councilor Rosenthal asked if there are procedures in place to update the handbook after its adoption.

Staff explained such a process, through the COO's office or via Council's recommendation, and explained that they have committed to returning to Council with more specific policy questions during phase one of the project.

Councilor Gonzalez expressed his appreciation for staff's work, and his support for the project.

Deputy Council President Lewis pointed out Metro's

seeming bias towards riparian zones, and asked if staff would ensure that other forms of natural habitat would be equally valued in their analyses.

Jon assured that, though riparian zones are one of their primary focuses, they understood the importance of other ecosystems and would properly weight their impact.

Councilor Rosenthal asked if staff had considered an emphasis on connectivity between regional habitats of various types.

Staff answered yes, and they offered to provide more specific examples at a later date.

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 4.3 Resolution No. 22-5259, For the Purpose of Amending the FY 2021-22 Budget and Appropriations Schedule and FY 2021-22 Through FY 2025-26 Capital Improvement Plan to Provide Changes in Operations

Deputy Council President Lewis called on [Cinnamon Williams] [she/her], Metro Financial Planning Director, to

present to Council.

Staff pulled up the [*June Budget Amendment Council Presentation*] to present to Council.

Cinnamon outlined the amendments to the 2021-22 Consolidated Budget.

Council Discussion:

Councilor Craddick asked for clarification, that the resolution being discussed would amend the 2021-22 budget.

Staff answered yes.

Deputy Council President Lewis asked if the \$1.7 million in WPES' budget that has been appropriated to 8 capital projects from the land acquisition budget became available after they decided not to purchase a certain site.

Staff answered yes.

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

5. Ordinances (Second Reading and Vote)

- 5.1 Ordinance No. 22-1479, For the Purpose of Annexing to the Metro District Boundary Approximately 11.06 Acres Located at 17433 SW Brookman Road in Sherwood

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,

Minutes

Council meeting

June 23, 2022

Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 5.2 Ordinance No. 22-1480, For The Purpose Of Annexing To The Metro District Boundary Approximately 40.10 Acres Located At 13580 & 13794 SW Roy Rogers Road In Tigard

Councilor Rosenthal disclosed an ex parte contact with a constituent.

Council did not object to this contact and Metro Attorney Carrie MacLaren recommended that Council proceed with the ordinance.

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

6. Chief Operating Officer Communication

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

- With Elissa Gertler's departure, Andy Shaw would become the interim director in Planning, Development, and Research. Tyler Frisbee would replace him as interim director of Government Affairs.
- Music on Main at Portland Center for the Arts will be on July 13th, and free outdoor concerts will be held every Wednesday between July 13th and August 24th.
- Over the summer, the Oregon Zoo will be offering zoo nights every other Friday.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** updated Council regarding the Tigard UGB and the Parks and Nature Bond presentations. There will also be a ground breaking on 6/30 at the Wish Camper.
- **Deputy Council President Lewis** updated Council regarding another opening for senior housing on 6/27. She also updated Council regarding an expert panel on modeling climate change in transportation that took place on 6/22.
- **Councilor Rosenthal** commented on the expert panel, that he found it very informative.
- **Councilor Craddick** commented on the expert panel, how it has gotten her to ask if we are all doing enough to stop the climate crisis.
- **Councilor Gonzalez** also shared thoughts about the panel and other presentations from the past few weeks. He specifically mentioned a presentation from Elliot Rose regarding the decline in public transit ridership, and how that affects our ability to meet our climate goals.
- **Councilor Nolan** added to Councilor Craddick's thoughts. She believes that Council has asked these questions, and that the capacity to do more exists. However, they have faced resistance from the people who want projects to move forward.
- **Councilor Rosenthal** specifically mentioned a commenter from Colorado who said that adding transit does not alleviate congestion, it just allows more people to travel.

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 3:46 p.m.

Respectfully submitted,

Nathan Kim

Your Name, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 23, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------|-----------|---|--------------|
| 1.0 | PowerPoint | 6/23/2022 | Reimagining Policing, Security, and Incarcerated Labor Project Presentation | 062322c-01 |
| 2.0 | PowerPoint | 6/23/2022 | Large Scale Community Visions Presentation | 062322c-02 |
| 3.0 | Testimony | 6/23/2022 | Ukia Halloran-Steiner Testimony | 062322c-03 |
| 4.0 | Powerpoint | 6/23/2022 | Resolution 22-5259 June Consolidated Budget Amendment Presentation | 062322c-04 |

Metro

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



Metro

Minutes

Thursday, June 30, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

1. Call to Order and Roll Call

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

Present: 5 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

Excused: 2 - Council President Lynn Peterson, and Councilor Duncan Hwang

2. Public Communication

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

There were none.

3. Presentations**3.1 Financial Condition of Metro: FY 2011-12 to FY 2020-21**

Deputy Council President Lewis introduced Brian Evans (he/him)

Staff pulled up the Financial Condition of Metro FY 2011-12 to FY 2020-21 presentation to present to Council.

Brian Evans explained the scope and methodology of the report, summary trends developed from the audit, total revenue growth, revenue resources, total expenditures, cost of employees, risk management funds, fixed costs, capital spending, departmental expenditures, total debt, capital assets, general fund balance, and demographic and economic trends.

Council Discussion

Brian Kennedy explained Metro disagrees with the Auditors

summarization of their debt.

Councilor Rosenthal asked if the asset increase is adjusted for inflation.

Brian Evans explained that all numbers in the report are adjusted for inflation.

4. Consent Agenda

A motion was made by Councilor Rosenthal, seconded by Councilor Nolan, that this was approved the Consent Agenda. The motion carried by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

4.1 Resolution No. 22-5276, For the Purpose of Accepting the May 17, 2022 Primary Election Abstract of Votes for Metro

4.2

Consideration of the May 3, 2022 Council Meeting Minutes

5. Ordinances (First Reading and Public Hearing)

5.1 **Ordinance No. 22-1481**, For the Purpose of Annexing to the Metro District Boundary Approximately 23.85 acres located in the vicinity of SW Frog Pond Lane in Wilsonville

Deputy Council President Lewis called on (Tim O'Brien (he/him), Metro, to present to Council.

Metro Attorney, Carrie MacLaren (she/her), explained the procedural requirements for Ordinance No. 22-1481

No council members identified ex parte contacts or conflicts of interest.

Tim O'Brian explained the process of annexation.

Council Discussion:

There were none.

6. Chief Operating Officer Communication

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

- Gratitude for Elissa Gertler as she moved onto another opportunity.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Craddick provided an update on the 2023 Regional Transportation Plan.
- Councilor Rosenthal provided an update on the opening of the View Finder affordable housing unit in Tigard.

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 11:40 a.m.

Respectfully submitted,

Brianna Dolbin

Brianna Dolbin, Legislative Assistant



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting action update

Thursday, June 30, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar
ID: 615079992) or 929-205-6099 (toll free)

1. Call to Order and Roll Call

Present: 5 - Councilor Shirley Craddick, Councilor Christine Lewis,
Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and
Councilor Gerritt Rosenthal
Council President Lynn Peterson, and Councilor Duncan
Excused: 2 - Hwang

2. Public Communication

3. Presentations

3.1 Financial Condition of Metro: FY 2011-12 to FY 2020-21

4. Consent Agenda

**A motion was made by Councilor Rosenthal, seconded by
Councilor Nolan, that this was approved the Consent
Agenda. The motion carried by the following vote:**

Yes: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,
Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

4.1 **Resolution No. 22-5276**, For the Purpose of Accepting the May 17, 2022
Primary Election Abstract of Votes for Metro

4.2 Consideration of the May 3, 2022 Council Meeting Minutes

5. Ordinances (First Reading and Public Hearing)

5.1 **Ordinance No. 22-1481**, For the Purpose of Annexing to the Metro District
Boundary Approximately 23.85 acres located in the vicinity of SW Frog
Pond Lane in Wilsonville

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

PLEASE NOTE: Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 30, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|------------------|-------------|--|--------------|
| 3.1 | PowerPoint | 6/30/2022 | Financial Conditions of Metro Presentation | 063022c-01 |

Metro

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



Minutes

Tuesday, July 19, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

1. Call to Order and Roll Call

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

Present: 6 - Council President Lynn Peterson, Councilor Shirley Craddick,
Councilor Christine Lewis, Councilor Mary Nolan, Councilor
Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Councilor Juan Carlos Gonzalez

2. Public Communication

Council President Peterson opened the meeting to members

Minutes

Council meeting

July 19, 2022

of the public wanting to testify on a non-agenda items.
There was none.

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

3. Ordinances (First Reading and Public Hearing)

- 3.1 Ordinance No. 22-1482, For the Purpose of Creating A New Metro Code Chapter 5.11 to Establish the Disaster Debris Reserve and Disaster Debris Management Grants Program
Assigned to Council, second reading is scheduled for July 28, 2022.

Council President Peterson called on [Courtney Patterson] [she/her], Metro Asset Division Manager, and Jim Quinn [he/him], Metro Solid Waste Resilience Planner to present to Council.

Staff pulled up the [*Disaster Debris Reserve and Grant Program Presentation*] to present to Council.
Staff presented regarding an ordinance that would establish a disaster debris reserve and grant program.

Council Discussion

Council President Peterson asked about the outreach work being done with city managers and mayors, in lieu of the ice storms.

COO Marissa Madrigal and Staff discussed their engagement with cities and identified ways Metro can support them: through funding, debris management, and communication/coordination.

Councilor Hwang asked how far the \$5 million reserves can

go, and asked if the funds would be distributed to local governments or private contractors.

Without specific numbers to present, Staff decided on \$5 million based on research done with the annual cost of natural disasters, and believed it can cover debris removal for 3-5 disasters. This reserve is intended to fill the gaps that FEMA reimbursements can leave. The funds can possibly go to both.

Councilor Nolan asked a few questions:

- Since the reserve will be funded by earmarking current revenue streams, where did those funds go before? Does this mean cutting funding for other services?
- They also asked why Staff does not charge local governments, and allow them to create their own natural disaster cleanup reserves.
- They asked if these funds mainly come from street sweeping after natural disasters.

Staff explained that their budget is based on estimates of annual solid waste fee revenue, and any unspent funds will go to the reserves. They do not affect any fee or future fee calculations, and the revenue comes from a regional systems fee. These are fluctuating, one-time fees, and are placed in a “reserve within a reserve.” They do not directly support other programs

Staff had not explored this option but explained that local governments came to Metro asking for financial support. It is also difficult to predict where natural disasters will occur, so centralized funds allow Staff to better respond when and where they hit.

Most of these funds come from cleaning up contaminated soil, only a small percentage comes from street sweeping,

and none comes from natural disaster cleanup.

Councilor Craddick asked for more details around how Staff decided on the \$5 million cap, and why have a cap in the first place.

Staff reiterated that the cap was based on future projections, and that FEMA reimbursements will still cover around 80% of natural disaster cleanup costs.

Councilor Rosenthal asked if Staff believes it necessary to clearly define “materials” vs. “waste.”

Staff explained that the DEQ assists in classifying waste. However, they agreed that clear definitions would be helpful.

3.2.1 Public Hearing on Ordinance No. 22-1482

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 22-1482

There was none.

Seeing no further discussion on the topic, Council President Peterson moved on to Council Discussion.

4. Other Business

4.1 Affordable Housing Bond Annual Report

Council President Peterson introduced Patricia Rojas (she/her), Metro, Emily Lieb (she/her), Metro, Jenny Lee (she/her), Affordable Housing Bond Oversight Committee, and Steve Rudman (he/him), Affordable Housing Bond Oversight Committee to present to Council.

Staff pulled up the [*Metro Affordable Housing Bond Annual Report Presentation*] to present to Council.

Councilor Rosenthal asked if there are other units being built by other agencies, and not specifically funded by the bond, and if Staff has identified any priority areas for housing development.

Staff explained that there are multiple funding sources, like the Portland Bond and Federal programs. Making sure those resources reach those most in need is an ongoing conversation.

Councilor Lewis emphasized the importance of federal funding, and shared two thoughts: How can we make the most of our acquisition dollars, and we should start involving childcare providers as family units are built.

Councilor Gonzalez asked how Metro can find innovative ways to meet affordable housing needs, and how Metro can create more homeownership opportunities.

Staff mentioned taking a design-oriented approach. Future housing bonds and projects will have more opportunities to create homeownership.

Councilor Hwang asked multiple questions:

- He asked if any of these programs have adapted new technologies, like 3D printing and mass timber.
- He also asked if, with hindsight, the co-chairs would have done anything differently.
- He asked if there will be more appetite for workforce housing, or other ways to reduce the required

subsidy per unit.

- He finally asked Staff how they are thinking about things that could be prioritized differently.

Staff provided their thoughts about the ongoing issues, and how they would have run their stakeholder meetings

differently.

Councilor Lewis asked what the committee co-chairs needed from Council to continue their work over the next year. She also asked how to ensure the two program oversight committees are properly coordinating with one another.

The Committee Co-Chairs mentioned improving their report outs from their local implementation plans and removing needless barriers. Steve believed that Metro has coordinated with other jurisdictions remarkably. The Co-Chairs thanked for Metro's investments, which helped with staffing, but believe more investment will be needed to answer many of Council's questions.

5. Chief Operating Officer Communication

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

- There were none.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- There were none.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:03 p.m.

Respectfully submitted,

Nathan Kim, Legislative Assistant

Metro

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



Metro

Minutes

Thursday, July 21, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

1. Call to Order and Roll Call

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

Present: 5 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 2 - Council President Lynn Peterson, and Councilor Juan Carlos Gonzalez

2. Public Communication

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

Rachel testified against Metro's proposal to contract out the OCC's AV department.

Michael Puoncil testified to advocate for a full cleanup of the Willamette Cove.

Becca Lewis testified against Metro's proposal to contract out the OCC's AV department.

3. Consent Agenda

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

Council Discussion

Councilor Rosenthal supported the shoreline rail repair project, but believed it should be a separate item from the consent agenda, rather than part of the RTP. He also asked for more information, perhaps a staff presentation, on this item.

Staff explained that historically, maintenance and

rehabilitation projects are not put in the RTP, while new capital projects are.

Councilor Nolan encouraged their colleagues to deter to the President for scheduling agenda items.

Councilor Craddick asked if a streetcar between Portland and Lake Oswego is built in the future it would use this rail. She also asked to clarify if this project is in the RTP. Staff answered yes, this is the rail a future streetcar would use. The current agenda item being discussed is just repair and maintenance, so it is not specifically mentioned in the RTP.

Carrie McLaren also clarified Councilor Rosenthal's concern regarding JPACT minutes on the consent agenda.

A motion was made by Councilor Craddick, seconded by Councilor Rosenthal, to approve the Consent Agenda..
The motion carried by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 2 - Council President Peterson, and Councilor Gonzalez

- 3.1 For the Purpose of Amending and Adding to the 2021-26 Metropolitan Transportation Improvement Program (MTIP) Two ODOT Projects Enabling Project Phases to Move Forwards and Addressing Funding Shortfalls (JN22-13-JUN1)
 - 3.2 Resolution No. 22-5272, For the Purpose of Amending or Adding to the 2021-26 Metropolitan Transportation Improvement Program (MTIP) TriMet's New Willamette Shoreline Rail Repair Project and Addressing ODOT Needed Project Funding Needs (JN22-14-JUN2)
 - 3.3
-

4. Ordinances (Second Reading and Vote)

Deputy Council President Lewis stated that the first reading and public hearing for Ordinance No. 19-1481 took place on Thursday, November 7.

Deputy Council President Lewis called on [Tim O'Brien] [he/him], Metro to present to Council, and answer any questions.

There were none.

4.1 Ordinance No. 22-1481, For the Purpose of Annexing to the Metro District Boundary Approximately 23.85 acres located in the vicinity of SW Frog Pond Lane in Wilsonville

Deputy Council President Lewis stated that the first reading and public hearing for Ordinance No. 19-1481 took place on Thursday, November 7.

Deputy Council President Lewis called on [Tim O'Brien] [he/him], Metro to present to Council.

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 2 - Council President Peterson, and Councilor Gonzalez

5. Other Business**5.1 State Legislative Affairs Update**

Deputy Council President Lewis called on [Anneliese Koehler] [she/her] Metro, and [Jenna Jones] [she/her]

Metro, to present to Council.

Staff pulled up the [*State Legislative Agenda Update Presentation*] to present to Council.

Council Discussion

Councilor Rosenthal asked three questions:

- Do you anticipate a bill that is going to limit the amount of funding we can allocate for industrial lands?
- Do you anticipate any moves to limit the amount of money that can be diverted from other transportation projects to the interstate bridge?
- Do you anticipate any of the smaller cities will try to exempt themselves from the climate parking strategies requirements?

Anneliese has seen some sort of land use legislation practically every session, so Council should anticipate something like that. Regarding diverting funds, she has not seen any stakeholders who wish to do so. She has not heard any jurisdictions seeking to exempt themselves from the climate parking requirements, but she believes there is desire to amend them.

Councilor Craddick encouraged Council to consider working more closely with the state legislature to advance Metro's climate goals.

Councilor Hwang asked how Staff adapted and kept Metro up to date, when things in the state legislature can shift rapidly. They also asked if Metro has contract lobbyists. Staff explained they have a high-level set of principles that guide their work at the state legislature. They also hold weekly meetings with Metro staff, in the past they have

included Councilor Lewis and Council President Peterson. Metro has had contract lobbyists in the past, but it largely depends on factors like staffing needs and subject matter.

Councilor Nolan aligned themselves with Councilor Craddick's statements, and listed some possible policy goals for Staff to pursue, including new infrastructure projects. Staff will provide Council with an update with more information at a later time.

Councilor Rosenthal wished to remind Council to consider trees and urban vegetation, though they can interfere with solar panels, and consider natural solutions over technological fixes. Staff agreed that striking a balance between both is an important ongoing conversation.

Deputy Council President reminded Council that big recycling legislation is currently part of the legislative session, and hopes they will provide their support for it, especially the elimination of single-use grocery packaging, as it changes.

Councilor Craddick asked about the bag ban, and if it will be implemented post-pandemic. Jenna explained that the bag ban was not suspended during the pandemic; it was simply not enforced.

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

5.2 Update on Regional Flexible Funds Allocation and Parks Bond Coordination

Deputy Council President Lewis called on [Robert Spurlock] [he/him], Metro, and Dan Kaempff [he/him], Metro to present to Council.

Staff pulled up the [*Council Work Session Bond Trails Grant Presentation*] to present to Council.

Council Discussion

Councilor Nolan asked if Metro's review process had requirements that exceed ADA standards.

Robert explained that Staff reviews projects on a case-by-case basis. Most of the bridge projects are "requesting planning and development funding," and Staff can influence their design using Metro guidelines.

Councilor Rosenthal noticed that the bridge sketch presented to Council included stairs but no ramps, and asked if this is the actual design. He also asked for clarification regarding the "high" risk rating and what it specifically means. Finally, he referenced Exhibit F of the original bond language which states the trails are meant to connect to rivers, wetlands, and other natural areas, which is specifically mentioned in the rating process. A lot of these proposed trails connect urban areas, and was concerned the bond's wording may be too limiting.

Robert clarified that the bridge is owned by Trimet, and has stairs and an elevator.

Dan explained the risk assessment process and the factors considered. A "high risk" project means there are more complexities when working through its scope and budget.

Robert clarified that their rating system does include a trail's connectivity with water and natural areas.

Councilor Lewis asked about the consequences of prioritizing funding for construction or planning projects.

Robert explained that staff is currently working on a

recommendation for Council, and will present it when ready.

Councilor Craddick emphasized that Metro needs a combination of construction projects and planning projects funded, so there are projects ready in the pipeline when more funding becomes available.

Robert explained that Staff is happy with the current slate of projects because, however the funding package turns out, it will include a lot of different projects.

Councilor Rosenthal asked if Council can approve funding by September rather than October. He also asked if Council can receive a “scorecard” regarding any changes from the original conceptual network of trails.

Robert like the scorecard idea, and that staff was going to propose a date in September for approval.

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

6. Chief Operating Officer Communication

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

- MERCK commission negotiations are ongoing, and she is happy to update Council offline.
- There are potential extreme high temperatures in the coming days.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Craddick** updated Council regarding the monthly JPACT meeting, the newly earthquake ready Burnside Bridge, and Tuesday’s opening of Hacienda’s

new formal housing program.

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:41 p.m.

Respectfully submitted,

Nathan Kim

Nathan Kim, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 21, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|--------------------------|---------------------|--|---------------------|
| 5.1 | PowerPoint | 7/21/2022 | Metro State Legislative Agenda Setting | 072122c-01 |
| 6.1 | PowerPoint | 7/21/2022 | Council Work Session Bond Trail Grants | 072122c-02 |

Metro

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



Metro

Minutes

Thursday, August 4, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

1. Call to Order and Roll Call

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

2. Public Communication

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

Lisa Yin: testified regarding the OCC's ongoing negotiations with its AV technicians.

Rosetta (Business Rep for IATSE28): testified in favor of OCC's AV technicians remaining Metro employees.

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

3. Consent Agenda

**A motion was made by Councilor Gonzalez, seconded by Councilor Nolan, that the Consent Agenda be approved..
The motion carried by the following vote:**

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

3.1

4. Resolutions

4.1 Resolution No. 22-5279, For the Purpose of Referring to the Voters of the Metro Area Renewal of Metro's Local Option Levy for Protecting Water Quality, Restoring Fish and Wildlife Habitat and Connecting People to Nature

Council President Peterson called on [Brian Kennedy] [he/him], Metro, and Jon Blasher [he/him], Metro, to

present to Council.

