



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, June 1, 2017

2:00 PM

Metro Regional Center, Council chamber

AGENDA REVISED 5/31/17

1. Call to Order and Roll Call

2. Citizen Communication

3. Presentations

- 3.1 Greater Portland Sustainability Education Network [17-4814](#)
(GPSEN) 2016-2017 Report

Presenter(s): Kim Smith, GPSEN
Lin Harmon-Walker, GPSEN

Attachments: [GPSEN Report 2016](#)
[2030 Sustainable Development Goals](#)
[Global Goals Fair Press Release](#)

4. Consent Agenda

- 4.1 Consideration of the Council Meeting Minutes for May 25, [17-4815](#)
2017

- 4.2 Resolution No. 17-4812, For the Purpose of Confirming the [RES 17-4812](#)
Council President's Appointment of Deanna Palm to the
Metropolitan Exposition Recreation Commission

Attachments: [Resolution No. 17-4812](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

- 4.3 Resolution No. 17-4813, For the Purpose of Confirming [RES 17-4813](#)
the Council President's Appointment of Dañel Malán to the
Metropolitan Exposition Recreation Commission

Attachments: [Resolution No. 17-4813](#)
[Staff Report](#)
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5. Resolutions

- 5.1 Resolution No. 17-4790, For the Purpose of Authorizing an Exemption from the Competitive Bidding Procedures and Authorizing Procurement by Request for Proposals for the Construction of the Willamette Falls Riverwalk [RES 17-4790](#)

Presenter(s): Alex Gilbertson, Metro
Gabriele Schuster, Metro

Attachments: [Resolution No. 17-4790](#)
[Exhibit A to Resolution No. 17-4790](#)
[Staff Report](#)

- 5.1.1 Public Hearing for Resolution No. 17-4790

6. Ordinances (Second Reading)

- 6.1 Ordinance No. 17-1396, For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project [ORD 17-1396](#)

Presenter(s): Elizabeth Mros-O'Hara, Metro

Attachments: [Ordinance No. 17-1396](#)
[Exhibit A to Ordinance No. 17-1396](#)
[Exhibit B to Ordinance No. 17-1396](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
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[Attachment 3 to Staff Report](#)
[Attachment 4 to Staff Report](#)
[PPT: Powell-Division LPA and RTP](#)

- 6.2 Ordinance No. 17-1404, For the Purpose of Amending Metro Code Chapter 9.02 Ballot Measures, Initiative and Referendum [ORD 17-1404](#)

Presenter(s): Hope Whitney, Metro

Attachments: [Ordinance No. 17-1404](#)
[Exhibit A to Ordinance No. 17-1404](#)

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

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related 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 www.oregonmetro.gov/civilrights or call 503-797-1536. 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 503-797-1700 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. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

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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 的不歧視公告

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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 kullanka dadweynaha, 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.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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 nediscriminarea

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

Television schedule for Metro Council meetings

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.



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ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ
ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច
ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ
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إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء 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.

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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 nediscriminarea

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 tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hau lwj m ua ntej ntawm lub rooj sib tham.

Television schedule for Metro Council meetings

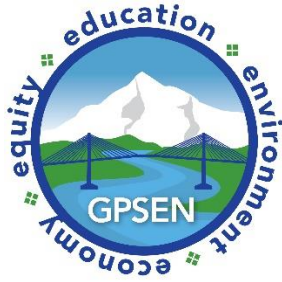
<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Greater Portland Sustainability Education Network
(GPSEN) 2016-2017 Report
Presentation

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber



**GREATER PORTLAND
SUSTAINABILITY EDUCATION NETWORK**

A Regional Centre of Expertise on Education for Sustainable Development

Annual Report 2016

The Greater Portland Sustainability Education Network (GPSEN) is a multi-sector network of organizations, educators, students, non-profits, political and industry leaders, and community members collaborating to promote sustainability education in the greater Portland region, including Clackamas, Clark, Multnomah, and Washington Counties. Our inclusive network invites all stakeholders and partners to learn about sustainability issues, find ways to engage, provide input on policies and projects, and develop innovative means to support our collective sustainability education missions.

Acknowledged as a Regional Center of Expertise (RCE) on education for sustainable development (ESD) by United Nations University, in 2013, GPSEN envisions a healthy, just, and thriving region where education for sustainability is prioritized and integrated across sectors; and where everyone has opportunities to shape a sustainable future.

We recognize the many efforts and accomplishments of our Board of Directors, core committees (Governance; Programs & Events; Outreach & Communications; and Research & Curriculum), working group members, fellows, interns, and volunteers. We have accomplished a lot this year!