Staff pulled up the [*Parks and Nature Local Option Levy*] to present to Council.

Council Discussion:

Councilor Rosenthal voiced his support for the measure, but asked if language changes could be made. Staff explained that yes, changes can be made, but advised against it.

Councilor Craddick celebrated the passage of the levy, and reminisced about her time on the Council.

Councilor Lewis voiced her support for the levy.

Councilor Hwang voiced his support for the levy.

Councilor Gonzalez voiced his support for the levy.

Councilor Rosenthal voiced his support for the levy, and suggested implementing something more long-term.

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

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

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

4.1.1. Public Comment Opportunity for Resolution No. 22-5279 For the Purpose of Referring to the Voters of the Metro Area Renewal of Metro's Local Option Levy for Protecting Water Quality, Restoring Fish and Wildlife Habitat and Connecting People to Nature

Public Hearing:

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 22-5279

Gresham City Councilor Vince Jones-Dixon testified in support of the Parks and Nature Levy.

Forest Grove Mayor Peter testified in support of the Parks and Nature Levy.

THPRD Director Heidi Edwards testified in support of the Parks and Nature Levy.

Eric Crutz from the Cascade Policy Institute testified, demanding that the Parks and Nature Levy's title be amended, because it purportedly speculates what the ballot measure will do, which is against Oregon State law.

Bob Sallinger from the Audobon Society testified in support of the Parks and Nature Levy.

Paulina Santos from Also Inc(?) testified in support of the Parks and Nature Levy.

Teresa Wong from Green Space Institute testified in support of the Parks and Nature Levy.

Tara Willingson from the Beer Vine Alliance testified in support of the Parks and Nature Levy.

Councilor Elect Ashton Simpson testified in support of the Parks and Nature Levy.

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

5. Chief Operating Officer Communication

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

- Extreme heat is expected over the weekend.
- There has been increased wildfire activity and smokey conditions are expected.
- Metro is updating its COVID sick leave as we enter the endemic phase of the pandemic.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Craddick** updated Council regarding the recent Oregon Region One Commission on Transportation meeting.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:02 p.m.

Respectfully submitted,

Nathan Kim

Your Name, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 30, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|--------------|--------------------------|---------------------|---|---------------------|
| 4.1.1 | Testimony | 8/04/2022 | Eric Fruits Testimony | 080422c-01 |
| 4.1.1 | Testimony | 8/04/2022 | Eric Fruits Attachment | 080422c-02 |
| 4.1.1 | Testimony | 8/04/2022 | Ravi Laird Testimony | 080422c-03 |
| 3.1 | Presentation | 8/04/2022 | List of Levy Funded Investments 2013-16 | 080422c-04 |
| 3.1 | Presentation | 8/04/2022 | Parks and Nature Local Option Levy | 080422c-05 |

Metro

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



Metro

Minutes

Thursday, September 15, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)**

Council meeting

1. Call to Order and Roll Call

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

Present: 6 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Council President Lynn Peterson

2. Public Communication

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

Andrea Demico testified against the UGB urban exchange.

John Stone testified regarding his concerns around the UGB exchange and the River Terrace Project.

Brett M. provided additional context to Council, regarding the complications the exchange will cause in Washington County.

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

3. Councilor Bob Stacey Remembrance

Council shared remarks about the late former Councilor Bob Stacey.

4. Ordinances (Second Reading & Vote)

- 4.1 Ordinance No. 22-1483, For the Purpose of Amending Metro Code Section 2.01.055 to Clarify Attendance and Participation of Council Members by Electronic Means

Councilor Rosenthal asked for clarification regarding the purpose of the ordinance.

Deputy Council President Lewis provided clarification, that this ordinance would allow Council to declare a quorum even if some Councilors are attending remotely.

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

Aye: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

5. Other Business

5.1 UGB Exchange process check in and proposed exchange considerations

Deputy Council President Lewis called on [Andy Shaw] [he/him], Metro, [Tim O'Brien] [he/him], Metro, and [Ted Reid] [he/him], Metro, to present to Council.

Staff pulled up the [*Tigard UGB Exchange Metro Council Presentation*] to present to Council.

Council Discussion:

Councilor Nolan asked staff to address previously expressed concerns regarding a western bypass right through the Tigard property.

Tim provided a technical overview of the proposed bypass and its intended purpose.

Councilor Gonzalez asked how many housing units the proposed expansion support would. He also asked if Staff knew how many ownership vs rental opportunities there would be.

Staff explained that the expansion would allow for 20 units per acre. The preliminary concept plan projects anywhere from 3,000-4,500 units, but it will depend on how the

project progresses. However, it does not contain any projections around ownership vs rental opportunities.

Councilor Craddick wanted to address the concerns brought up during the earlier public testimony. She clarified that the proposal is not an expansion of the Urban Growth Boundary, but an exchange of land. One person expressed concerns regarding the potential destruction of natural wetlands; she asked Staff to explain the Title XIII restrictions that prevent development of any wetlands.

Councilor Craddick then asked to hear Staff's thoughts about her own concerns, the potential impacts of building an additional road on the Northern limits of the UGB.

Staff provided a brief history of the efforts to build a bypass in that area, but reassured Council that this proposal is not a plan to build something as large as a freeway.

Councilor Rosenthal asked if Staff knew the projected capacity of the proposed extension.

Staff felt ill equipped to answer these questions, and recommended asking the City of Tigard directly, rather than speculating.

Deputy Council President Lewis asked staff to present the 4 considerations Staff brought to Council.

Staff reiterated the considerations for narrowing options:

- How long properties have been in the UGB
- Whether they were brought in for a specific purpose
- Their planning, infrastructure, and development status
- Number of exchange areas
- Property owners' wishes
- Jurisdiction's position

Councilor Rosenthal asked if they had sufficient information

about each identified area, and asked if the “island” is tradable.

Two of the considerations would disqualify the island from Staff’s list. Staff then explained their plans for the COO recommendation, which will include multiple different scenarios for Council to consider.

Councilor Nolan asked what proactive steps Staff has taken to ensure that landowners, especially from marginalized communities, who are affected by the UGB exchange have access to information and support, so they can make choices that are aligned with their interests.

Tim explained that there is a process where landowners within a certain distance of a given UGB expansion are notified.

Councilor Hwang asked if Metro encourages landowners to exert their independence, like through a land-use council. He also expressed his desire for Staff to apply Metro’s equity lens while doing this work.

Staff explained that changes to the UGB boundary do not affect property values or what one can do on their property, and were unsure if something like a land-use council would do much. However, Staff believed they could do more outreach and education for landowners.

Councilor Nolan would prefer that 2-4 parcels of land are removed, rather than 30-40 smaller parcels. They would also prefer the exchange include 350 buildable acres and 150 non-buildable acres.

Councilor Rosenthal asked if the exchange could be for 200 acres instead of 350.

Staff said yes, though this is not what Tigard is requesting.

They recommended Council speak directly with the City of Tigard regarding this question.

Councilor Craddick encouraged caution while proceeding with this exchange.

Councilor Gonzalez expressed his appreciation and support for Staff's hard work, shared his thoughts about designating land, and gave his preferences, that the exchange include as many contiguous blocks and as few jurisdictions as possible.

Councilor Craddick continued the discussion around land designation, and stated her preference that Staff avoid using the "undesigned" designation.

Deputy Council President Lewis expressed hope that Staff brings more detailed information to Council, as they engage more with local governments. She is particularly interested in their work with Oregon City, as they experience leadership turnover.

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

6. Chief Operating Officer Communication

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

- The City of Portland is currently bidding to hold the NCAA women's Final Four rounds.
- Metro's condor breeding facility was within the evacuation zone of the McGuyver Fire. Many staff gave up their weekends to prepare for a possible evacuation which, thankfully, was not required.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Gonzalez** updated Council regarding Metro's involvement in the "Infrastructure Talent Pipeline Challenge."
- **Councilor Craddick** updated Council regarding the monthly JPACT meeting
- **Councilor Rosenthal** updated Council regarding the City of Tigard's Tigerfest.

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:33 p.m.

Respectfully submitted,

Nathan Kim

Nathan Kim, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 15, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|------------------|-------------|--|--------------|
| 1.0 | Testimony | 9/15/2022 | Lily Stone Testimony | 091522c-01 |
| 2.0 | Presentation | 9/15/2022 | Tigard UGB Exchange Metro Council Work Session Presentation | 091522c-02 |

Metro

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



Metro

Minutes

Thursday, October 13, 2022

10:30 AM

Metro Regional Center, Council Chamber

<https://youtu.be/-ICoQSRIRsc>

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or

929-205-6099 (toll free)

Council meeting

1. Call to Order and Roll Call

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

2. Public Communication**3. Resolutions**

- 3.1 **Resolution No.22-5282**, For the Purpose of Directing the Chief Operating Officer to Update and Replace Metro's Green Building Policy with the Sustainable Buildings and Sites Policy and Authorizing the Chief Operating Officer to Implement the Policy

Council President Peterson called on [Ryan Kinsella] [he/him], Metro to present to Council.

Staff pulled up the [*Proposed Sustainable Building Sites Policy*] to present to Council.

In their presentation, Staff outlined the benefits of the proposed policy.

Council Discussion:

Councilor Hwang asked how solar roofing factors into the proposed policy and asked if using solar could be an opportunity to advance community wealth. Staff explained that solar is very important if they are to reach their goal of a 70% reduction in energy use.

Councilor Lewis asked two questions

- She asked how this policy how partial ownership of a given site will affect implementation of the proposed policy.
- She also asked if any staff were willing to share their work with the State legislature's Rebuilding Task

Force.

Staff explained that the policy has language that addresses sites Metro does not fully own.

Councilor Rosenthal asked if the use of composite wood has been compared to more traditional construction methods. Staff had not considered it, but would be happy to look further into it.

Councilor Craddick asked if and how landscaping would be factored into this policy and how it would contribute to climate goals. She also hopes, in the future, that Metro's infrastructure funding, particularly for housing projects, will require developers to meet Metro's sustainability standards.

Staff explained that the policy provides landscaping guidance to site developers. Jenna Garmon added that Councilor Craddick's suggestion has been discussed amongst staff and would be happy to come back to Council with more information.

Council President Peterson agreed with Councilor Craddick but warned that such policies can stifle housing access and place more burdens on developers during a period of economic hardship. It will require finding the right balance between meeting Metro's climate goals and making sure things get built.

Councilor Nolan had multiple comments:

- They encouraged Staff to consider a scenario where nothing is built, since that is the most sustainable option.
- They also emphasized the importance of Metro meeting its own standards to show other agencies their commitment to sustainability and equity, especially during economic downturns.
- They agreed with Councilor Lewis, that Metro

should strive to make interagency cooperation the norm when it comes to construction.

- Finally, they echoed Councilor Craddick's hope that Metro can implement its policies beyond its owned and/or operated buildings.

Council President Peterson asked if the plan includes a tree replacement policy.

Though it is not explicit in this plan, other local jurisdictions do require it.

Council President Peterson asked Staff to draft a tree replacement policy for Council to approve and add to the plan.

COO Marissa Madrigal agreed.

Councilor Lewis asked where constituents will be able to access this policy. Metro's policies can be difficult to find online and she hopes this policy, because of its "potency and political relevance," will be easily accessible to the public.

COO Marissa Madrigal and Staff agreed with Councilor Lewis and promised it "is on our radar."

Councilor Gonzalez appreciated and recognized Staff's hard work. Similar plans have been brought to previous Councils, and he is happy to see Staff continue to build upon it.

Councilor Nolan asked if mechanisms for amending a tree replacement policy exist if Council were to adopt it. Metro Attorney Carrie MacLaren explained that the Metro COO has the power to adopt this policy and, if adopted, the resolution in front of Council would give the COO the authority to make minor modifications to the policy. This means, after adopting the resolution, the COO would follow Council's direction and add a tree replacement policy.

Seeing no further discussion on the topic, Council President

Peterson moved on to the next agenda item.

A motion was made by Councilor Nolan, seconded by Councilor Rosenthal, that this Resolution was adopted..

The motion carried by the following vote:

- 3.2 Resolution No. 22-5284 For the Purpose of Allocating \$152.8 Million of Regional Flexible Funding for the Years 2025-2027, Pending Adoption of the 2024-2027 Metropolitan Transportation Improvement Program

Council President Peterson called on [Margi Bradway] [she/her], Metro and Dan Kaempff [Metro] [he/him], Metro to present to Council.

Staff pulled up the *[2025-27 Regional Flexible Funds Allocation Presentation]* to present to Council.

In their presentation, Staff provided background information on the proposed resolution.

Council Discussion

Councilor Craddick asked Staff to describe the project for the bridge above Columbia Blvd. and noted she did not see it on the list of projects that received RFFA funding allocation. She then asked when adequate funding to finish the project will be available.

Dan admitted that he had forgotten to add that particular project to the presentation and apologized, and clarified that the proposed resolution would give said project the funding it needs to be completed.

Councilor Hwang asked about the conditions of approval. He noted that many of the proposed projects have a high probability of implicating cultural resources and asked for more information about the cultural resources report. He also noted that some projects referenced the report, while others did not, and wondered if the projects were using the same guidelines.

Before receiving federal funding, projects must go through a cultural resource screening. Similar screenings were conducted by consultants for these projects. Staff explained that cultural resource guidelines for contractors differ based on the definitive or potential presence of cultural resources at a given site.

Councilor Lewis voiced her support for the resolution but noted that there were significantly fewer proposed plans from her district, mainly because of a lack of capacity. In the future, she hopes more is done to help build the planning capacity of small and mid-sized cities.

Council President Peterson echoed Councilor Lewis' concerns.

Margi noted that they cannot legally suballocate, that funding needs to be equal for all jurisdictions. Though Staff did not receive as many applications from Clackamas County, around 70% of the applications were approved.

Councilor Gonzalez was impressed by the high quality of each project on this year's list.

Councilor Rosenthal agreed with Councilor Gonzalez's praise, agreed with Councilor Lewis' concern, thanked Metro Staff for working closely with his constituents, and expressed optimism about the future of these projects.

Councilor Craddick noted that some projects require multiple funding cycles to be completed, and thanked Staff for their due diligence.

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

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

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

4. Chief Operating Officer Communication

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

- Metro South Transfer Station has been closed due to a chemical release. No personnel were injured.
- Coalition of Communities of Color hosted a recruitment session yesterday at the MRC.
- The Expo RFEI closed yesterday. 8 submittals were received.
- A new mural has been installed on the walls of the Irving Street Garage.

5. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** updated Council regarding a symposium he attended, hosted by Centro Cultural. He also invited everyone to attend the Annual El Tigre festival.
- **Councilor Gonzalez** updated Council regarding a new capital grants pilot program that is working with Parks and Rec departments in his district. He also informed Council about his meeting with the Unidos US board president.
- **Council President Peterson** reminded Council that Bob Stacey's Remembrance of Life celebration will be held at the MRC on December 3rd, at 1pm. She also updated Council regarding her participation in the American Public Transportation Association Conference in Seattle.

6. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:13 p.m.

Respectfully submitted,

Nathan Kim

Nathan Kim, Legislative Assistant

Agenda Item No. 4.1

**Resolution No. 23-5311 For the Purpose of Amending the FY 2022-23 Budget and
Appropriations Schedule and FY 2022-23 Through FY 2026-27 Capital Improvement Plan
to Provide Changes in Operations**
Resolution

Metro Council Meeting
Thursday, March 16, 2023

BEFORE THE METRO COUNCIL

| | | |
|---|---|--|
| FOR THE PURPOSE OF AMENDING THE FY 2022- |) | RESOLUTION NO 23-5311 |
| 23 BUDGET AND APPROPRIATIONS SCHEDULE |) | Introduced by Marissa Madrigal, Chief |
| AND FY 2022-23 THROUGH FY 2026-27 CAPITAL |) | Operating Officer, with the concurrence of |
| IMPROVEMENT PLAN TO PROVIDE FOR |) | Council President Lynn Peterson |
| CHANGES IN OPERATIONS |) | |

WHEREAS, the Metro Council has reviewed and considered the need to change appropriations within the FY 2022-23 Budget; and

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

WHEREAS, the need for the change of appropriations has been justified; and

WHEREAS, adequate funds exist for other identified needs; and

WHEREAS, ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriations, if such transfers are authorized by official resolution or ordinance of the governing body, and

WHEREAS, ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition, and

WHEREAS, ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition, now, and

WHEREAS, ORS 294.471(a) allows for the governing body to add appropriation categories to align organizational efficiencies, changes that were not ascertained when preparing the budget, therefore

BE IT RESOLVED,

1. That the FY 2022-23 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "March 2023 Amendment" of Exhibits A and B to this Resolution for the purpose of adding FTE and modifying revenues and expenditures and transferring funds to and from contingency.
2. That the FY 2022-23 through FY 2026-27 Capital Improvement Plan is hereby amended accordingly.

ADOPTED by the Metro Council this 16th day of March, 2023.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

Exhibit A
Resolution 23-5311
Schedule of Appropriations

| | Budget | March 2023 Amendment | Amended Budget |
|---|--------------------|---------------------------------|-----------------------|
| GENERAL FUND | | | |
| Council | 9,177,019 | 197,275 | 9,374,294 |
| Office of the Auditor | 1,030,373 | - | 1,030,373 |
| Diversity, Equity and Inclusion | 2,570,251 | 42,515 | 2,612,766 |
| Office of Metro Attorney | 3,517,770 | 102,605 | 3,620,375 |
| Information Technology and Records Management | 7,326,100 | 142,715 | 7,468,815 |
| Communications | 5,661,802 | 127,170 | 5,788,972 |
| Finance and Regulatory Services | 10,538,510 | 225,415 | 10,763,925 |
| Human Resources | 5,656,955 | 113,040 | 5,769,995 |
| Capital Asset Management | 5,385,430 | 88,725 | 5,474,155 |
| Planning, Development and Research Department | 38,071,761 | 2 | 38,071,763 |
| Parks and Nature | 3,227,423 | - | 3,227,423 |
| Special Appropriations | 1,961,161 | - | 1,961,161 |
| Non-Departmental | | | |
| Debt Service | 14,482,097 | - | 14,482,097 |
| Interfund Transfers | 25,919,836 | - | 25,919,836 |
| Contingency | 25,264,345 | (1,039,460) | 24,224,885 |
| <i>Total Appropriations</i> | 159,790,833 | 2 | 159,790,835 |
| Unappropriated Balance | 27,288,839 | - | 27,288,839 |
| Total Fund Requirements | 187,079,672 | 2 | 187,079,674 |
| AFFORDABLE HOUSING FUND | | | |
| Housing | 276,889,286 | 3,539 | 276,892,825 |
| Non-Departmental | | | |
| Interfund Transfers | 2,548,164 | - | 2,548,164 |
| Contingency | 49,978,578 | (3,539) | 49,975,039 |
| <i>Total Appropriations</i> | 329,416,028 | - | 329,416,028 |
| Unappropriated Balance | 205,797,961 | - | 205,797,961 |
| Total Fund Requirements | 535,213,989 | - | 535,213,989 |
| MERC FUND | | | |
| MERC | 60,215,821 | 1,368,000 | 61,583,821 |
| Non-Departmental | | | |
| Interfund Transfers | 9,750,358 | - | 9,750,358 |
| Contingency | 17,825,381 | (1,368,000) | 16,457,381 |
| <i>Total Appropriations</i> | 87,791,560 | - | 87,791,560 |
| Total Fund Requirements | 87,791,560 | - | 87,791,560 |
| OREGON ZOO ASSET MANAGEMENT FUND | | | |
| Visitor Venues - Oregon Zoo | 10,395,712 | 190,000 | 10,585,712 |
| Non-Departmental | | | |
| Interfund Transfers | 865,889 | - | 865,889 |
| Contingency | - | - | - |
| <i>Total Appropriations</i> | 11,261,601 | 190,000 | 11,451,601 |
| Total Fund Requirements | 11,261,601 | 190,000 | 11,451,601 |

RISK MANAGEMENT

| | | | |
|---------------------------------|------------------|----------|------------------|
| Finance and Regulatory Services | 4,174,988 | 10,000 | 4,184,988 |
| Non-Departmental | | | |
| Interfund Transfers | - | - | - |
| Contingency | 400,000 | (10,000) | 390,000 |
| <i>Total Appropriations</i> | 4,574,988 | - | 4,574,988 |
| Unappropriated Balance | - | - | - |
| Total Fund Requirements | 4,574,988 | - | 4,574,988 |

SUPPORTIVE HOUSING SERVICES

| | | | |
|--------------------------------|--------------------|-----------|--------------------|
| Housing | 217,546,721 | 116,564 | 217,663,285 |
| Non-Departmental | | | |
| Interfund Transfers | 13,861,913 | - | 13,861,913 |
| Contingency | 9,265,617 | (116,564) | 9,149,053 |
| <i>Total Appropriations</i> | 240,674,251 | - | 240,674,251 |
| Total Fund Requirements | 240,674,251 | - | 240,674,251 |

| | | | |
|-------------------------------------|----------------------|----------------|----------------------|
| Total Appropriations | 1,273,669,364 | 190,002 | 1,273,859,366 |
| Total Unappropriated Balance | 359,199,958 | - | 359,199,958 |
| TOTAL BUDGET | 1,632,869,322 | 190,002 | 1,633,059,324 |

** All other funds remain unchanged

Exhibit B
Resolution 23-5311
Schedule of FTE

| | FTE | March 2023 Amendment | Amended FTE |
|--|----------|-------------------------|-------------|
| AFFORDABLE HOUSING FUND | | | |
| Total Fund FTE | 6.40 | 0.15 | 6.55 |
| PARKS AND NATURE OPERATING FUND | | | |
| Total Fund Requirements | 94.95 | 1.00 | 95.95 |
| SUPPORTIVE HOUSING SERVICES | | | |
| Total Fund Requirements | 11.10 | 4.85 | 15.95 |
| TOTAL BUDGET | | | |
| | 1,096.10 | 6.00 | 1,102.10 |

** All other FTE remain unchanged

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 23-5311 FOR THE PURPOSE OF AMENDING THE FY 2022-23 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2022-23 THROUGH FY 2026- 27 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR CHANGES IN OPERATIONS

Date: March 7, 2023

Prepared by:
Cinnamon Williams, Financial Planning Director
Patrick Dennis, Budget Coordinator

Department: Finance and Regulatory Services

Presented by:
Cinnamon Williams, Financial Planning Director
Patrick Dennis, Budget Coordinator

Meeting date: March 16, 2023

Length: 15 minutes

ISSUE STATEMENT

Resolution 23-5311 will authorize changes in appropriations and FTE for FY 2022-23 and approve changes to the FY 2022-23 through FY 2026-27 Capital Improvement Plan.

ACTION REQUESTED

Council adoption of Resolution 23-5311.

IDENTIFIED POLICY OUTCOMES

Council approval will authorize changes in appropriations and FTE requested by departments for FY 2022-23 and approve requested changes to the FY 2022-23 through FY 2026-27 Capital Improvement Plan.

POLICY QUESTION

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

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Adoption of Resolution 23-5311 will provide sufficient appropriations and FTE to accommodate the changes in operations outlined by departments. Adoption will allow for changes to capital projects due to operational factors.

Disapproval of the Resolution will require departments to reevaluate their proposed changes to operational and capital plans.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend adoption of Resolution 23-5311.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

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

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

Known Opposition: None known.

Legal Antecedents: ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriation, if such transfers are authorized by official resolution or ordinance of the governing body. ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.463 (4) provides that public testimony be allowed if any funds are changing by more than 10 percent of a fund's expenditures. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval. ORS 294.471 allows for pressing and necessary changes, by supplemental budget, that could not be reasonably foreseen during budget development.

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

Budget Impacts: This action has a \$190,002 net increase in expenditure appropriations and adds 6.0 new FTE. The new total appropriation will be \$1,633,059,324 with 1,102.10 FTE. This action has the following impacts on the FY 2022-23 budget and FY 2022-23 through FY 2026-27 Capital Improvement Plan (CIP):

- **General Fund: \$2 net increase to total fund appropriations:**
 - Increase Planning, Development, and Research (PD&R) appropriation by \$2 to account for a budget rounding error from the November 2022 Amendment – this \$2 increase balances the PD&R sub-fund in the General Fund.
 - Transfer \$1,039,460 from General Fund contingency to cover cost of living adjustments (COLAs) for the following departments (final COLA increase percentages were still to be decided during budget preparation, due to macro-economic factors and labor negotiation timing):
 - Capital Asset Management: \$88,725
 - Communications: \$127,170
 - Council/COO/DCOO: \$197,275
 - Diversity, Equity, and Inclusion: \$42,515
 - Finance and Regulatory Services: \$225,415

- Human Resources: \$113,040
 - Information Technology and Records Management: \$142,715
 - Office of Metro Attorney: \$102,605
- **Affordable Housing Fund: Net zero impact on the total fund appropriations.**
 - Transfer \$3,539 from the Affordable Housing Fund contingency to pay for 0.15 FTE addition – Program Supervisor I to provide organizational and project management support – remaining 0.85 FTE is in the Supportive Housing Services Fund, see below.
- **MERC Fund: Net zero impact on the total fund appropriations.**
 - Transfer \$1,368,000 from MERC Fund contingency to fund capital projects, for CIP details see Attachments 2 and 3.
- **Natural Areas Fund: Net zero impact on the total fund appropriations.**
 - Changes to capital projects, for CIP details see Attachment 4.
- **Oregon Zoo Asset Management Fund: \$190,000 increase to fund appropriations.**
 - Increase Oregon Zoo Asset Management Fund appropriations by \$190,000 to account for additional Oregon Zoo Foundation support for Black Bear Improvements. Additionally, re-allocating \$600,000 from general Exhibits projects to Black Bear Improvement project, for CIP details see Attachment 6.
- **Parks and Nature Bond Fund: Net zero impact on the total fund appropriations.**
 - Changes to capital projects, for CIP details see Attachment 4.
- **Parks and Nature Operating Fund: Net zero impact on the total fund appropriations.**
 - Use savings from budgeted Capital Outlay to fund 1.0 FTE, \$35,818, for a Program Analyst to support strategic planning, and data analysis and research.
- **Risk Management Fund: Net zero impact on the total fund appropriations.**
 - Transfer \$10,000 from contingency for unbudgeted COLA costs, due to macro-economic factors and labor negotiation timing.
- **Supportive Housing Services Fund: Net zero impact on the total fund appropriations.**
 - Transfer \$116,564 from contingency for 4.85 FTE to support administrative and technical functions:
 - 1.0 FTE for an Administrative Specialist III to support the SHS Oversight Committee logistics, scheduling, and responding to email inquiries from the public.
 - 2.0 FTE for two Program Coordinator IIs to convene trainings, conferences, and forums to share best practices; convene job fairs and provide technical assistance to service providers.
 - 0.85 FTE for a Program Supervisor I to provide organizational and project management support – remaining 0.15 FTE is in the Affordable Housing Fund, see above.
 - 1.0 FTE for a Program Manager to support administrative oversight of Metro tax programs, primarily focused on Supportive Housing Services taxes - this position will be managed by FRS but paid for by SHS in FY 2022-23.

Below is a list of all the proposed changes from Resolution 23-5133:

Appropriation Changes:

- **Total Appropriations** increase: \$190,002
 - **General Fund** increase by \$2
 - **Oregon Zoo Asset Management Fund** increase by \$190,000

Personnel Additions:

The following proposed budget amendment requests an *additional 6.0 FTE*:

- **Finance and Regulatory Services:**
 - 1.0 FTE – Program Manager (paid for by SHS in FY 2022-23)
 - Working Title: Tax Compliance Program Manager
- **Parks & Nature:**
 - 1.0 FTE – Program Analyst
- **Affordable Housing Fund:**
 - 0.15 FTE – Program Supervisor I (remaining 0.85 FTE in Supportive Housing Services Fund)
 - Working Title: Housing Admin Supervisor
- **Supportive Housing Services Fund:**
 - 1.0 FTE – Administrative Specialist III
 - Working Title: SHS Admin Specialist
 - 1.0 FTE – Program Coordinator II (1 of 2)
 - Working Title: Event & Technical Assistant Coordinator
 - 1.0 FTE - Program Coordinator II (2 of 2)
 - Working Title: Event & Technical Assistant Coordinator
 - 0.85 FTE – Program Supervisor I (remaining 0.15 FTE in Affordable Housing Fund)
 - Working Title: Housing Admin Supervisor

Personnel Changes:

The following position will also be affected by the proposed budget amendment:

- **Human Resources**
 - Program Analyst (Position 1631)
 - Reclass from Limited Duration to Regular Status
 - No additional expense in FY 2022-23 for this action

Capital Improvement Plan (CIP):

The following proposed changes to the Capital Improvement Plan (CIP) are:

- **Capital Asset Management** \$0 change, project funding reallocations (Attachment 1)
- **Oregon Convention Center** increase of \$1,443,000 (Attachment 2)
- **Portland's** increase of \$545,000 (Attachment 3)
- **Parks and Nature** decrease of \$5,800,000 (Attachment 4)

- **Waste Prevention and Environmental Services** \$0 change, project funding reallocations (Attachment 5)
- **Oregon Zoo** increase of \$1,070,000 (Attachment 6)

ATTACHMENTS

- Resolution 23-5311
- Exhibit A – Schedule of Appropriations
- Exhibit B – Schedule of FTE
- Attachments 1-6 - Capital Improvement Plan changes

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Capital Asset Management

Attachment 1
Resolution 23-5311

| New? Y/N | Project ID | Project Title | GL Acct | Fund ID | Dept ID | FY 2022-23 | | | FY 2023-24 | FY 2024-25 | FY 2025-26 | FY 2026-27 | Notes (i.e delay/cancel other projects, contingency) |
|-------------|---------------|------------------------------------|---------|------------|------------|------------|-----------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | | CIP | Change Request* | CIP Amended | CIP Amended | CIP Amended | CIP Amended | CIP Amended | |
| Y | MRC030 | MRC Stormwater | 526100 | 618 | 00434 | - | 200,000 | 200,000 | - | - | - | - | MRC013 is phase 1 and ended. We are using budget savings from MRC013 and other projects to start MRC030 as phase 2 at expected costs of \$200,000. |
| N | MRC013 | MRC Underground Garage Doors | 579000 | 618 | 00434 | 109,710 | (109,710) | - | - | - | - | - | MRC013 phase is ending. We are rolling unspent budget to a new phase MRC030. |
| N | MRC020 | MRC Wayfinding & Interpretive | 526010 | 618 | 00434 | 51,925 | (21,822) | 30,103 | - | - | - | - | Underspend on this closed out project will be applied to MRC030 |
| N | MRC017 | MRC Office Suites Remodel | 526010 | 618 | 00434 | 288,653 | (68,468) | 220,185 | - | - | - | - | MRC017 is nearly complete and project savings will be applied to MRC030 |
| N | MRC025 | MRC Window Coverings R&R | 579000 | 618 | 00434 | 162,000 | 15,000 | 177,000 | - | - | - | - | Interior window films were budgeted for FY23-24, but are able to be installed in FY22-23. Pulling project costs forward |
| N | MRC015 | MRC Interior and Exterior Coatings | 526010 | 618 | 00434 | 41,729 | (15,000) | 26,729 | - | - | - | - | MRC 015 is near completion and is expected to have savings, which will be utilized for CY window coverings. |

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Visitor Venue - OCC

Attachment 2
Resolution 23-5311

[illegible]

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Visitor Venue - P5

Attachment 3
Resolution 23-5311

[illegible]

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Parks and Nature

Attachment 4
Resolution 23-5311

| New? Y/N | Project ID | Project Title | GL Acct | Fund ID | Dept ID | FY 2022-23 | | | FY 2023-24 | | | FY 2024-25 | | | FY 2025-26 | | | FY 2026-27 | | | Notes (i.e delay/cancel other projects, contingency) |
|-------------|---------------|--|---------|------------|------------|------------|--------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|--|
| | | | | | | CIP | Change Request* | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | |
| N | PBL009 | Blue Lake Curry Bldg Replacement | 579000 | 352 | 03450 | 1,650,000 | (780,000) | 870,000 | 6,000,000 | 2,800,000 | 8,800,000 | 525,000 | 508,000 | 1,033,000 | | | - | | | | Project delays require allocation adjustment, additional \$2.5M approved toward FY24 budget |
| N | PBL016 | Blue Lake Pier Demolition/Rehab | 579000 | 352 | 03450 | 1,230,000 | (905,000) | 325,000 | 552,000 | 1,355,000 | 1,907,000 | | | - | | | - | | | - | Project delays require allocation adjustment, additional \$450k approved toward FY24 |
| N | PBL015 | Blue Lake Sanitary System | 579000 | 352 | 03450 | 1,000,000 | (500,000) | 500,000 | 1,500,000 | 172,000 | 1,672,000 | | | - | | | - | | | - | Construction isn't expected to begin in earnest until late spring/early summer with the bulk of spend for the project happening in in FY24. |
| N | PBL014 | Blue Lake Water Phase 2 | 579000 | 352 | 03450 | 1,020,000 | (500,000) | 520,000 | 2,500,000 | 500,000 | 3,000,000 | | | - | | | - | | | - | Construction isn't expected to begin in earnest until late spring/early summer with the bulk of spend for the project happening in in FY24. |
| N | POX012 | Oxbow Water System Replacement | 579000 | 352 | 03450 | | 60,000 | 60,000 | 350,000 | | 350,000 | 500,000 | | 500,000 | 2,000,000 | | 2,000,000 | 2,100,000 | (60,000) | 2,040,000 | Anticipated design work to occur in FY23. |
| N | POX014 | Oxbow Road System Improvements | 579000 | 352 | 03450 | | 150,000 | 150,000 | 300,000 | 50,000 | 350,000 | 700,000 | | 700,000 | 2,900,000 | | 2,900,000 | 1,000,000 | (200,000) | 800,000 | Additional analysis required for design to occur in FY23. |
| N | BA020 | Marine Drive Trail (2006 Bond funds) | 579000 | 351 | 03430 | 1,750,000 | (1,250,000) | 500,000 | 293,658 | (293,658) | - | | | - | | | - | | | - | Project delays require allocation adjustment |
| N | BA020 | Marine Drive Trail (2006 Bond funds) | 531800 | 351 | 03430 | | | | | 1,543,658 | 1,543,658 | | | | | | | | | - | Correcting GL line item for future FY allocations. |
| N | BA020 | Marine Drive Trail (2019 Trails Program) | 579000 | 352 | 03440 | 900,000 | (900,000) | - | | | - | | | | | | | | | - | Project delays require allocation adjustment |
| N | BA020 | Marine Drive Trail (2019 Trails Program) | 531800 | 352 | 03440 | | | | | 900,000 | 900,000 | | | | | | | | | - | Adjust GL to reflect appropriate line item budget. Will be adjusted in the FY24 operating and capital budget. |
| N | BA010 | Columbia Blvd Bridge (2006 Bond funds) | 531800 | 351 | 03430 | 1,000,000 | (900,000) | 100,000 | | 900,000 | 900,000 | | | - | | | - | | | - | Project delays require allocation adjustment |
| N | PNDEI2 | P&N ADA Transition Plan | 526100 | 352 | 03430 | 200,000 | (175,000) | 25,000 | 100,000 | (100,000) | - | 100,000 | (100,000) | - | 100,000 | (100,000) | - | 100,000 | (100,000) | - | Adjusting budget to reflect anticipated spend in FY23. Project will be closed and future allocations shifted to new Transition Plan update project. |
| Y | PADA01 | ADA Transition Plan Ph. 2 | 524000 | 352 | 03430 | | | - | | 150,000 | 150,000 | 100,000 | | 100,000 | | 100,000 | 100,000 | 100,000 | - | 100,000 | Setting up a new project for a ADA transition plan update project. This project will refine the current ADA transition plan to address missing information and set Parks & Nature up for successful plan implementation. |
| N | LR903 | Ennis Creek Road Repair | 579000 | 165 | 03220 | 400,000 | (100,000) | 300,000 | | | - | | | - | | | - | | | - | Adjust budget to align with project schedule. |
| N | LR903 | Ennis Creek Road Repair | 525000 | 165 | 03220 | | | | | 100,000 | 100,000 | | | - | | | - | | | - | Adjust GL to reflect appropriate line item budget. Will be adjusted in the FY24 operating and capital budget. |

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Waste Prevention & Environ. Services

Financial Planning Use

Attachment 5

Resolution 23-5311

| New? Y/N | Project ID | Project Title | GL Acct | Fund ID | FY 2022-23 | | | FY 2023-24 | | | FY 2024-25 | | | FY 2025-26 | | | FY 2026-27 | | | Notes (i.e delay/cancel other projects, contingency) |
|-------------|---------------|---|---------|------------|------------|--------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|--|
| | | | | | CIP | Change Request* | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | |
| N | SM5006 | MSS Office Renovations (2 stories) | 579000 | 536 | 1,940,000 | (1,358,000) | 582,000 | 1,358,000 | | 1,358,000 | | | - | | | - | | | - | delayed |
| Y | RID003 | Acquisition - 1630 SE 8th Ave (RID building) | 579000 | 536 | - | 330,000 | 330,000 | | | - | | | - | | | - | | | - | new project/purchase |
| Y | SMP007 | Paint extra space move | 579000 | 536 | - | 289,000 | 289,000 | | | - | | | - | | | - | | | - | new project |
| N | SMC011 | MCS Bay 4 Improvements for Organics | 579000 | 536 | 3,000,000 | (2,488,480) | 511,520 | | | - | | | - | | | - | | | - | delay/cancel |
| N | SM5029 | MCS Fleet to Operate station | 579000 | 536 | - | 720,000 | 720,000 | 6,000,000 | (3,420,000) | 2,580,000 | 2,000,000 | (2,000,000) | - | - | | - | - | | - | decreased budget/start project early |
| N | SM5008 | MSS Transfer Scale Replacement | 579000 | 534 | 440,000 | 475,000 | 915,000 | | | - | | | - | | | - | | | - | increase budget |
| Y | SMC026 | MCS bay 4 infill | 579000 | 534 | - | 128,270 | 128,270 | | | - | | | - | | | - | | | - | new project - add budget |
| Y | SMC025 | MCS bay 1 side load project | 579000 | 534 | - | 100,000 | 100,000 | | | - | | | - | | | - | | | - | new project - add budget |
| Y | RID002 | RID tenant improvements incl HVAC | 579000 | 534 | - | 1,114,700 | 1,114,700 | | | - | | | - | | | - | | | - | new project - add budget |
| N | SM5007 | MSS pond stormwater | 579000 | 534 | - | 102,010 | 102,010 | | | - | | | - | | | - | | | - | add budget |
| Y | SMC028 | MCS Roof Safe Access System | 579000 | 534 | - | 209,600 | 209,600 | | | - | | | - | | | - | | | - | add budget |
| N | SMC027 | MCS Clarus Improvements (storm water treatment) | 579000 | 534 | 150,000 | 250,000 | 400,000 | | | - | | | - | | | - | | | - | increase budget |
| N | SM5015 | Metro South Bays - 1&2 Ventilations System | 579000 | 534 | 100,000 | 127,900 | 227,900 | | | - | | | - | | | - | | | - | increase budget |
| | | | | | | | - | | | - | | | - | | | - | | | - | |

Mid-Year Budget Amendment for FY2022-23
Capital Improvement Plan (CIP) Detail Changes
Visitor Venue - Oregon Zoo

Attachment 6
Resolution 23-5311

| New? Y/N | Project ID | Project Title | GL Acct | Fund ID | Dept ID | FY 2022-23 | | | FY 2023-24 | | | FY 2024-25 | | | FY 2025-26 | | | FY 2026-27 | | | Notes (i.e delay/cancel other projects, contingency) |
|-------------|---------------|---------------------------------|---------|------------|------------|------------|--------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|------------|-------------------|-------------|--|
| | | | | | | CIP | Change Request* | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | CIP | Change Request | CIP Amended | |
| N | ZBE12 | Black Bear Improvements | 573000 | 325 | 20000 | 600,000 | 800,000 | 1,400,000 | | | - | | | - | | - | | | - | | |
| N | ZOO106 | Cascade Bathrooms Accessibility | 526100 | 326 | 20000 | 200,000 | 70,000 | 270,000 | | | - | | | - | | - | | | - | | |
| N | I3008U | Zoo Website Redesign | 526100 | 326 | 20000 | - | 200,000 | 200,000 | | | - | | | - | | - | | | - | | |

Agenda Item 4.2

*Resolution No., 23-5306 For the Purpose of Endorsing the Preferred Alternative for the Earthquake
Ready Burnside Bridge Project*

Metro Council Meeting
2023 March, 16

BEFORE THE METRO COUNCIL

| | | |
|----------------------------------|---|------------------------------------|
| FOR THE PURPOSE OF ENDORSING THE |) | RESOLUTION NO. 23-5306 |
| PREFERRED ALTERNATIVE FOR THE |) | |
| EARTHQUAKE READY BURNSIDE BRIDGE |) | Introduced by Chief Operating |
| PROJECT |) | Officer Marissa Madrigal in |
| |) | concurrence with Council President |
| |) | Lynn Peterson |

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland Region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed on December 6, 2018, following adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the next update to the RTP is currently underway, and will be completed by December 6, 2023; and

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple hazard risks, which include earthquakes, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, resilient infrastructure systems and emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS, the Willamette River Bridges, including the Burnside Bridge, provide critical east-west connections that connect the two halves of the region and are of regional economic importance; and

WHEREAS, the 2018 RTP describes the need for a long-term strategy for maintaining the region's bridges, particularly the bridges spanning the Willamette River; and

WHEREAS, in 1994, the City of Portland identified the Burnside corridor, including the Burnside Bridge, as an Emergency Service Lifeline Corridor; and

WHEREAS, in 1996, Metro identified the Burnside corridor, including the Burnside Bridge, as a Regional Emergency Transportation Route (ETR); and

WHEREAS, the 2018 RTP identified the need for an update to the designated Regional ETRs to support future planning, policymaking and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, updates to the Regional ETRs incorporated changes recommended by the City of Portland, Clackamas, Columbia, Multnomah and Washington counties and ODOT through recent work that evaluated seismic risks along Statewide Seismic Lifeline Routes identified in the Oregon Highway Plan; and

WHEREAS, the 2021 Regional ETR Update Report identified a network of local and state-owned route segments in the region that should be designated as Regional ETRs, and summarized key findings about the resilience and connectivity of these routes and recommendations for future planning work, including a second planning phase to tier and operationalize the routes; and