If you are interested in helping address regional challenges, achieve sustainability goals, and get involved in local and international initiatives, join us! You can learn more at: gpsen.org.

This year's accomplishments include:

1) Governance development:

- Engagement of committees and working groups in developing annual goals and objectives
- Completion of a SWOT analysis at our Board retreat
- Grant-writing through our Development Committee
- Establishment of our new partnership model, with partner fees collected via our website.
- Publication of our RCE Governance Structure research
- Selection and orientation of new Board Members

2) Innovative cross-sector partnerships and projects that support transformative education and research:

- Think Tank gatherings
- Establishment of Fellows Program
- 4th year participating in NWEI's EcoChallenge
- AASHE webinar on SDGs
- Kim Smith attended the ESDG conference, in India, identifying how education can help achieve the SDGs
- Indigenous Wisdom and Sustainability Consciousness Event

- Earth Week events at regional colleges and universities: speakers, tours, films, and art exhibits
 - Development of Hope and Resilience training modules, funded by PSU and PCC
 - College Student Network research project, led by interns
 - Kim Smith serves on AASHE's Board of Directors
 - Heather Spalding sits on AASHE's Advisory Council
 - Collaboration with AASHE, US Partnership for ESD, EAUC, and ACTS to measure SDGs for Higher Education's Global Alliance
- 3) Media and Outreach:
- GPSEN website created and managed by a computer science student intern and GIS student
 - Management of MailChimp listserv
 - Bi-weekly newsletter, edited by a student intern
 - Resources and events shared on GPSEN's Facebook page and via Twitter
 - Outreach committee meetings on marketing materials and partnership development
 - Meetings held with potential partners
 - Interview on KPSU's Shades of Green Podcast
- 4) Grant funding received to support:
- Increased diversity in leadership in environmental education, from Metro
 - Development of Hope and Resilience training, from PCC
- 5) Professional development opportunities and summits for ESD students, educators, and providers:
- GoGreen Business Conference
 - Workshops and presentations on ESD and campus sustainability at the AASHE conference, in Minneapolis
 - Earth Care Summit
 - Oregon Higher Education Sustainability Conference
 - Global Sustainable Self Conference (book in progress, with Oxford University Press)
 - Sustainability Curriculum Consortium webinar on SDGs
 - Hope and Resilience workshops for college network at PSU and Oregon Department of Environmental Quality
 - Regional Faculty Sustainability Training
- 6) Events and opportunities for networking, idea-sharing, and policy discussions:
- 3 stakeholder meetings
 - UN Day and the Launch of the SDGs, at the World Forestry Center
 - Attendance by partners at the AASHE conference
 - Human Rights Day Panel- Education as a Human Right
 - End-of-year party and awards ceremony, at Northwest Earth Institute
 - Meetings with regional leaders
 - Attendance at partner fundraisers
 - Meetings with PCC's Sustainability Leadership Council
 - Poster presentations at PSU's Sustainability Celebration; intern Irene Bailey honored
 - Screening of "Gambling on Extinction" for World Environment Day, with Hosteling International, the Oregon Zoo, and USFWS

To learn more and get involved, go to our website: gpsen.org or email: contact@gpsen.org.

Educate ~ Empower ~ Engage

United Nations' Agenda 2030 - Sustainable Development Goals

(Adopted September, 2015)

People We are determined to end poverty and hunger, in all their forms and dimensions, and to ensure that all human beings can fulfil their potential in dignity and equality and in a healthy environment.

Planet We are determined to protect the planet from degradation, including through sustainable consumption and production, sustainably managing its natural resources and taking urgent action on climate change, so that it can support the needs of the present and future generations.

Prosperity We are determined to ensure that all human beings can enjoy prosperous and fulfilling lives and that economic, social and technological progress occurs in harmony with nature.

Peace We are determined to foster peaceful, just and inclusive societies which are free from fear and violence. There can be no sustainable development without peace and no peace without sustainable development.

Partnership We are determined to mobilize the means required to implement this Agenda through a revitalised Global Partnership for Sustainable Development, based on a spirit of strengthened global solidarity, focused in particular on the needs of the poorest and most vulnerable and with the participation of all countries, all stakeholders and all people.