WHEREAS, the analysis found that many of the Regional ETRs and their bridges are vulnerable to significant seismic and other hazard risks, such as flooding, landslides and liquefaction; and

WHEREAS, the analysis found that the network of Regional ETRs provide adequate connectivity and access to the Statewide Seismic Lifeline Routes as well as the region's population centers, isolated populations, areas with high concentrations of vulnerable populations, and critical infrastructure and essential facilities of state and regional importance; and

WHEREAS, by accepting the findings and recommendations in the 2021 Regional ETR Update, JPACT and the Metro Council recognized that all routes designated in the report are of state and regional importance during an emergency; and

WHEREAS, the 2021 Regional ETR Update Report identified the Burnside corridor, including the Burnside Bridge, as a Regional ETR; and

WHEREAS, the 2021 Regional ETR Update Report identified the Burnside Bridge as the only non-state owned ETR with a direct connection over the Willamette River to downtown Portland; and

WHEREAS, the Burnside Bridge carries approximately 38,000 people daily by car, truck, bus, bicycle and on foot; and

WHEREAS, Multnomah County is the owner and operator of the Burnside Bridge; and

WHEREAS, in the 2015 Willamette River Bridges Capital Improvement Plan, Multnomah County identified the need to either replace the existing Burnside Bridge with a new seismically resilient bridge or complete a major seismic rehabilitation; and

WHEREAS, from 2016 to 2018 Multnomah County conducted a feasibility study for an Earthquake Ready Burnside Bridge, which developed and screened over 100 river crossing alternatives; and

WHEREAS, in November 2018 the Multnomah County Board of Commissioners approved the Earthquake Ready Burnside Bridge Feasibility Study Report and advanced four bridge alternatives for further study in the Environmental Review phase; and

WHEREAS, from October 2018 to July 2022, Multnomah County convened three stakeholder committees to provide input on the Earthquake Ready Burnside Bridge project: the Community Task Force, the Policy Group, and the Senior Agency Staff Group; and

WHEREAS, on October 29, 2020, the Multnomah County Board of Commissioners approved the Long-span Approach Alternative and the No Temporary Bridge Option as the Preferred Alternative for the Earthquake Ready Burnside Bridge project; and

WHEREAS, on February 5, 2021, Multnomah County and the Federal Highway Administration (FHWA) published a Draft Environmental Impact Statement (DEIS) for the Earthquake Ready Burnside Bridge project that assesses the potential impacts of the project alternatives, including the No-Build Alternative, the Enhanced Seismic Retrofit Alternative, the Replacement Alternative with Short-span Approach, the Replacement Alternative with Long-span Approach, and the Replacement Alternative with Couch Extension; and

WHEREAS, on March 17, 2022, the Multnomah County Board of Commissioners approved three cost-saving refinements to the Preferred Alternative, consisting of a bascule movable span, a westside girder approach and reduced width of the bridge; and

WHEREAS, on April 29, 2022, Multnomah County and the FHWA published a Supplemental DEIS for the Earthquake Ready Burnside Bridge project, which addresses refinements to the Replacement Alternative with Long-span Approach that was published in the February 2021 Draft EIS; and

WHEREAS, on March 3, 2022, the Earthquake Ready Burnside Bridge project Policy Group, which consists of elected officials and agency executives from Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, FHWA and staff representatives from Oregon's Congressional delegation and the Oregon Legislature, endorsed the refinements to the Preferred Alternative as described in the Supplemental DEIS; and

WHEREAS, on July 20, 2022, the Portland City Council adopted Resolution No. 37582, to accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental DEIS and direct further actions; and

WHEREAS, Multnomah County and City of Portland are actively collaborating on project refinements to address further actions identified in Portland City Council Resolution No. 37582 and in response to public involvement during SDEIS phase; and

WHEREAS, Multnomah County and the FHWA anticipate publishing a Final Environmental Impact Statement and Record of Decision for the Earthquake Ready Burnside Bridge project in 2023; and

WHEREAS, on July 13, 2020, the Metro Council approved Resolution No. 20-5122 adopting the Get Moving 2020 Corridor Investment Package, which identified the Burnside corridor, including the Earthquake Ready Burnside Bridge project, as a regional funding priority; and

WHEREAS, JPACT and Metro Council identified the Earthquake Ready Burnside Bridge project as a regional funding priority as part of the 2021 Jobs, Climate Action, Transit & Safety: Greater Portland's 2021 Regional Congressional Directed Spending Request; and

WHEREAS, the Earthquake Ready Burnside Bridge project is projected to cost up to \$895 million; and

WHEREAS, federal funding is increasingly competitive at the federal level, and project-specific funding in federal legislation has resumed; and

WHEREAS, the FHWA requires that the construction phase of the Earthquake Ready Burnside Bridge project be included in the RTP financially constrained project list prior to issuing a Record of Decision for the project; and

WHEREAS, the 2018 RTP currently identifies the Earthquake Ready Burnside Bridge as a regionally significant project; and

WHEREAS, the adopted 2018 RTP financially constrained project list includes Earthquake Ready Burnside Bridge Phase 1 and Phase 2 projects (RTP Project 11129 and RTP Project 11376) that reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition; and

WHEREAS, the adopted 2018 RTP strategic project list includes additional priority projects the region would pursue if more funding becomes available, including the Earthquake Ready Burnside Bridge Phase 3 (RTP Project 12076) that reflects the construction phase of the project; and

WHEREAS, the 2018 RTP does not currently include the construction phase of the Earthquake Ready Burnside Bridge project in the RTP financially constrained project list or RTP financial plan; and

WHEREAS, since adoption of the 2018 RTP a financial plan for construction of the Earthquake Ready Burnside Bridge project has been completed using best available information that shows project costs and future revenue sources that are reasonably likely to be available and can be included in the 2023 RTP financially constrained revenue forecast, including \$300 million identified in locally committed funding from Multnomah County; and

WHEREAS, on May 5, 2022, Metro Council adopted Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 RTP Update, and is therefore no longer accepting formal amendments to the 2018 RTP while the 2023 RTP is being developed; and

WHEREAS, the 2023 RTP call for projects will begin in January 2023; and Multnomah County submitted a letter on December 30, 2022 committing to submit the construction phase of the Earthquake Ready Burnside Bridge project among their list of project priorities recommended for the 2023 RTP financially constrained project list; and

WHEREAS, in November 2023, Metro Council and JPACT will consider approval of the 2023 RTP and financially constrained project list; and

WHEREAS, at its meeting on February 16, 2023, JPACT recommended approval of the following; now therefore,

BE IT RESOLVED that the Metro Council:

1. Supports the Earthquake Ready Burnside Bridge project as a priority for the region, consistent with federal, state, regional and local resilience priorities, and supports the Burnside Bridge as a Regional Emergency Transportation Route.
2. Supports an Earthquake Ready Burnside Bridge Preferred Alternative as described in Exhibit A, "Earthquake Ready Burnside Bridge Preferred Alternative," attached.
3. Recognizes the extensive, multi-year public process and advanced technical analysis that has been completed to date resulting in the Earthquake Ready Burnside Bridge Preferred Alternative being approved with broad local and regional support.
4. Recognizes that Multnomah County has prepared a finance plan for the project, as described in Exhibit B: "Earthquake Ready Burnside Bridge Financial Plan," attached, which identifies project costs and future revenue sources that are reasonably expected to be available for inclusion in the 2023 RTP financially constrained revenue forecast.
5. Supports Multnomah County's commitment to submit the construction phase of the Earthquake Ready Burnside Bridge project among their list of project priorities recommended for the 2023 Regional Transportation Plan financially constrained project list as described in Exhibit C, "Letter of Commitment from Multnomah County Transportation Division Director," attached.
6. Directs Metro staff to accept the Earthquake Ready Burnside Bridge project submission for inclusion in the list of projects considered in development of the 2023 RTP financially constrained project list.

ADOPTED by the Metro Council this 16th day of March, 2023.

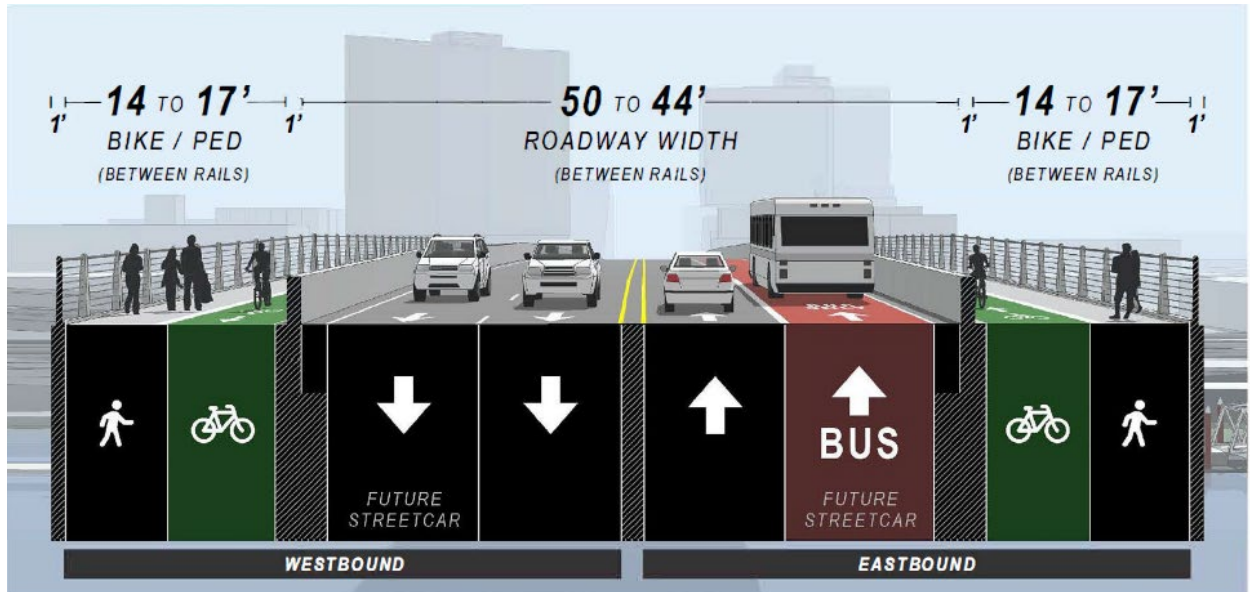
Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A: Earthquake Ready Burnside Bridge Preferred Alternative

The recommended Preferred Alternative for the Earthquake Ready Burnside Bridge is a girder style bridge type for the west span, a bascule for the middle movable span, and four travel lanes with separated pedestrian and bicycle facilities as shown below.



Cross Section: Refined Preferred Alternative (Supplemental Draft EIS)

Exhibit B: Earthquake Ready Burnside Bridge Project Financial Plan

The Earthquake Ready Burnside Bridge (EQRB) Project is a project led by Multnomah County in collaboration with the Federal Highway Administration, Oregon Department of Transportation, City of Portland, Metro, and TriMet.

The EQRB Project was identified in Multnomah County's Willamette River Bridge Capital Improvement Plan (2015) as the top priority project for the 2015-2035 timeframe. In 2019, Multnomah County Board of County Commissioners approved raising the Vehicle Registration Fee (VRF) by \$19/year, from \$37 to \$56, specifically for the design and construction of this project. It is notable that City of Portland and other small cities within the County waived their allotted portions of the VRF in order to help fund the Project. Collections began January 2021 with estimates anticipating that annual revenues will secure approximately \$328M in bonding capacity. The County is actively pursuing federal funding opportunities to secure the remaining revenue needed to fully fund the Project.

The US Department of Transportation awards capital construction grants on a competitive basis. The EQRB project has been awarded a \$5M RAISE Planning Grant for final design and has submitted an application to the USDOT for a Multimodal Projects Discretionary Grant (2022) and a Bridge Investment Program Grant (2022). In addition, the County was also awarded a \$2 million Community Project Funding Grant from the FY23 federal appropriations bill.

It is reasonable to assume that the Project will be successful in securing federal funds given the increase in funding for new and existing grant programs from the recently passed Infrastructure Investment and Jobs Act (IIJA), available FY22 through FY26. The Project is considered competitive for the grant programs given the County is nearing completion of the NEPA phase, has identified local match for approximately 30% of project costs, the bridge is located on the National Highway System, the Project is scheduled for construction by 2025, and has garnered broad community and agency support.

The project costs and assumed funding sources for the total project are summarized in Table 1 and Table 2 below.

Table 1: Total Project Costs

| <u>Description</u> | Cost* |
|--------------------------|------------------|
| Preliminary Engineering | \$90.0 M |
| Construction Engineering | \$81.8 M |
| Right of Way | \$34.6 M |
| Construction | \$565.7 M |
| Construction Contingency | \$122.9 M |
| Total | \$895.0 M |

*escalated to year of expenditure

Table 2: Potential Sources of Project Funds (2022 \$)

| <u>Source of Funds</u> | Multnomah County | Community Project Funding Grant | Multimodal Project Discretionary Grant (MPDG) | Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant | Bridge Inv. Program Grant | Total |
|--------------------------|------------------|---------------------------------|---|---|---------------------------|------------------|
| Preliminary Engineering | \$83.0 M | \$2.0 M | | \$5.0 M | | \$90.0 M |
| Construction Engineering | \$81.8 M | | | | | \$81.8 M |
| Right of Way | \$34.6 M | | | | | \$34.6 M |
| Construction | \$5.7 M | | \$435.0 M | | \$125.0 M | \$565.7 M |
| Construction Contingency | \$122.9 M | | | | | \$122.9 M |
| Total | \$328.0 M | \$2.0 M | \$435.0 M | \$5.0 M | \$125.0 M | \$895.0 M |

COUNCIL MEETING STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5306, FOR THE PURPOSE OF ENDORING THE PREFERRED ALTERNATIVE FOR THE EARTHQUAKE READY BURNSIDE BRIDGE PROJECT

Date: December 30, 2022
Department: Planning, Development &
Research
Meeting Date: March 16, 2023

Prepared by: Alex Oreschak
Presenter(s) (if applicable): Alex
Oreschak, Metro and Megan Neill and
Taylor Steenblock, Multnomah County
Length: 30 minutes

ISSUE STATEMENT

Multnomah County and the Federal Highway Administration (FHWA) published a Supplemental Draft Environmental Impact Statement for the Earthquake Ready Burnside Bridge (EQRB) Project on April 29th, 2022, followed by a 45-day public comment period. FHWA anticipates publishing a Final EIS and Record of Decision (ROD) for the EQRB Project in 2023. In order to publish a Record of Decision, FHWA generally requires that a project be able to demonstrate fiscal constraint by identifying all phases of the project anticipated during the lifetime of the Regional Transportation Plan (RTP) in the financially constrained project list. Currently, the planning, project development, design, and right of way phases of the project are identified in the 2018 RTP's financially constrained project list. The construction phase of the project is currently in the 2018 RTP's unconstrained project list.

Additionally, on May 5, 2022, Metro Council adopted Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update. Metro is no longer accepting formal amendments to the 2018 RTP while the 2023 RTP is being developed.

Alongside the adoption of a Preferred Alternative by JPACT and Metro Council, Multnomah County anticipates submitting the construction phase of the project as part of the 2023 RTP call for projects, to be considered in development of the 2023 RTP financially constrained project list. Inclusion of the construction phase in the 2023 RTP financially constrained project list would satisfy federal requirements that must be met for FHWA to issue a Record of Decision for the project.

On January 6, 2023, Metro's Transportation Policy Alternatives Committee (TPAC) recommended that JPACT recommend adoption of Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project. On February 16, 2023, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended that Metro Council adopt Resolution No. 23-5306, For the Purpose

of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project as amended.

ACTION REQUESTED

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

IDENTIFIED POLICY OUTCOMES

Adoption of this resolution will allow the project to advance design work, for Multnomah County to submit the construction phase of the project in the 2023 RTP update's call for projects, and for the construction phase of the project to be considered for inclusion in development of the 2023 RTP financially constrained project list.

POLICY QUESTION(S)

Does the Council support the Preferred Alternative for Multnomah County's Earthquake Ready Burnside Bridge Project?

STAFF RECOMMENDATIONS

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Legal Antecedents

Federal

- National Environmental Policy Act

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Local

- Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update

Local Jurisdictions

- The City of Portland adopted Resolution No. 37582, to accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental Draft Environmental Impact Statement and direct further actions

BACKGROUND

The primary purpose of the EQRB Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake.

The adopted 2018 RTP's financially constrained project list includes Phase 1 and Phase 2 of the EQRB Project, which reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition. Additionally, the adopted 2018 RTP's strategic project list, which identifies additional priority projects the region would pursue if more funding becomes available, includes the EQRB Project's Phase 3, reflecting the construction phase of the project.

Over 100 options were studied during the EQRB Project's Feasibility Study Phase (2016-2018), including tunnels, ferries, a fixed bridge, and other bridge alignments. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement (EIS). The Replacement Long Span alternative was recommended by the Community Task Force and Policy Group in late fall 2020. Responses from an online public survey showed 88% support for the recommendation. On February 5th, 2021, the County published a Draft Environmental Impact Statement that included the recommended Preferred Alternative followed by a 45-day public comment period.

Following publication of the Draft EIS, the County asked the project team to identify ways to bring the overall cost of the project down, while maintaining the core purpose and need of the project, in order to help ensure a new bridge is funded and built. Any significant changes to the project as a result would be documented in Supplemental Draft Environmental Impact Statement and published for public review and comment. Over the course of the summer of 2021, the project team worked to identify a range of cost saving measures and presented them to the Community Task Force in October 2021. The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic. The Community Task Force then provided a preliminary approval of the range of cost saving measures, subject to hearing feedback from the public on the changes being proposed.

After reviewing the results from the public outreach campaign conducted in late fall of 2021, the Community Task Force voted by majority on January 24th, 2022 to recommend that the cost saving measures be adopted as part of an updated recommended Preferred Alternative. On March 3rd, 2022 the Policy Group of the Earthquake Ready Burnside Bridge Project approved the recommendation put forth by the Community Task Force. The Board of County Commissioners approved the refined recommended Preferred Alternative on

March 17th, 2022. Subsequently, the Supplemental Draft Environmental Impact Statement was published on April 29th, 2022, followed by a 45-day public comment period.

ATTACHMENTS

Attachment 1: Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No

COUNCIL MEETING STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5306, FOR THE PURPOSE OF ENDORING THE PREFERRED ALTERNATIVE FOR THE EARTHQUAKE READY BURNSIDE BRIDGE PROJECT

Date: December 30, 2022
Department: Planning, Development &
Research
Meeting Date: March 16, 2023

Prepared by: Alex Oreschak
Presenter(s) (if applicable): Alex
Oreschak, Metro and Megan Neill and
Taylor Steenblock, Multnomah County
Length: 30 minutes

ISSUE STATEMENT

Multnomah County and the Federal Highway Administration (FHWA) published a Supplemental Draft Environmental Impact Statement for the Earthquake Ready Burnside Bridge (EQRB) Project on April 29th, 2022, followed by a 45-day public comment period. FHWA anticipates publishing a Final EIS and Record of Decision (ROD) for the EQRB Project in 2023. In order to publish a Record of Decision, FHWA generally requires that a project be able to demonstrate fiscal constraint by identifying all phases of the project anticipated during the lifetime of the Regional Transportation Plan (RTP) in the financially constrained project list. Currently, the planning, project development, design, and right of way phases of the project are identified in the 2018 RTP's financially constrained project list. The construction phase of the project is currently in the 2018 RTP's unconstrained project list.

Additionally, on May 5, 2022, Metro Council adopted Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update. Metro is no longer accepting formal amendments to the 2018 RTP while the 2023 RTP is being developed.

Alongside the adoption of a Preferred Alternative by JPACT and Metro Council, Multnomah County anticipates submitting the construction phase of the project as part of the 2023 RTP call for projects, to be considered in development of the 2023 RTP financially constrained project list. Inclusion of the construction phase in the 2023 RTP financially constrained project list would satisfy federal requirements that must be met for FHWA to issue a Record of Decision for the project.

On January 6, 2023, Metro's Transportation Policy Alternatives Committee (TPAC) recommended that JPACT recommend adoption of Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project. On February 16, 2023, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended that Metro Council adopt Resolution No. 23-5306, For the Purpose

of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project as amended.

ACTION REQUESTED

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

IDENTIFIED POLICY OUTCOMES

Adoption of this resolution will allow the project to advance design work, for Multnomah County to submit the construction phase of the project in the 2023 RTP update's call for projects, and for the construction phase of the project to be considered for inclusion in development of the 2023 RTP financially constrained project list.

POLICY QUESTION(S)

Does the Council support the Preferred Alternative for Multnomah County's Earthquake Ready Burnside Bridge Project?

STAFF RECOMMENDATIONS

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Legal Antecedents

Federal

- National Environmental Policy Act

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Local

- Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update

Local Jurisdictions

- The City of Portland adopted Resolution No. 37582, to accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental Draft Environmental Impact Statement and direct further actions

BACKGROUND

The primary purpose of the EQRB Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake.

The adopted 2018 RTP's financially constrained project list includes Phase 1 and Phase 2 of the EQRB Project, which reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition. Additionally, the adopted 2018 RTP's strategic project list, which identifies additional priority projects the region would pursue if more funding becomes available, includes the EQRB Project's Phase 3, reflecting the construction phase of the project.

Over 100 options were studied during the EQRB Project's Feasibility Study Phase (2016-2018), including tunnels, ferries, a fixed bridge, and other bridge alignments. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement (EIS). The Replacement Long Span alternative was recommended by the Community Task Force and Policy Group in late fall 2020. Responses from an online public survey showed 88% support for the recommendation. On February 5th, 2021, the County published a Draft Environmental Impact Statement that included the recommended Preferred Alternative followed by a 45-day public comment period.

Following publication of the Draft EIS, the County asked the project team to identify ways to bring the overall cost of the project down, while maintaining the core purpose and need of the project, in order to help ensure a new bridge is funded and built. Any significant changes to the project as a result would be documented in Supplemental Draft Environmental Impact Statement and published for public review and comment. Over the course of the summer of 2021, the project team worked to identify a range of cost saving measures and presented them to the Community Task Force in October 2021. The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic. The Community Task Force then provided a preliminary approval of the range of cost saving measures, subject to hearing feedback from the public on the changes being proposed.

After reviewing the results from the public outreach campaign conducted in late fall of 2021, the Community Task Force voted by majority on January 24th, 2022 to recommend that the cost saving measures be adopted as part of an updated recommended Preferred Alternative. On March 3rd, 2022 the Policy Group of the Earthquake Ready Burnside Bridge Project approved the recommendation put forth by the Community Task Force. The Board of County Commissioners approved the refined recommended Preferred Alternative on

March 17th, 2022. Subsequently, the Supplemental Draft Environmental Impact Statement was published on April 29th, 2022, followed by a 45-day public comment period.

ATTACHMENTS

Attachment 1: Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No

**Ordinance No. 23-1490 For the Purpose of Annexing to the Metro District
Boundary Approximately 6.58 Acres Located in Hillsboro to the West Side of SE
67th Ave North of SE Genrosa St.**

Ordinances (Second Reading & Vote)

Metro Council Meeting
Thursday, March 16, 2023

BEFORE THE METRO COUNCIL

| | | |
|---|---|--|
| FOR THE PURPOSE OF ANNEXING TO THE |) | ORDINANCE NO. 23-1490 |
| METRO DISTRICT BOUNDARY |) | |
| APPROXIMATELY 6.58 ACRES LOCATED IN |) | Introduced by Chief Operating Officer |
| HILLSBORO ON THE WEST SIDE OF SE 67 TH |) | Marissa Madrigal with the Concurrence of |
| AVE NORTH OF SE GENROSA ST |) | Council President Lynn Peterson |

WHEREAS, Pacific Northwest Land Company has submitted a complete application for annexation of 6.58 acres of Hillsboro (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

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

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

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

WHEREAS, the Council held a public hearing on the proposed amendment on March 2, 2023; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated February 7, 2023, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of March 2023.

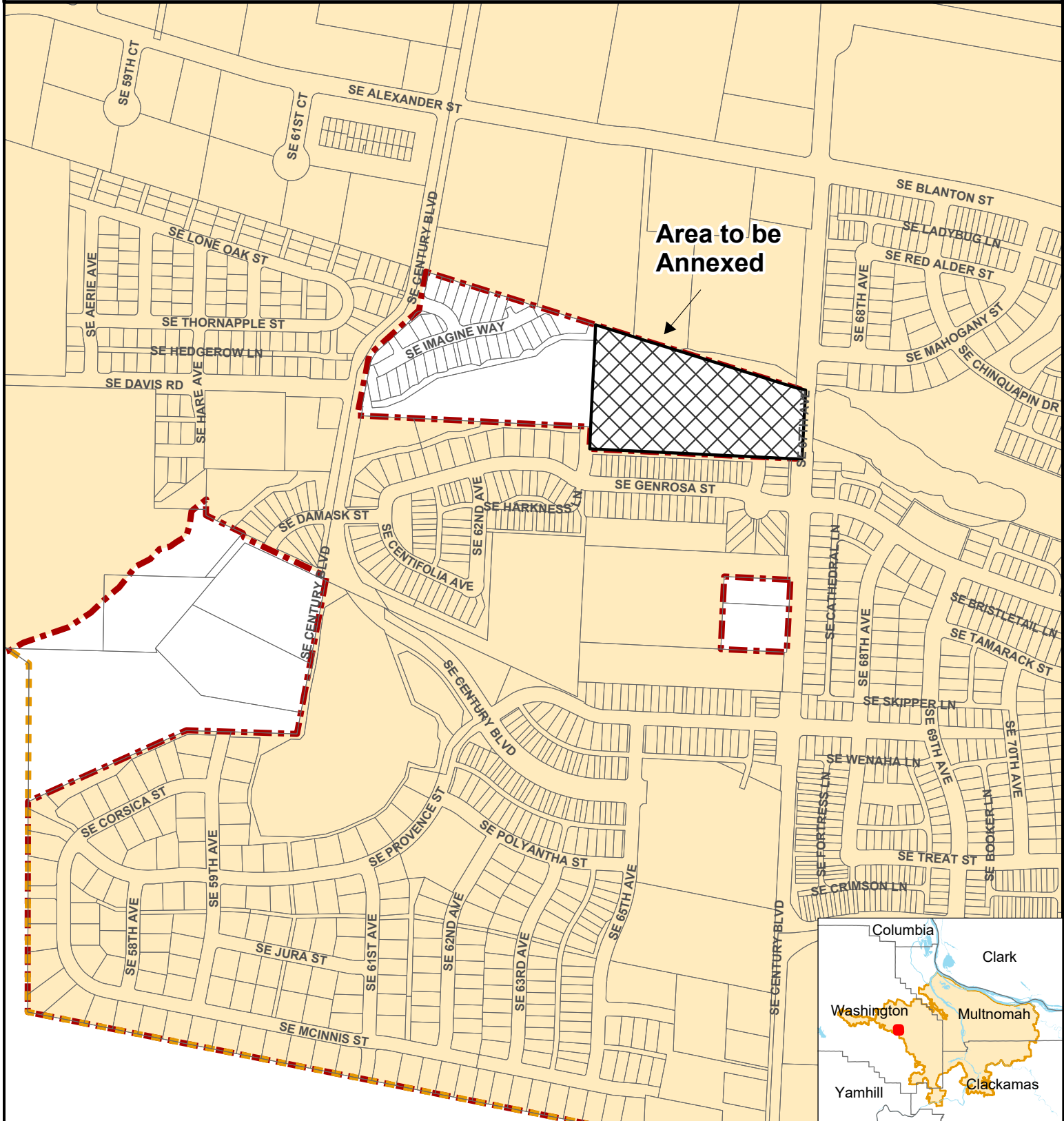
Lynn Peterson, Council President

Attest:




Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

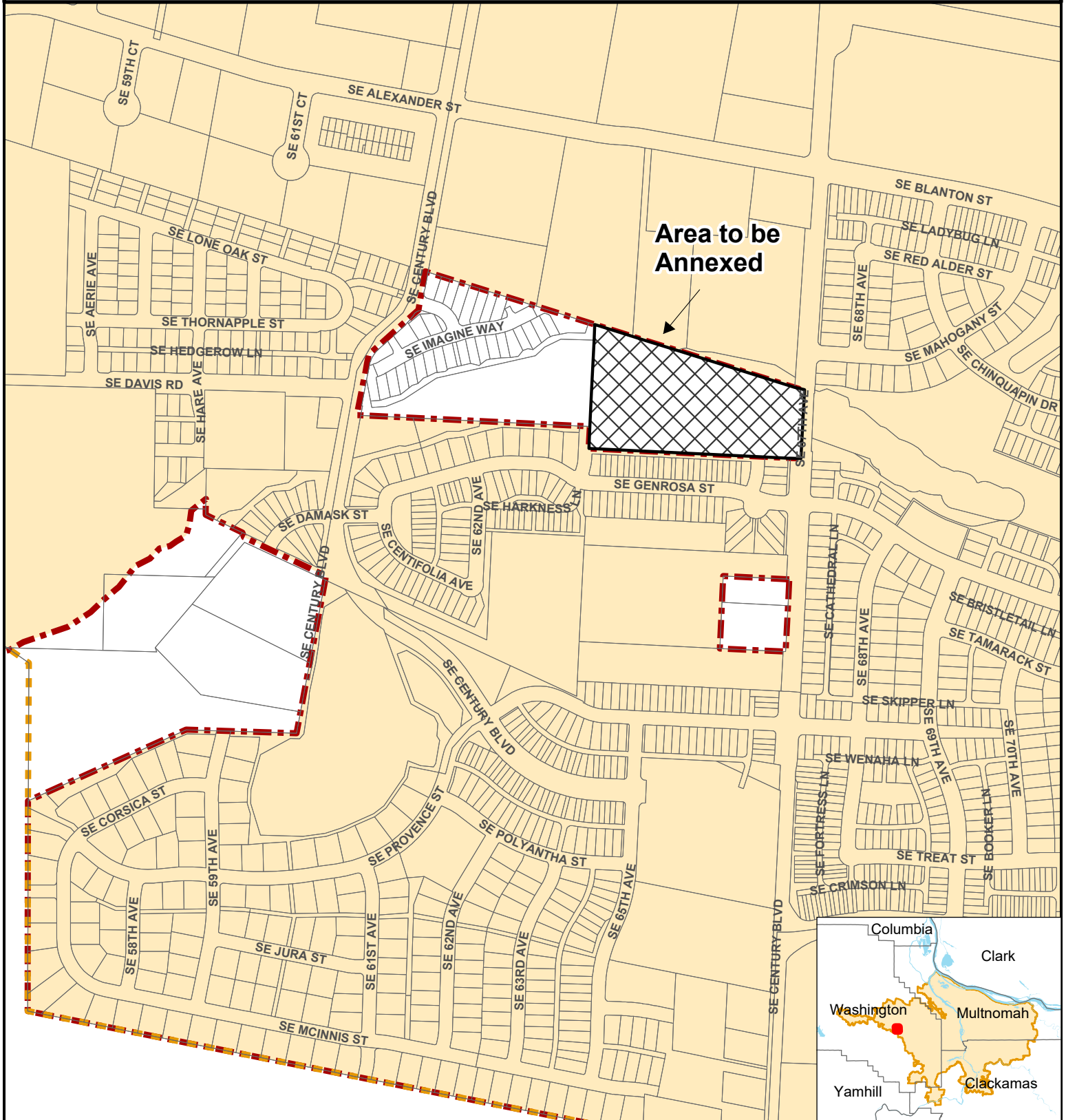
-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0123






0 600 1,200 Feet

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0123



0 600 1,200 Feet

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 23-1490, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 6.58 ACRES LOCATED IN HILLSBORO ON THE WEST SIDE OF SE 67th AVE NORTH OF SE GENROSA ST

Date: February 7, 2023
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Associate Regional Planner

BACKGROUND

CASE: AN-0123, Annexation to Metro District Boundary

PETITIONER: Pacific Northwest Land Company
4931 SW 76th Ave, PMB 360
Portland, OR 97225

PROPOSAL: The petitioner requests annexation of land in Hillsboro to the Metro District Boundary.

LOCATION: The parcel is located on the west side of SE 67th Ave, north of SE Genrosa St, and south of SE Mahogany St. It is approximately 6.58 acres in area and can be seen in Attachment 1.

ZONING: The land is zoned Future Development 20-Acre District (FD-20) by Washington County.

The parcel was added to the urban growth boundary (UGB) in 2002 and is in the South Hillsboro Community Plan. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

3.09.070 Changes to Metro's Boundary

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

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

Staff Response:

The parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the affected territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).

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

Staff Response:

Urban Growth Management Functional Plan Title 11 requires territories be annexed to the Metro District Boundary prior to urbanization. Washington County has applied the Future Development 20-Acre (FD-20) designation to the subject property to prevent premature urbanization of the subject territory prior to annexation by the City of Hillsboro. Provisions of the City's adopted Comprehensive Plan call for annexation to the City as a prerequisite for City zoning or extension of City utilities and services. The submitted application states that the territory is in the process of being annexed to the City. The application meets the criteria of MC Subsection 3.09.070(E)(2).

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

Staff Response:

The subject territory has land use plan designations of "Residential Medium Density" and "Floodplain" in the City of Hillsboro's December 2022 Comprehensive Plan Map. The territory is also in the South Hillsboro Community Plan area, a sub-area of the City's Comprehensive Plan Map. The Community Plan calls for urban residential development of the southern portion of subject territory and protection of riparian areas in the floodplain. The proposed boundary change would allow for the planned urban residential development of the subject territory. The subject territory is already within the UGB and is not in an urban reserve with a concept plan. Urban services will be provided by the City of Hillsboro and Clean Water Services (CWS). The application meets the criteria in MC Subsection 3.09.070(E)(3).

ANALYSIS/INFORMATION

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

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

Anticipated Effects: This amendment will add approximately 6.58 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the South Hillsboro Community Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 23-1490.

Agenda Item No. 4.3

**Resolution No. 23-5314 For the Purpose of Amending
the Affordable Housing Bond Work Plan to Allocate
Bond Funds for Metro Administrative Costs**
Resolution

Metro Council Meeting
Thursday, March, 16, 2023

BEFORE THE METRO COUNCIL

| | | |
|--------------------------------------|---|--|
| FOR THE PURPOSE OF AMENDING THE |) | RESOLUTION NO. 23-5314 |
| AFFORDABLE HOUSING BOND WORK PLAN TO |) | |
| ALLOCATE BOND FUNDS FOR METRO |) | Introduced by Chief Operating Officer |
| ADMINISTRATIVE COSTS | | Marissa Madrigal with the Concurrence of |
| | | Metro Council President Lynn Peterson |

WHEREAS, on June 7, 2018, the Metro Council adopted Resolution No. 18-4898, referring to the Metro area voters a ballot measure authorizing the issuance of general obligation bonds for the purpose of funding affordable housing (the "Housing Bond Measure"); and

WHEREAS, on November 6, 2018, the voters approved the Housing Bond Measure; and

WHEREAS, on January 31, 2019, the Metro Council adopted Resolution No. 19-4956, approving the Metro Affordable Housing Bond Measure Program Work Plan (the "Work Plan") that serves as a framework for the Metro Housing Bond Measure implementation activities; and

WHEREAS, on October 17, 2019, the Metro Council adopted Resolution No. 19-5015, amending the Work Plan to clarify certain aspects of Metro's Regional Site Acquisition Program; and

WHEREAS, Metro staff now proposes to further amend the Work Plan to allocate a portion of the Housing Bond Measure funds identified therein as "reserved for future allocation" to pay for programmatic administrative costs; now therefore,

BE IT RESOLVED, that the Metro Council hereby adopts the Amended and Restated Metro Affordable Housing Bond Measure Program Work Plan attached hereto as Exhibit A.

ADOPTED by the Metro Council this ____ day of March, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Affordable Housing Bond Program Work Plan

Amended March 2023

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to
preserve and enhance the quality of life and the
environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro



Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzales, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

2019 AFFORDABLE HOUSING BOND PROGRAM WORK PLAN

Adopted by Resolution No. 19-4956 on January 31, 2019 by the Metro Council.

Ammended by Resolution No. 19-5015 on October 17, 2019 by the Metro Council.

Ammended by Resolution No. 23-5314 on March 2, 2023 by the Metro Council.

TABLE OF CONTENTS

| | | |
|-----|---|----|
| 1. | INTRODUCTION | 2 |
| 2. | UNIT PRODUCTION TARGETS AND GUIDING PRINCIPLES | 2 |
| 3. | GOVERNANCE | 3 |
| 3.1 | BOND MEASURE; GENERAL OBLIGATION BOND REQUIREMENTS | 3 |
| 3.2 | METRO COUNCIL | 3 |
| 3.3 | METRO CHIEF OPERATING OFFICER AND STAFF | 4 |
| 3.4 | LOCAL IMPLEMENTATION PARTNERS | 4 |
| 4. | COMMUNITY OVERSIGHT COMMITTEE | 4 |
| 5. | DISTRIBUTION OF FUNDS AND TARGETS AND REQUIREMENTS FOR LOCAL IMPLEMENTATION PARTNERS | 5 |
| 5.1 | ALLOCATION OF BOND FUNDS | 5 |
| 5.2 | LOCAL IMPLEMENTATION STRATEGIES | 5 |
| 6. | METRO REGIONAL SITE ACQUISITION PROGRAM..... | 6 |
| 6.1 | REGIONAL SITE ACQUISITION IMPLEMENTATION STRATEGY..... | 6 |
| 7. | CAPITAL INVESTMENT ACTIVITIES..... | 7 |
| 7.1 | NONGOVERNMENTAL REHABILITATION AND NEW CONSTRUCTION | 7 |
| 7.2 | PUBLIC REHABILITATION AND NEW CONSTRUCTION | 9 |
| 7.3 | PROJECT APPROVAL AND FUNDING PROCESS | 9 |
| 7.4 | REAL PROPERTY ACQUISITIONS..... | 10 |
| 8. | AFFORDABILITY COVENANTS AND MONITORING | 11 |
| 8.1 | METRO AFFORDABILITY COVENANTS | 11 |
| 8.2 | MONITORING RESPONSIBILITIES | 11 |
| 9. | PROGRAM OPERATIONS..... | 12 |
| 9.1 | PROCEDURES MANUAL | 12 |
| 9.2 | CAPITAL EXPENDITURES - ADMINISTRATIVE COST CAP | 13 |
| 9.3 | PROGRAM AMENDMENTS | 13 |
| | EXHIBIT A - BOND MEASURE BALLOT TITLE..... | 14 |
| | EXHIBIT B - BREAKDOWN OF UNIT PRODUCTION TARGETS AND FUNDING ELIGIBILITY..... | 16 |
| | EXHIBIT C - LOCAL IMPLEMENTATION STRATEGY REQUIREMENTS | 18 |

1. INTRODUCTION

On November 6, 2018, voters approved a \$652.8 million bond measure (“Bond Measure”), directing Metro to fund affordable housing throughout the Metro region. As defined in the Bond Measure, the term “affordable housing” means “land and improvements for residential units occupied by low-income families making 80% or less of area median income.” Such housing may be of any type, including but not limited to single-family, multi-family, houses, apartments, and/or the land on which such facilities are located or may be constructed.

In June of 2018, the Metro Council adopted the Metro Chief Operating Officer’s recommended program framework, as set forth in Regional Investment Strategy: Affordable Homes for Greater Portland (“Initial Housing Bond Framework”), which included recommendations for unit production goals, commitments to advancing racial equity, and implementation guidelines developed in collaboration with stakeholders, jurisdictions, housing providers and other partners.

This Affordable Housing Program Work Plan (“Work Plan”) provides a comprehensive plan for implementing Metro’s Bond Measure program (referred to herein as the “Housing Bond Program” or “Program”). This document incorporates and supplements the Initial Housing Bond Framework, and is the governing document for Program implementation, addressing how Bond Measure proceeds will be administered to ensure delivery of the outcomes described in the Bond Measure.

2. UNIT PRODUCTION TARGETS AND GUIDING PRINCIPLES

The primary goal of the Housing Bond Program is create at least **3,900 new affordable homes**, of which:

- At least 1,600 homes will be affordable to households making 30% of area median income (AMI) or below;
- At least 1,950 homes will be sized for families, with 2 or more bedrooms; and
- No more than 10 percent of homes will be provided for households making 61-80% of AMI.

For acquired rental properties, the above targets and cap on homes for households making 61-80% of AMI will be applied upon turnover.

In its efforts to achieve the Program unit production targets referenced above (“Unit Production Targets” or “Targets”), Metro is guided by four principles (“Guiding Principles”), which were derived from (a) existing Metro policies, including the agency’s Strategy to Advance Racial Equity, Diversity, and Inclusion and (b) conversations with key stakeholders who participated in a six month public process convened prior to the referral of the Bond Measure. Those Guiding Principles are:

- 1) Lead with racial equity.** Ensure that racial equity considerations guide and are integrated throughout all aspects of Program implementation, including community engagement, project location prioritization, tenant screening and marketing, resident and/or supportive services, and inclusive workforce strategies.

- 2) Create opportunity for those in need.** Ensure that Program investments serve people currently left behind in the region’s housing market, especially: communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement. Incorporate commitments for tracking and reporting on Program outcomes for people of color and other historically marginalized groups.
- 3) Create opportunity throughout the region.** Ensure that Program investments are distributed across the region to (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.
- 4) Ensure long-term benefits and good use of public dollars.** Provide for community oversight to ensure transparency and accountability in Program activities and outcomes. Ensure financially sound investments in affordable, high quality homes. Allow flexibility and efficiency to respond to local needs and opportunities, and to create immediate affordable housing opportunities for those in need.

These Guiding Principles will be implemented consistent with applicable requirements of the federal Fair Housing Act and ORS Chapter 659a and, as appropriate, in consultation with the Fair Housing Council of Oregon.

3. GOVERNANCE

3.1 BOND MEASURE; GENERAL OBLIGATION BOND REQUIREMENTS

On June 7, 2018, the Metro Council adopted Resolution 18-4898 referring to Metro area voters the Bond Measure authorizing Metro to issue general obligation bonds in the amount of \$652.8 million to fund affordable housing. The Program and this Work Plan must comply with the promises made to the voters in the Bond Measure. In addition, in accordance with Oregon law, the bond funds may be used only to pay for capital costs, including costs associated with acquisition, construction, improvement, remodeling, furnishing, equipping, maintenance or repair having an expected useful life of more than one year. Bond funds may not be used to pay for general project maintenance and repair, supplies, or equipment that are not intrinsic to a structure or for any other costs that do not meet the definition of “capital costs” under the Oregon Constitution and Oregon law.

3.2 METRO COUNCIL

The Metro Council provides policy direction for the Housing Bond Program through:

- A. Adoption of this Work Plan;
- B. Appointment of Community Oversight Committee members, chair and/or co-chairs, collectively charged with monitoring program implementation;
- C. Approval of Local Implementation Strategies and Metro Regional Site Acquisition Strategy;

- D. Approval of intergovernmental agreements for implementation (each, an “Implementation IGA”) with Local Implementation Partners; and
- E. Monitoring of Program outcomes, with guidance from the Community Oversight Committee.

3.3 METRO CHIEF OPERATING OFFICER AND STAFF

The Metro Chief Operating Officer (COO) is authorized by the Metro Council to implement this Work Plan, and the COO will direct staff to conduct all program administration activities referenced herein, including (without limitation) the following:

- A. Acquisition of real property and associated project funding in accordance with the Metro Regional Site Acquisition Strategy and the criteria and conditions set forth in this Work Plan;
- B. Authorization of Metro Bond Measure funding for projects and program administration activities of Local Implementation Partners in accordance with the criteria and conditions set forth in this Work Plan; and
- C. Convening meetings and providing administrative support for the Community Oversight Committee.

3.4 LOCAL IMPLEMENTATION PARTNERS

Government agencies that are eligible to become Local Implementation Partners include counties, public housing authorities, and cities with populations over 50,000 that receive and administer their own federal Community Development Block Grant (CDBG) funding. To be eligible to receive Metro Bond Measure funds, Local Implementation Partners that receive Bond funding must:

- A. Adopt a Local Implementation Strategy, informed by community engagement, that includes a development plan to achieve the unit production targets, a strategy for advancing racial equity, and ensuring community engagement in implementation (see Section 5.2 and Exhibit C);
- B. Enter into an Implementation IGA with Metro, obligating the Local Implementation Partner to comply with this Work Plan and enter into certain covenants required to ensure compliance with the Bond Measure and other applicable law; and
- C. Provide adequate assurances to Metro that Metro Bond Measure funds will be expended solely to make permitted capital investments to create affordable housing in accordance with this Work Plan.

4. COMMUNITY OVERSIGHT COMMITTEE

In accordance with Metro Code Section 2.19, Metro will appoint a Community Oversight Committee (“Oversight Committee”) to ensure Program transparency and accountability. The Oversight Committee will be charged with the following duties:

- A. Review local implementation strategies and Metro's Regional Site Acquisition Implementation Strategy for alignment with the Guiding Principles and clear plan to achieve the local share of Unit Production Targets, and recommend strategies for Metro Council approval; and
- B. Monitor program expenditures and outcomes and provide an annual report and presentation to Metro Council. The Committee may recommend changes to implementation strategies as necessary to achieve Unit Production Targets and adhere to the Guiding Principles.

Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to the Metro COO's authorization of funding.

5. DISTRIBUTION OF FUNDS AND TARGETS AND REQUIREMENTS FOR LOCAL IMPLEMENTATION PARTNERS

The Housing Bond Program is guided by regional goals and oversight, but implemented by the Local Implementation Partners, who are best positioned to respond to community affordable housing needs. Successful implementation requires flexibility for local jurisdictions to create and nimbly pursue strategies that respond to local community priorities and market contexts. Metro and the Local Implementation Partners must work together to ensure that Local Implementation Strategies, actions and investments advance desired regional outcomes that honor the commitments made to the region's voters.

5.1 ALLOCATION OF BOND FUNDS

Metro Bond Measure funds will be allocated to Local Implementation Partners on the basis of assessed value of property, as described in Exhibit B. Except for permitted Program administration funding disbursements, Program funds will be committed and disbursed on a project-by-project basis following execution of Implementation IGAs. Distribution of Bond Measure funds will be conditioned on a Local Implementation Partner's ongoing demonstration of progress toward its assigned share of the Unit Production Targets set forth in Exhibit B.

5.2 LOCAL IMPLEMENTATION STRATEGIES

To be eligible to receive Bond Measure funds, a Local Implementation Partner must create a Local Implementation Strategy outlining strategies for achieving its allocated share of Unit Production Targets. Each Local Implementation Strategy will be aligned with the Guiding Principles.

Each Local Implementation Strategy must include the following components, described in more detail in Exhibit C:

- A. Development Plan to achieve the Unit Production Targets, including criteria and selection process(es);
- B. Strategy for advancing racial equity throughout implementation;

- C. Engagement report summarizing how stakeholder input shaped the development of the Local Implementation Strategy; and
- D. Plan for ongoing community engagement to inform project implementation.

Approval and Revision Process

The Community Oversight Committee will review Local Implementation Strategies and recommend them for approval by the Metro Council. One Local Implementation Strategies have been approved by local governing bodies and Metro Council, they will be incorporated into Implementation IGAs.

As needed, the Oversight Committee and/or Local Implementation Partners may recommend changes to Local Implementation Strategies based on annual evaluation of Program outcomes. Local Implementation Strategies may be revised only following approval by the Metro Council and local governing bodies.

6. METRO REGIONAL SITE ACQUISITION PROGRAM

The Regional Site Acquisition Program will seek to support Local Implementation Partners in achieving the overall Unit Production Targets. Program funds will primarily be used to purchase regionally significant sites. Program funds may also be used to help ensure the development of affordable housing on regionally significant sites owned by Metro, including but not limited to sites previously acquired by Metro's Transit Oriented Development Program

6.1 REGIONAL SITE ACQUISITION IMPLEMENTATION STRATEGY

Up to ten percent of Bond Measure funds will be retained by Metro for the Regional Site Acquisition Program. Metro will create a Regional Site Acquisition Implementation Strategy outlining commitments and strategies for ensuring that regional site acquisitions and the expenditure of program funds are coordinated with Local Implementation Partners to support regional progress toward Unit Production Targets. The Regional Site Acquisition Implementation Strategy will be aligned with the Guiding Principles.

The Regional Site Acquisition Implementation Strategy must include the following components, consistent with applicable required elements of Local Implementation Strategies, as described in Exhibit C:

- A. Development plan including criteria and selection process(es), including a process for engaging relevant Local Implementation Partners;
- B. Strategy for advancing racial equity throughout implementation, in alignment with applicable Local Implementation Strategy approaches; and
- C. Engagement report summarizing how stakeholder input shaped the development of the Regional Site Acquisition Implementation Strategy.

Metro will engage Local Implementation Partners throughout the development of the Regional Site Acquisition Strategy to ensure alignment and coordination with Local Implementation Strategies and approaches.

Approval and Revision Process

The Community Oversight Committee will review the Regional Site Acquisition Implementation and recommend such strategy for approval by Metro Council.

As needed, the Oversight Committee and/or Metro staff may recommend changes to the Regional Site Acquisition Implementation Strategy based on annual evaluation of Program outcomes. The Regional Site Acquisition Implementation Strategy may be revised only following approval by the Metro Council.

7. CAPITAL INVESTMENT ACTIVITIES

Affordable housing projects proposing to use Bond Measure funds must be selected using a process and criteria consistent with the applicable Local Implementation Strategy and/or Metro Site Acquisition Implementation Strategy. Funding will be authorized by the Metro COO based on consistency with applicable strategy and compliance with this Work Plan. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO.

Once a project is approved by the Metro COO, Bond Measure funds will be released to the Local Implementation Partner in accordance with the terms of the Implementation IGA, which may require the release of funds in stages upon completion of construction and development benchmarks. Local Implementation Partners may directly utilize the Bond Measure funds for public improvement projects, or loan, grant or otherwise contribute these funds to a non-governmental entity, such as a Low Income Housing Tax Credit (LIHTC) Partnership or LLC for private projects.

7.1 NONGOVERNMENTAL REHABILITATION AND NEW CONSTRUCTION

Local Implementation Partners may contribute Metro Bond Measure funds to private for-profit and nonprofit development entities to pay for new construction of privately owned affordable housing or for the acquisition and rehabilitation of existing market rate/unregulated housing being converted to regulated affordable housing. Bond Measure funds may be contributed to projects as either the primary source of project funding or as “gap funding” as described below.

Gap Funding

Local Implementation Partners may use Bond Measure funds to provide grants and make loans to qualified private for-profit or nonprofit entities developing, owning and operating affordable housing projects, including LIHTC Partnerships or LLCs, to assist these entities in closing funding gaps between all other available sources of funding (including but not limited to LIHTC equity, senior secured project indebtedness, other state and local loan and grant proceeds and programs, and private and/or philanthropic sources), and the actual project development and construction costs. Local Implementation Partners may provide Bond Measure funds to such private entities in the form of loans or grants. Loans may be “cash-flow-only,” or “soft loans” and may include below market or no interest, non-recourse, extended amortization or fully “forgivable” repayment terms.

Eligible Costs

Bond Measure funds may be used to pay for qualified capital costs associated with the following:

- Construction of new affordable housing for households earning 80% area median income (AMI) or less;
- Acquisition and rehabilitation of residential buildings with no existing form of public affordability restriction;
- Construction of new affordable housing as part of the redevelopment of a residential property with existing public affordability restrictions, as long as the redevelopment results in a substantial net increase in the total number of affordable homes. In such cases, Program funding may only be used for the portion of new homes that are not replacing regulated affordable homes currently on the site and related project/site improvements, such as parking, infrastructure improvements, and community space;
- Construction of ancillary commercial space, community space, and resident amenities, as long as ancillary spaces and amenities are part of buildings that contribute toward Unit Production Targets;
- All necessary and required site work and infrastructure for the above projects;
- Predevelopment costs, including third party reports, design studies, financial modeling and community outreach, which may be reimbursed upon closing of construction financing of an affordable housing project. Prior to closing, these costs are an eligible use of bond program administration funding, but will count toward administrative funding caps prior to reimbursement through a project closing; and
- Administrative costs that comply with requirements laid out in Section 9.2.

Ineligible Costs

Bond proceeds must be used to finance projects that constitute capital construction, capital improvement or a capital cost as those terms are defined by the relevant provisions or the Oregon Constitution, Oregon law (including ORS 310.140) and the parameters of the Bond Measure.

Costs that are ineligible for bond funding include but are not limited to:

- Acquisition of housing with existing public affordability restrictions;
- Rehabilitation of housing with existing public affordability restrictions;
- Redevelopment of residential properties with existing public affordability restrictions that does not result in a substantial net increase in the number of affordable homes on the site;
- Project operating costs, including the provision of resident support services;
- Rental assistance; and
- Administrative costs that do not comply with requirements laid out in Section 9.2.

7.2 PUBLIC REHABILITATION AND NEW CONSTRUCTION

Local Implementation Partners may utilize Bond Measure funds only to pay qualified capital costs to develop, finance, construct and equip new affordable housing and to acquire and rehabilitate market rate housing with no existing public affordability restriction for conversion to affordable housing with a public affordability restriction. Metro housing bond funds may not be used to acquire and/or rehabilitate any housing with an existing public affordability restriction.

Eligible and ineligible costs are set forth in Section 7.1, above.

7.3 PROJECT APPROVAL AND FUNDING PROCESS

The Metro COO will approve funding commitments for all qualified projects identified by Local Implementation Partners at two stages: (1) a Concept Endorsement and (2) a Final Approval. The Concept Endorsement is a preliminary commitment of funding on the basis of consistency of the early project concept with the Local Implementation Strategy. The Concept Endorsement is optional for acquisition and rehabilitation projects (to be pursued at the Local Implementation Partner's discretion), but is mandatory for new construction projects.

Stage 1: Concept Endorsement (optional for acquisition/rehabilitation; required for new construction)

The Metro COO will provide Concept Endorsements for preliminary development and acquisition/rehabilitation projects. Presented concepts should consist of, at minimum, an identified site which the Local Implementation Partner or the private developer/sponsor controls, a preliminary development or rehabilitation plan, a preliminary unit and affordability mix, preliminary estimates of total development costs, preliminary estimate of requested Metro Housing bond funds and an identified development team.

The Concept Endorsement will be made based upon the following criteria:

- Endorsement of Local Implementation Partner;
- Concept's contribution to Unit Production Targets relative to requested amount of bond funding **or** demonstration of how proposed project will contribute to Local Implementation Partner's portfolio of planned or completed projects to achieve the local share of Unit Production Targets; and
- Consistency with Local Implementation Strategy.

Stage 2: Funding Authorization and Release of Funds

The Metro COO will authorize project funding only after a finalized development program, design development drawings and confirmed funding sources have been provided. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO. The Metro COO's authorization of funding will be based on the satisfaction of the following criteria:

- Continued support for the project by Local Implementation Partner;
- Development program's contribution to Unit Production Targets (including affordability and bedroom size targets) relative to requested amount of bond funding; **or** demonstration of how proposed project will contribute to Local Implementation Partner's portfolio of planned or

completed projects to achieve the local share of Unit Production Targets;

- Consistency with Local Implementation Strategy; and
- Provision of requested documentation to demonstrate project feasibility.

Prior to the release of funds to the Implementation Partner, a Regulatory Agreement (as defined below) approved by the Office of the Metro Attorney and meeting the criteria described further in Section 8.1 will be executed. The Regulatory Agreement will be recorded against the property at or prior to the time of closing.

7.4 REAL PROPERTY ACQUISITIONS

Bond funds may be used by Metro or Local Implementation Partners to acquire real property (including land and buildings) for the development, rehabilitation, or adaptive reuse as affordable housing consistent with this Work Plan (hereinafter referred to as “Property Acquisitions”).

Property Acquisition costs that may be paid for with Bond funds include the purchase price and all costs related to pre-purchase due diligence including appraisals, purchase of options, earnest money for purchase and sale agreements, environmental assessments, geotechnical reports, preliminary development cost estimates, zoning capacity studies, physical capital needs assessments for acquired buildings, and other third party reports. Eligible pre-purchase due diligence costs will be reimbursed to Local Implementation Partners only upon completion of the Property Acquisition, although bond Program Administration funds may be applied to due diligence costs prior to reimbursement.

Bond Measure funds may also be loaned or granted to projects sited on real property previously acquired by a project sponsor or Local Implementation Partner using non-Bond funds. For these projects, the costs of previous real property acquisition will be included in overall project costs, subject to Metro appraisal requirements.

Property Acquisition Parameters

Bond Measure funds may be used for Property Acquisition provided the following criteria are met:

- The property is owned by a willing seller;
- An appraised value has been obtained in accordance with applicable Uniform Standards of Professional Appraisal Practice (USPAP) standards. In general, the purchase price should not exceed 10 percent over appraised value. However, exceptions may be made at the discretion of the Metro COO if it can be demonstrated that the site presents unique opportunities to advance the Unit Production Targets and Guiding Principles;
- The anticipated project on the site will contribute proportionately to Unit Production Targets (including affordability and bedroom size targets) relative to the forecasted bond funding; or the Local Implementation Partner demonstrates how the anticipated project will contribute to that Partner’s portfolio of planned or completed projects to achieve the local share of Unit Production Targets;
- The property consists of a development-ready site, with zoned capacity to support the preliminary development concept, road access, utility connections, buildable soils, and mitigation

plan for any environmental conditions; and

- The acquisition is consistent with the applicable Implementation Strategy.

The requirement for zoned capacity, utility connections, and other infrastructure improvements may be waived in cases where an approved plan provides for needed improvements and such improvements are expected within two years.

Funding Authorization and Release of Funds

Funding authorizations for Property Acquisitions will be authorized by the Metro COO. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO.

Prior to the release of funds, a Regulatory Agreement (as defined in Section 8.1) will be recorded against the property at or prior to the time of closing. The Local Implementation Partner will provide a copy of the recorded Regulatory Agreement to Metro promptly after closing.

8. AFFORDABILITY COVENANTS AND MONITORING

8.1 METRO AFFORDABILITY COVENANTS

Each Implementation IGA will require that a regulatory agreement or similar affordability/restrictive covenant (the “Regulatory Agreement”), in form and substance acceptable to Metro, must be recorded on the title of every property that receives Bond project funding. The Regulatory Agreement will acknowledge the use of Bond Measure funds and the restrictions associated with the use of such funds, including the affordability restrictions and other policies upon which the funding was conditioned, provide monitoring and access rights to Metro, and be enforceable by the Local Implementation Partner and Metro.

The Regulatory Agreement will have a term of not less than 60 years for newly constructed projects and existing market-rate projects that are converted to affordable/regulated projects, except in the case of converted projects where the project is more than 10 years old at the date of acquisition, in which case the minimum term will be not less than 30 years. The Regulatory Agreement will provide a first right of refusal for qualified nonprofit organizations or government entities to acquire the project upon expiration of the affordability period.

In the case of Property Acquisitions, the Regulatory Agreement will ensure development of the property consistent with the requirements set forth in this Work Plan.

8.2 MONITORING RESPONSIBILITIES

Owners of private projects receiving Bond Measure funds will be required to enter into a Regulatory Agreement, or similar agreement for the benefit of both Metro and the Local Implementation Partner, to periodically provide tenant income verification data to ensure compliance with affordability restrictions. Project owners will also be required to provide certain information, including voluntarily

collected tenant demographic data, to support evaluation of program outcomes. Finally, owners will be required to provide Metro with access to asset management data, including financial performance and physical condition of the project, and to provide physical access to the property when requested by Metro and/or the Local Implementation Partner. Metro will work with Local Implementation Partners, Oregon Housing and Community Services, or other public agencies to develop shared monitoring and reporting requirements and functions that align with established funding programs, including LIHTC.

9. PROGRAM OPERATIONS

9.1 PROCEDURES MANUAL

A Program procedures manual (“Procedures Manual”) will be maintained by Metro to support fair and consistent consideration of Program funding requests, clear standards for reporting on Program outcomes, and continuous improvements in Program operations. Revisions to the Procedures Manual require Planning and Development Department Director approval.

The Affordable Housing Program procedures will include, at a minimum, guidance related to:

1. *Concept Endorsement and Final Approval Guidelines*: Guidelines related to Metro staff project evaluation based on contribution to the Unit Production Targets relative to the amount of bond funding proposed, and consistency with the LIS, Bond Measure, and this Work Plan;
2. *Risk Controls*: Preconditions for contractual commitments and release of funds, procedures for funding disbursement and updates during project construction, and recurring investment policies;
3. *Project Documentation Checklists and Templates*: List of required documents for Property Acquisition, Concept Endorsement, and Project Funding Authorization;
4. *Local Implementation Partner and Metro Site Acquisition Program Project and Program Outcomes Reporting*: Metrics, protocol, and templates for Local Implementation Partners and Metro’s Site Acquisition Program to submit (a) post-construction and post-occupancy project reports and (b) annual reports on program outcomes for review by the Community Oversight Committee; and
5. *Local Implementation Partner Financial Reporting Guidelines*: Protocol and templates for Local Implementation Partners to submit annual end-of-year reporting on project and administrative expenditures, to demonstrate compliance with the Bond Measure and this Work Plan.

9.2 CAPITAL EXPENDITURES - ADMINISTRATIVE COST CAP

Bond Measure funds must be used to pay for or reimburse prior expenditures that constitute qualified capital costs, consistent with the requirements of the Bond Measure, the Oregon Constitution and other applicable law.

The purpose and focus of the Affordable Housing Program is to expand the region's supply of affordable housing. Consistent with requirements set forth in the Bond Measure, no more than five percent of total Bond Measure proceeds may be expended on administrative costs associated with the implementation of Program activities, including Program development and administration, financial administration, and monitoring and oversight functions prior to the completion of the Unit Production Targets. All administrative and Program costs funded with Metro Bond Measure proceeds must be capital costs, as defined by the Oregon Constitution and Oregon Statutes, allocable to affordable housing projects.

Subject to compliance with Oregon law and the Bond Measure, Local Implementation Partners are eligible to receive funding for administrative costs associated with Program implementation according to the distribution described in Exhibit B. Each Local Implementation Partner must submit an annual report demonstrating use of the previous year's funding as well as certification that Metro Bond Measure funds have been and will be applied solely to the payment or reimbursement of capital costs consistent with Oregon law and the Bond Measure. A partial year allocation will be made available to eligible Local Implementation Partners for FY2018-19 in February 2019. Further allocations will be available following execution of Implementation IGAs. All distributions of administrative funding will be conditioned on Local Implementation Partners making reasonable progress towards their Unit Production Targets.

9.3 PROGRAM AMENDMENTS

This Work Plan may be amended, as needed, by Metro staff with approval of the Metro Council to ensure compliance with Bond Measure covenants, applicable law, achievement of Unit Production Goals, and alignment with Guiding Principles.

EXHIBIT A
BOND MEASURE BALLOT TITLE

Attachment to SEL 805

| | |
|------------------------|---|
| Caption: | Bonds to fund affordable housing in Washington, Clackamas, Multnomah counties. |
| Question: | Shall Metro issue bonds, fund affordable housing for low-income families, seniors, veterans, people with disabilities; require independent oversight, annual audits? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution |
| Summary: | <p>Measure authorizes \$652.8 million in general obligation bonds to fund affordable housing in Washington, Clackamas, and Multnomah counties.</p> <p>Bonds will be used to build affordable housing for low-income households; purchase, rehabilitate, and preserve affordability of existing housing; buy land for affordable housing; help prevent displacement.</p> <p>Affordable housing means land and improvements for residential units occupied by low-income households making 80% or less of area median income, which in 2018 for a family of four was \$65,120; improvements may include a mix of unit sizes, spaces for community and resident needs and services. Some units will be accessible for people with disabilities and seniors; flexibility for existing tenants and hardship.</p> <p>Requires community oversight and independent financial audits. Creates affordable housing function for Metro, implemented by Metro and local housing partners. Local and regional administrative costs capped at 5% of bond proceeds. Bond costs estimated at \$0.24 per \$1,000 of assessed value annually, approximately \$5.00/month for the average homeowner. Bonds may be issued over time in multiple series.</p> |
| Explanatory Statement: | <p>In the Metro region, rents and housing prices are rising faster than wages. Between 2010 and 2016, the median income for a renter increased 19% while the average rent increased 52%. The need for affordable housing continues to increase, with demand for affordable housing outpacing supply. This is especially true for people on fixed incomes, working families, and seniors and disabled people in our region.</p> <p>This measure will authorize Metro to issue \$652.8 million in general obligation bonds to provide affordable housing for low-income families, seniors, veterans and</p> |

Exhibit A to Resolution No. 23-5314

| | |
|--|--|
| | <p>people with disabilities in the Metro region which includes Washington, Clackamas and Multnomah counties.</p> <p>The bond funds will be used to build affordable housing for low-income households, to purchase and rehabilitate existing housing to preserve its affordability and prevent displacement, and to buy land for the immediate or future construction of new affordable housing.</p> <p>The measure will create an affordable housing function for Metro, and will be implemented by Metro and local governments. The administrative costs of Metro and local housing providers paid for by the measure will not exceed 5% of bond funds. Metro may issue the bonds over time in multiple series. Metro estimates that the cost of the measure to the average homeowner to be 24 cents per \$1,000 of assessed value annually, or approximately \$5.00/month. An independent community oversight committee will review bond expenditures and provide annual reports, and an independent public accounting firm will perform an annual financial audit of the expenditure of bond funds.</p> <p>For purposes of the bond measure, “Affordable Housing” means land and improvements for residential units occupied by low-income households making 80% or less of the area median income, which in 2018 for a family of four was \$65,120. The improvements constructed or purchased with bond funds may be composed of a mix of unit sizes, and may include spaces for community and resident needs and services, such as, without limitation, spaces for childcare services, healthcare services, grocery, onsite utility and building facilities, and other commercial, office and retail uses. Some units will be accessible for people with disabilities and seniors. The income eligibility rules may provide for a waiver or temporary relief from the limitations on qualifying income, if needed to avoid undue hardship or displacement of persons living in existing housing.</p> |
|--|--|

On behalf of:

Metro Council President Tom Hughes
Councilor Shirley Craddick
Councilor Betty Dominguez
Councilor Craig Dirksen
Councilor Kathryn Harrington
Councilor Sam Chase
Councilor Bob Stacey

Submitted by: Metro Council President Tom Hughes

EXHIBIT B
BREAKDOWN OF UNIT PRODUCTION TARGETS AND
FUNDING ELIGIBILITY
UPDATED FEBRUARY 2023

| Jurisdiction | Unit Production Targets | | | Total Project Funding Available | Total Admin. Funding Available |
|--|--------------------------------|----------------|--------------------|--|---------------------------------------|
| | Total | 30% AMI | Family-Size | | |
| Beaverton | 218 | 89 | 109 | \$31,587,595 | \$655,591 |
| Clackamas County | 812 | 333 | 406 | \$117,854,094 | \$2,446,065 |
| Gresham | 187 | 77 | 93 | \$27,140,995 | \$563,305 |
| Hillsboro | 284 | 117 | 142 | \$41,240,081 | \$855,939 |
| Home Forward (balance of Multnomah County, plus Dekum Court project in Portland) | 258 | 107 | 129 | \$37,141,206 | \$334,297 |
| Portland | 1,315 | 539 | 657 | \$197,490,792 | \$0 |
| Washington County (balance of county) | 814 | 334 | 407 | \$118,135,532 | \$2,451,906 |
| Metro Site Acquisition Program | Contributes to above targets | | | \$62,016,000 | \$1,305,600 |
| Metro accountability and financial transaction costs | n/a | | | n/a | \$13,756,000 |
| Reserved for future allocation as determined necessary to achieve targets | n/a | | | \$20,525,195 | \$12,006,638 |
| Total | 3,900 | 1,600 | 1,950 | \$653,131,490 | \$34,375,341 |

Any administrative funding from bond proceeds must be consistent with the requirements of Oregon law and the Bond Measure and Metro will, in consultation with bond and tax counsel, request certification from jurisdictions that proceeds are being applied to qualified capital costs.

The Initial Housing Bond Framework called for distribution of targets and funding to counties on the basis of assessed value, but provided flexibility for how partners within each county further distribute targets and funding. The updated table reflects updates to unit targets and funding within that original allocation, as agreed to with partners via IGAs.

Funding availability has been updated to reflect affordable housing bond interest earnings, including funding allocated through approved IGA amendments as of February 2023.

The Regional Site Acquisition Program aims to distribute investments proportionately across the region to support local progress toward the Unit Production Targets. In the event that regional investments are not proportionately distributed, the above Unit Production Targets may be adjusted pursuant to a Work Plan amendment.

EXHIBIT C

LOCAL IMPLEMENTATION STRATEGY REQUIREMENTS

1. Development Plan to achieve the Unit Production Targets that includes the following elements:
 - a. Anticipated number, size, and range of project types (estimates are acceptable) and cost containment strategies to achieve local share of unit production targets (including 30% AMI and family-size unit goals and the cap on units at 61-80% AMI) using local share of eligible funding;
 - b. Consideration for how new bond program investments will complement existing regulated affordable housing supply and pipeline;
 - c. Goals and/or initial commitments for leveraging additional capital and ongoing operating and/or service funding necessary to achieve the local share of Unit Production Targets;
 - d. Strategy for aligning resident or supportive services with housing investments, including [optional] any local goals or commitments related to permanent supportive housing; and
 - e. Description of project selection process(es) and prioritization criteria, including anticipated timing of competitive project solicitations and how existing or new governing or advisory bodies will be involved in decisions regarding project selection.
2. Strategy for advancing racial equity in implementation that includes:
 - a. Location strategy that considers geographic distribution of housing investments, access to opportunity, strategies to address racial segregation, and strategies to prevent displacement and stabilize communities;
 - b. Fair housing strategies and/or policies to eliminate barriers in accessing housing for communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability;
 - c. Strategies and/or policies, such as goals or competitive criteria related to diversity in contracting or hiring practices, to increase economic opportunities for people of color; and
 - d. Requirements or competitive criteria for projects to align culturally specific programming and supportive services to meet the needs of tenants.
3. Engagement report summarizing engagement activities, participation and outcomes, including:
 - a. Engagement activities focused on reaching communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability;
 - b. Summary of key community engagement themes related to local housing needs and priority outcomes for new affordable housing investments, approach to geographic distribution and location strategies, acknowledgement of historic/current inequitable

access to affordable housing and opportunities for stakeholders to identify specific barriers to access, and opportunities to advance racial equity through new investments;

- c. Summary of how the above themes are reflected in the Local Implementation Strategy.
4. Plan to ensure ongoing community engagement to inform project implementation, including:
- a. Strategies for ensuring that ongoing engagement around project implementation reaches communities of color and other historically marginalized community members, including: people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, existing tenants in acquired buildings, and people who have experienced or are experiencing housing instability; and
 - b. Strategy for ensuring community engagement to shape project outcomes to support the success of future residents.

IN CONSIDERATION OF RESOLUTION NO. 23-5314 FOR THE PURPOSE OF
AMENDING THE AFFORDABLE HOUSING BOND WORK PLAN TO ALLOCATE BOND
FUNDS FOR METRO ADMINISTRATIVE COSTS

Date: February 14, 2023

Department: Housing, Finance

Meeting date: March 2, 2023

Prepared by: Emily Lieb, emily.lieb@oregonmetro.gov; Rachael Lembo,
Rachael.lembo@oregonmetro.gov

ISSUE STATEMENT

Implementation of the 2018 Affordable Housing Bond is in full swing, with over 3,200 new affordable homes complete or in the production pipeline and at least 1,500 more anticipated to be developed with remaining funds. The program is expected to exceed production goals, and partners are on track to commit all funds to projects by 2024, with final projects breaking ground in 2026.

While the program is on track to deliver on its production goals, funding program administration has been a challenge. The measure required administrative costs of Metro and seven other implementing jurisdictions to not exceed 5% of bond funds. In accordance with Metro's Work Plan, which was approved by the Council in 2019, administrative funding is distributed across eight implementing jurisdictions (see Attachment 1). The initial allocation reserved \$6,528,000 "for future allocation as determined necessary to achieve the targets."

Additional administrative funding is available due to interest earnings and a change in the Portland Housing Bureau's administrative funding plan. Interest earnings on bond funds, of which up to 5% can be used for administrative costs, have increased administrative funding by \$1.7 million. The Portland Housing Bureau is not using Metro bond funds to cover their administrative costs, freeing up \$4.4 million in administrative funding. Unallocated administrative funding is now \$12.7 million, as shown in the table below.

| | 2019 Work Plan | As of Dec 2022 |
|------------------------------------|----------------------|----------------------|
| Total Bond Funding | \$652,656,000 | \$687,506,832 |
| Admin funding: | | |
| Allocated to Metro | \$14,361,600 | \$14,631,600 |
| Allocated to local partners | \$11,750,400 | \$7,307,104 |
| Unallocated | \$6,528,000 | \$12,706,638 |
| Total admin funding | \$32,640,000 | \$34,375,341 |
| Admin as % of total funding | 5.0% | 5.0% |

The FY23-24 draft budget projects that Metro administrative costs will exceed the current allocation by \$700,000 in FY23-24. Staff is proposing to fill this gap by amending the work plan to allocate \$700,000 of the unallocated administrative funding to Metro administrative

costs. This action will allow Metro to continue its administrative and oversight duties without requesting financial support from the General Fund in FY23-24.

When the Metro Council decided to incorporate the 5% admin cap into the measure in 2018, it was with recognition of the impacts the cap would have on Metro and jurisdictional partners' general funds. Metro Council and leadership anticipated a need for General Fund support to supplement the admin funding allocated through the work plan. The program's budget for FY19-20 included a \$500,000 General Fund allocation; however, this funding was returned to the General Fund in spring of 2020 to mitigate agency-wide layoffs resulting from the early impacts of the COVID-19 pandemic. The program budget in subsequent years has not included a General Fund allocation.

Furthermore, initial administrative funding allocations did not anticipate the significant role Metro would play in supporting regional coordination to respond to emerging challenges and opportunities, such as development of policy guidance to ensure sufficient air conditioning in response to heatwaves, strategies to respond to cost escalation and constrained availability of private activity bonds, and opportunities to support integration and alignment of SHS and bond funds to rapidly scale up the production of permanent supportive housing.

In coming months, staff plans to assess administrative funding needs and risks across the program in order to develop recommendations for Council action on the remaining unallocated administrative funds. Staff, oversight committee members, and jurisdictional partners have identified several challenges and risks that may require additional funding to address, such data collection during lease up.

ACTION REQUESTED

Adopt Resolution No. 23-5314, amending the Affordable Housing Bond Work Plan to allocate \$700,000 in unallocated administrative bond funds toward FY23-24 Metro program administrative costs. This action revises the Work Plan Exhibit B to allocate \$700,000 from "reserved for future allocation as determined necessary to achieve targets" to "Metro accountability and financial transaction costs". The updated Work Plan Exhibit B also incorporates other changes to unit targets and funding within that original allocation based on assessed value, as agreed to with partners via IGAs, as well as formatting updates. Funding availability has also been updated to reflect affordable housing bond interest earnings, including funding allocated through approved IGA amendments as of February 2023.

IDENTIFIED POLICY OUTCOMES

This action will allow Metro to continue its administrative and oversight duties without requesting financial support from the General Fund in FY23-24.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- A. Adopt Resolution No. 23-5314 amending the Affordable Housing Bond Work Plan to allocate \$700,000 in unallocated administrative bond funds toward FY23-24 Metro program administrative costs.
- B. Allocate \$700,000 in General Fund to cover program administrative costs in FY23-24.

STAFF RECOMMENDATIONS

Adopt Resolution No. 23-5314

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The proposed Resolution amends the Work Plan previously approved and amended by the Metro Council through the following actions:

- Resolution 19-4956 approving the Metro Affordable Housing Bond Measure Program Work Plan
- Resolution 19-5015 amending the Metro Affordable Housing Bond Measure Program Work Plan

BACKGROUND

The Affordable Housing Bond is implemented by Metro in partnership with seven local implementing jurisdictions. Metro provides oversight and accountability, including staffing the oversight committee, providing quarterly and annual program reports, reviewing each project funding request to evaluate risks and ensure alignment with program goals, evaluating project outcomes for advancing racial equity, and convening partners and stakeholders to ensure consistency in funding evaluation and outcomes reporting and regional coordination to respond to emerging challenges and opportunities. Metro also administers the Site Acquisition Program, which acquires and supports the development of regionally significant sites, to contribute toward local program goals.

Local implementation partner jurisdictions are responsible for directly administering funding. Specifically, their administration responsibilities include developing and administering competitive funding solicitations to select projects that are aligned and contribute toward program production and racial equity goals, conducting due diligence and underwriting to determine appropriate funding amounts and support Metro funding approval review, monitoring construction collecting data from projects following completion, and providing annual progress reports.

Agenda Item No. 4.1

**Ordinance No. 23-1490 For the Purpose of Annexing to the Metro District
Boundary Approximately 6.58 Acres Located in Hillsboro
to the West Side of SE 67th Ave North of SE Genrosa St.**
Ordinance (Second Reading & Public Hearing)

Metro Council Meeting
Thursday, March, 16 2023

BEFORE THE METRO COUNCIL

| | | |
|---|---|--|
| FOR THE PURPOSE OF ANNEXING TO THE |) | ORDINANCE NO. 23-1490 |
| METRO DISTRICT BOUNDARY |) | |
| APPROXIMATELY 6.58 ACRES LOCATED IN |) | Introduced by Chief Operating Officer |
| HILLSBORO ON THE WEST SIDE OF SE 67 TH |) | Marissa Madrigal with the Concurrence of |
| AVE NORTH OF SE GENROSA ST |) | Council President Lynn Peterson |

WHEREAS, Pacific Northwest Land Company has submitted a complete application for annexation of 6.58 acres of Hillsboro (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

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

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

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

WHEREAS, the Council held a public hearing on the proposed amendment on March 2, 2023; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated February 7, 2023, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of March 2023.

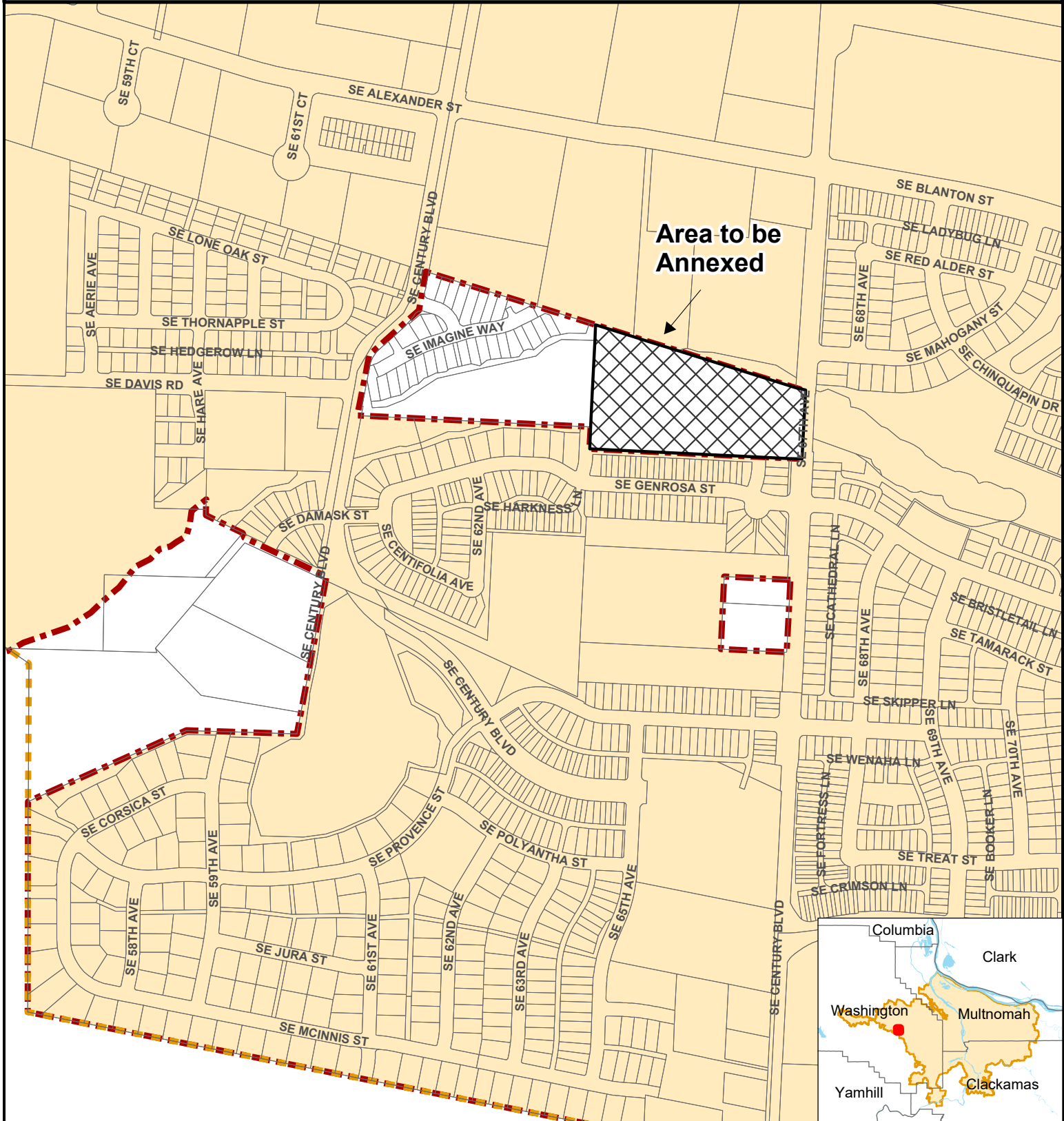
Lynn Peterson, Council President

Attest:




Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0123



0 600 1,200 Feet

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 23-1490, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 6.58 ACRES LOCATED IN HILLSBORO ON THE WEST SIDE OF SE 67th AVE NORTH OF SE GENROSA ST

Date: February 7, 2023
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Associate Regional Planner

BACKGROUND

CASE: AN-0123, Annexation to Metro District Boundary

PETITIONER: Pacific Northwest Land Company
4931 SW 76th Ave, PMB 360
Portland, OR 97225

PROPOSAL: The petitioner requests annexation of land in Hillsboro to the Metro District Boundary.

LOCATION: The parcel is located on the west side of SE 67th Ave, north of SE Genrosa St, and south of SE Mahogany St. It is approximately 6.58 acres in area and can be seen in Attachment 1.

ZONING: The land is zoned Future Development 20-Acre District (FD-20) by Washington County.

The parcel was added to the urban growth boundary (UGB) in 2002 and is in the South Hillsboro Community Plan. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

3.09.070 Changes to Metro's Boundary

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

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

Staff Response:

The parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the affected territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).

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

Staff Response:

Urban Growth Management Functional Plan Title 11 requires territories be annexed to the Metro District Boundary prior to urbanization. Washington County has applied the Future Development 20-Acre (FD-20) designation to the subject property to prevent premature urbanization of the subject territory prior to annexation by the City of Hillsboro. Provisions of the City's adopted Comprehensive Plan call for annexation to the City as a prerequisite for City zoning or extension of City utilities and services. The submitted application states that the territory is in the process of being annexed to the City. The application meets the criteria of MC Subsection 3.09.070(E)(2).

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

Staff Response:

The subject territory has land use plan designations of "Residential Medium Density" and "Floodplain" in the City of Hillsboro's December 2022 Comprehensive Plan Map. The territory is also in the South Hillsboro Community Plan area, a sub-area of the City's Comprehensive Plan Map. The Community Plan calls for urban residential development of the southern portion of subject territory and protection of riparian areas in the floodplain. The proposed boundary change would allow for the planned urban residential development of the subject territory. The subject territory is already within the UGB and is not in an urban reserve with a concept plan. Urban services will be provided by the City of Hillsboro and Clean Water Services (CWS). The application meets the criteria in MC Subsection 3.09.070(E)(3).

ANALYSIS/INFORMATION

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

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

Anticipated Effects: This amendment will add approximately 6.58 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the South Hillsboro Community Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 23-1490.

Materials following this page were distributed at the meeting.



Metro

Resolution 23-5311

FY 2022-23 Budget Amendment

March 16, 2023



Agenda

- March Budget Amendments
 - Personnel Services COLA increases
 - FTE Changes
 - Fund Level Appropriation Changes
- Capital Improvement Plan Amendments

Personnel Services COLA needs

- General Fund – \$1,039,460 transfer from Contingency for FY 2022-23 COLA increases.
 - Covers increased COLA bargained due to inflation rates
 - Increases central service personnel costs
- Risk Fund – \$10,000 transfer for COLA increase
 - Covers increased COLA for three staff

March Amendment FTE Requests

- Six additional new FTE
 - 4 for Housing
 - 1 for FRS (SHS tax collection)
 - 1 for P&N
- One limited duration position converted to regular status in HR

FTE Requests

- Housing
 - 1 Program Supervisor, .85 SHS Fund / .15 AH Fund
 - 2 Program Coordinators for Event/Tech Assist., SHS Fund
 - 1 Administrative Specialist III, SHS Fund
- Parks & Nature
 - 1 Program Analyst to support strategic planning and data analysis, P&N Operating Fund

FTE Requests (cont'd)

- Finance and Regulatory Services
 - Program Manager to support Supportive Housing Services tax compliance, SHS Fund
- Human Resources
 - Program Analyst limited duration (expiring 6/30/24) position moved to permanent FTE for the Pay Equity team – no appropriation need

Net Total Appropriation Change by Fund

| | Amended as of March 2023 | New Proposed Amendment | Variance |
|---------------------------------|-----------------------------|---------------------------|-----------|
| General Fund | \$187,079,672 | \$187,079,674 | \$2 |
| OR Zoo Asset Management Fund | \$11,261,601 | \$11,451,601 | \$190,000 |

Capital Improvement Plan Amendments

- Capital Asset Management – attachment 1
 - No budget appropriation change
 - 1 new project for MRC Stormwater
 - 4 changes to existing projects (reductions / increases / timelines)
- Oregon Convention Center – attachment 2
 - Budget appropriation transfer from contingency to capital for \$1,443,000
 - 4 new projects for safety, IT and equipment replacement
 - 7 changes to existing projects (reductions / increases / timelines)

CIP Amendments (cont'd)

- Portland'5 – attachment 3
 - Budget appropriation transfer from contingency to capital for 545,000
 - 4 new projects for stage systems and equipment
 - 6 changes to existing projects (reductions / increases / timelines)
- Parks and Nature – attachment 4
 - No budget appropriation change
 - 14 Project changes with various funding sources due to schedule realignment (reductions / increases / timelines)
 - Creation of ADA phase 2 (new project) for FY24

CIP Amendments (cont'd)

- Waste Prevention & Environmental Services – attachment 5
 - No budget appropriation change
 - 6 new projects for land, station projects, paint and roof infrastructure
 - 7 changes to existing projects (reductions / increases / timelines)
- Oregon Zoo – attachment 6
 - Budget appropriation increase of \$190,000 to capital to utilize funding received from the Zoo Foundation
 - 3 changes to existing projects (increases / timelines)

Questions & Comments

- Thank you – all Finance Managers and Department Directors are available for questions



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Earthquake Ready Burnside Bridge

*Resolution to adopt preferred
alternative*

**Multnomah County
Department of Community Services
Transportation Division**

Metro Council, March 16, 2023

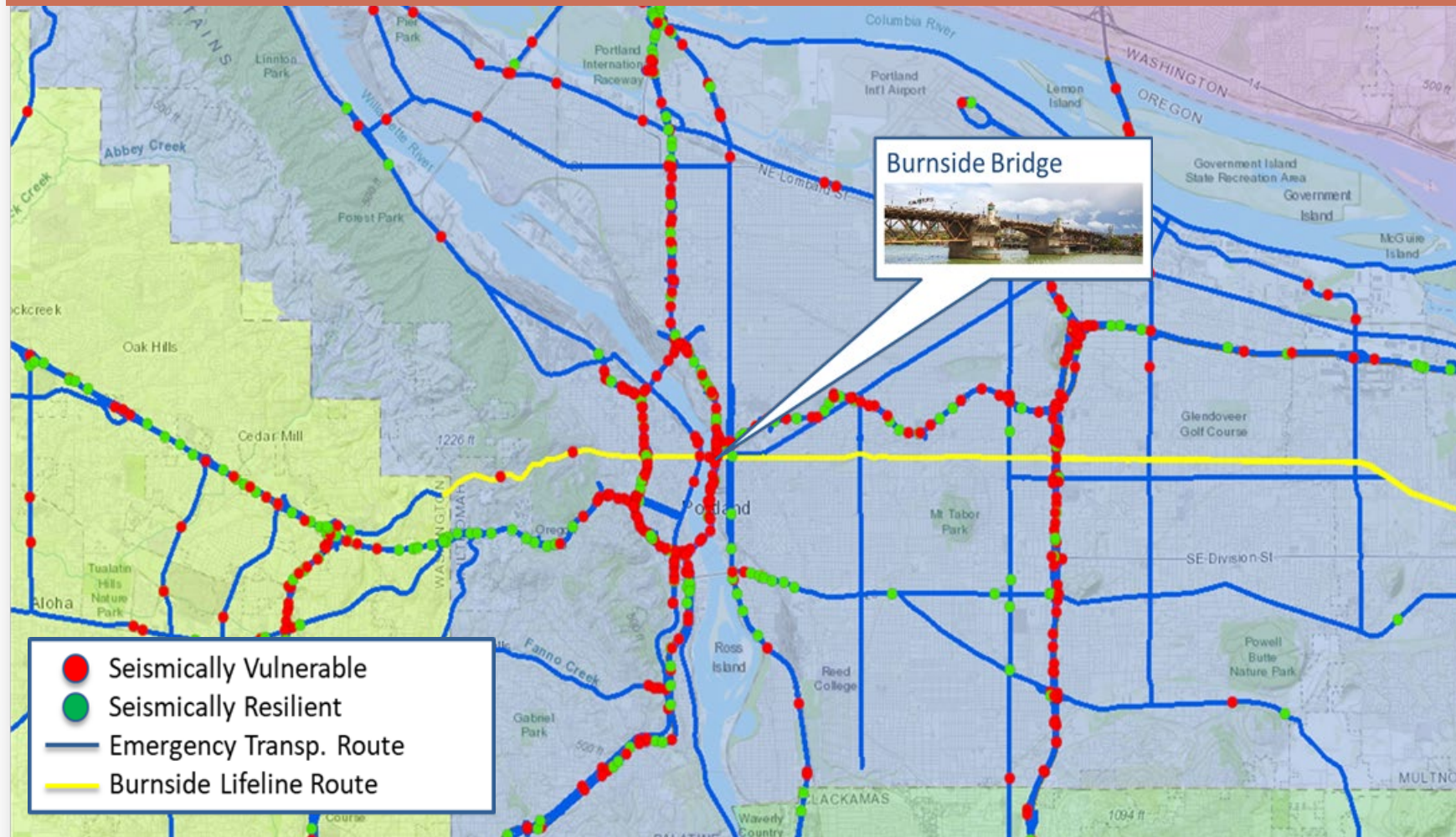


Agenda

- Project Purpose and Need: Regional Resilience
- Project Benefits: Jobs & Economic Stimulus
- Preferred Alternative: Replacement Long Span
- Project Timeline
- Resolution Sequence
- Resolution Discussion

Purpose and Need

Burnside Bridge is Critical to Regional Emergency Response and Recovery



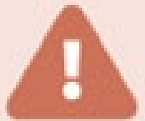
If the earthquake strikes today...



Thousands of Oregonians would die, and **economic losses** would be at least **\$32 billion**.



Roughly 70% of businesses are likely to be forced into temporary closure, affecting over **750,000 jobs**.



Each month businesses are closed, will result in over **\$4.3 billion in lost income** in the region.



Video: [Simulation of Burnside Bridge collapse](#)



NYTimes: [Damage from 2011 earthquake in Christchurch, NZ](#)

EQRB Purpose



**Seismic Resiliency
and Emergency
Response**

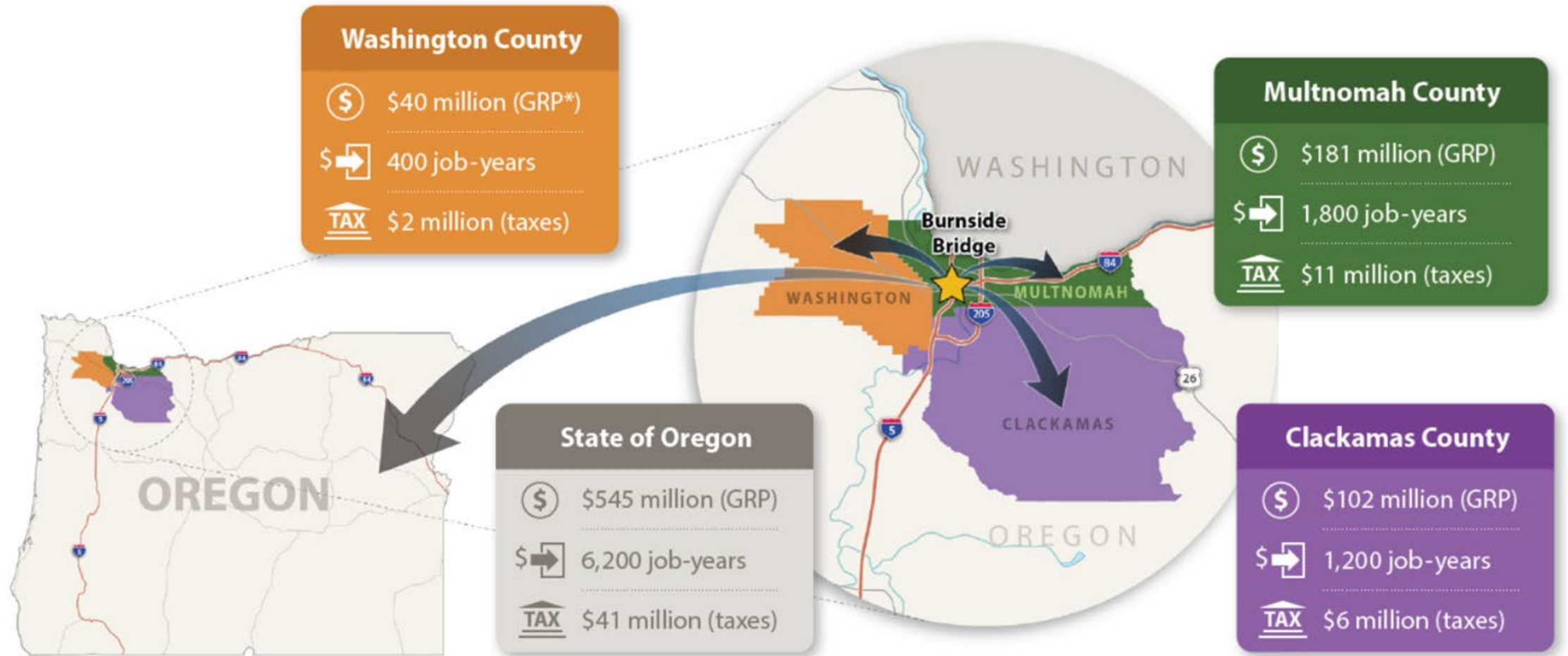


**Regional Recovery
and Rebuilding**



**Long-term
Multi-modal Use**

Equitable Jobs and Economic Stimulus



Data: Earthquake Ready Burnside Bridge IMPLAN Analysis, 2022

Locally Preferred Alternative

Seismically Resilient Replacement Long Span



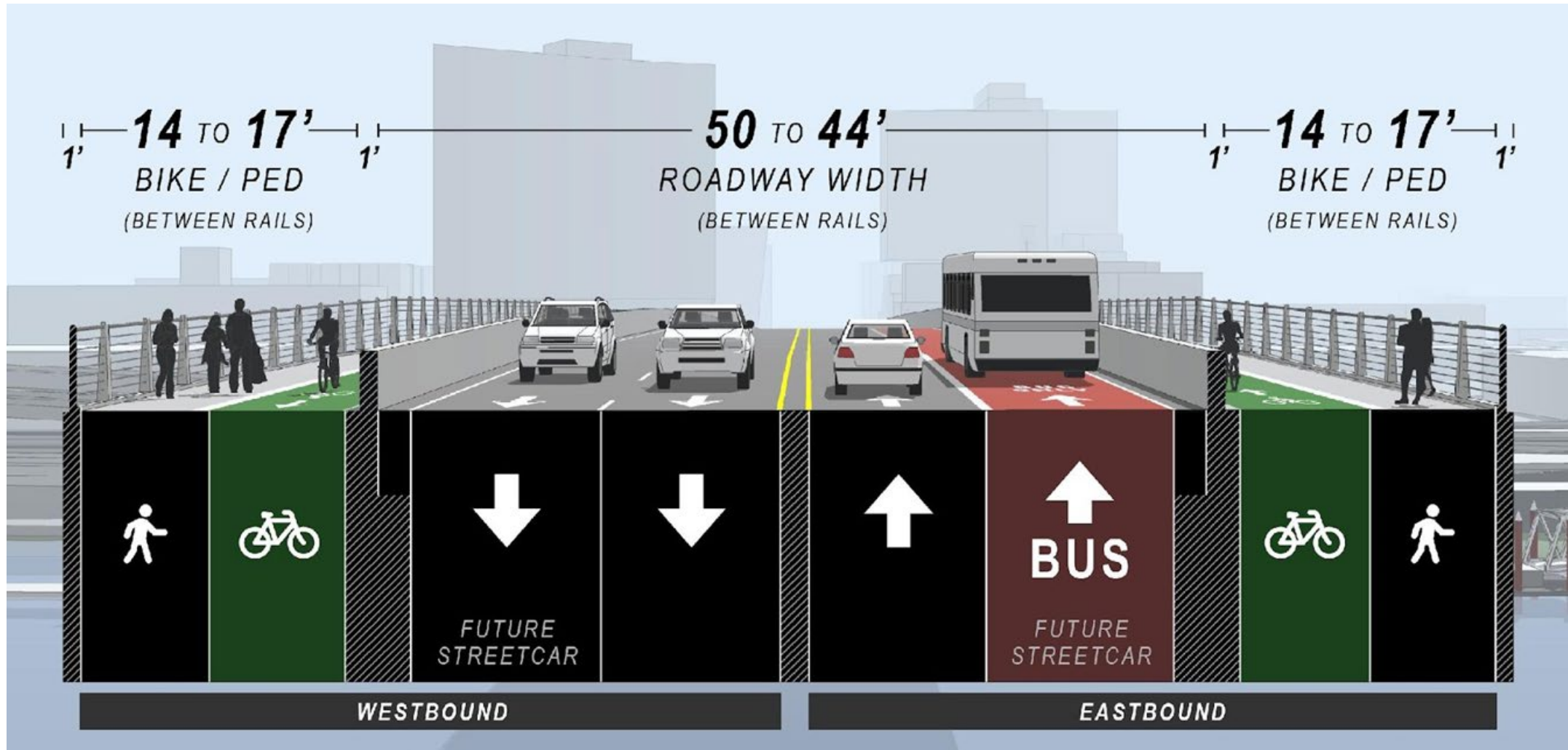
with Tied Arch



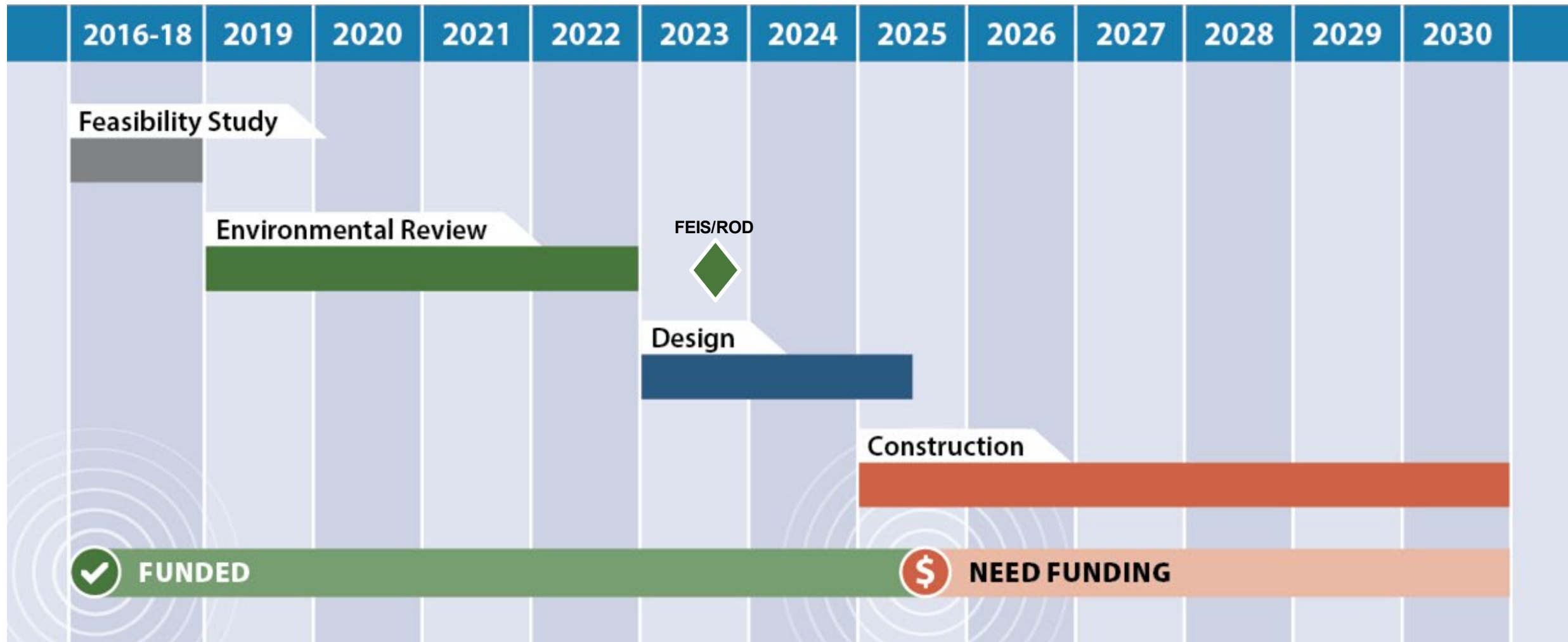
with Cable Stay Tower

Locally Preferred Alternative

Traffic Configuration



Project Timeline



Resolution Sequence

- ✓ TPAC recommendation: January 6
- ✓ JPACT review/consideration: February 16
 - Metro Council consideration: March 16

Resolution No. 23-5306

FOR THE PURPOSE OF ENDORSING THE
PREFERRED ALTERNATIVE FOR THE EARTHQUAKE
READY BURNSIDE BRIDGE PROJECT

Thank You





City of Tualatin

www.tualatinoregon.gov

March 14, 2023

Metro Council President Peterson
600 NE Grand Ave.
Portland, OR 97232
Via Email

RE: Comments on Metro's 2023 High Capacity Transit Strategy

Dear President Peterson and Metro Councilors,

On behalf of the Tualatin City Council, I am submitting the following comments on Metro's draft High Capacity Transit (HCT) Strategy for the 2023 Regional Transportation Plan (RTP). Many of the corridors that serve Tualatin and our neighboring jurisdictions are considered low priorities in the current draft of the strategy. Tualatin is serious about reducing congestion and greenhouse gas emissions; as well as providing viable and affordable transportation options for the residents of our City and those that commute here for work and recreation. We feel that the following HCT investments are critical to meeting our community's transportation goals.

Hwy 99W Corridor: We agree with Washington County's request to move the Hwy 99W Corridor from Tier Four to Tier Two. Hwy 99W provides the growing communities in south Washington County with a crucial connection to the regional transit network. Investment in the Hwy 99W corridor will provide a connection to the future SW Corridor LRT in Tigard and alternative to vehicle travel to/from Yamhill County and other areas.

SW Corridor Light Rail Transit Project: The City supports the inclusion of SW Corridor LRT as a Tier one priority. Implementation of the Regional Mobility Pricing Project will directly impact Tualatin, necessitating an expansion of alternative modes of transit. SW Corridor will provide a much-needed connection to downtown Portland and the regional light rail system.

WES Corridor: despite lower than anticipated ridership, the WES commuter rail corridor provides crucial connectivity to Wilsonville, and the transit centers in Tigard and Beaverton. The Hwy 217 corridor still has a critical need for transit service and has a unique exclusive right of way in the rail corridor. With additional investment, providing for more frequency and additional stops, we feel that WES can increase its ridership in the near term and serve as an effective commuter route for the City's residents and those who travel into Tualatin for work.

Finally, Metro's analysis underestimates the current and future transit demand and need for service for people commuting into our communities from outside the Portland Metro Region, via routes like I-5, Hwy 99W, and Tualatin-Sherwood Rd. The modelling should account for

commuters coming from places like Salem, Canby, Woodburn, Newberg, and McMinnville for work, work trips from companies outside the Metro region, recreation, shopping, entertainment and a myriad other reasons. The area around Tualatin will continue to see an increase in Vehicle Miles Traveled (VMT) without investments in transit options for people commuting into the City from outside the Metro Region. We believe that if these trips to/from outside the region are adequately considered, the Hwy 99W corridor and WES corridor would both rise to a Tier Two level.

We greatly appreciate the opportunity to provide feedback through the regional technical and policy committees. Tualatin looks forward to continued collaboration with Metro to explore transit strategies and other investment opportunities that will provide better transit access to our community.

Thank you for your consideration,

Sincerely,

A handwritten signature in blue ink that reads "Frank Bubenik". The signature is fluid and cursive, with the first name "Frank" being more prominent than the last name "Bubenik".

Frank Bubenik
Mayor, City of Tualatin
On behalf of the Tualatin City Council

Cc: Kristin Dennis, Chief of Staff
Tualatin City Council

| | |
|---|---|
| Name * | Sophie Shelton |
| Email * | sophiedshelton@gmail.com |
| Address | <input type="checkbox"/> Hillsboro, OR 97123 |
| Your testimony | water conservation is important! implementing swales for long term conservation would be good to manage runoff from rain and to help hydrate the land |
| Is your testimony related to an item on an upcoming agenda? * | I'm not sure |