Sustainable Development Goals

Goal 1. End poverty in all its forms everywhere

Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Goal 3. Ensure healthy lives and promote well-being for all at all ages

Goal 4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Goal 5. Achieve gender equality and empower all women and girls

Goal 6. Ensure availability and sustainable management of water and sanitation for all

Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all

Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Goal 10. Reduce inequality within and among countries

Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable

Goal 12. Ensure sustainable consumption and production patterns

Goal 13. Take urgent action to combat climate change and its impacts

Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development

Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Goal 16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

Goal 17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

Goal 4.7. By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development

UNESCO Global Action Programme (GAP) on ESD

UNESCO launched the new Global Action Programme (GAP) on ESD, in 2014. Countries and RCEs are asked to help implement the GAP, using the [UNESCO Roadmap for Implementing the Global Action Programme on ESD](#), with five Priority Action Areas:

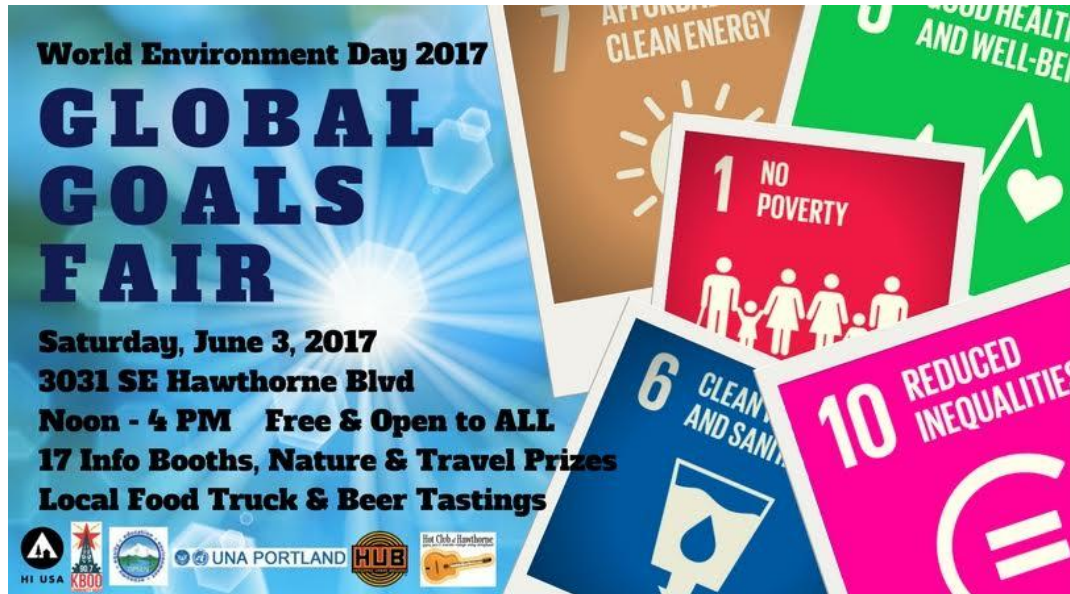
1. Advancing policy by mainstreaming ESD
2. Transforming learning and training environments through whole-institution approaches
3. Building capacities of educators and trainers
4. Empowering and mobilizing youth
5. Accelerating sustainable solutions at the local level



For more information, go to www.gpsen.org.

Global Goals Fair Press Release

In celebration of World Environment Day 2017



Portland, OR, June 3, 2017: The Global Goals Fair is Portland’s only community event organized in honor of World Environment Day 2017 and is offered in partnership with Hostelling International USA (HI USA), HI Portland Hawthorne Hostel, Greater Portland Sustainability Education Network (GPSEN), and the United Nations Association of Portland.

The event features 17 booths, one for each of the [UN's Agenda 2030 Sustainable Development Goals](#). It will raise public awareness of the global goals, while connecting community members to local efforts. It will also highlight how organizations in the greater Portland region are doing amazing work to address important social, economic, and environmental issues.

From 12 - 4 PM at 3031 SE Hawthorne Blvd on Saturday June 3rd; the following organizations, institutions and businesses will be sharing their message and work with the community and more are being added every day.

1. 350PDX
2. Architects without Borders
3. Clean Water Services; Portland State University
4. GlobalPDX
5. Conscious Capitalism
6. Create Plenty
7. Greater Portland Sustainability Education Network
8. Green Empowerment
9. Growing Gardens
10. JOIN Portland
11. Northwest Earth Institute
12. OPAL Environmental Justice Oregon
13. Oregon CEDAW Coalition
14. Portland Community College
15. Trash for Peace
16. UNA Portland
17. Urban Gleaners

Be inspired into personal action and take ownership of our collective future while enjoying **live vintage jazz by Hot Club of Hawthorne, food truck bites and free Urban Hopworks Beer** samples in a beautiful urban oasis. Join us and you'll also have opportunities to network and/or win one of several nature and travel prizes.

FREE Event and Open to All.

Be sure to check out our [Global Goals Fair Facebook event page](#) and help spread the word.

For more information, please contact: Michele Machado, HI Community Engagement Liaison, at michele.machado@hiusa.org.

Hostelling International USA (HI USA) is a nonprofit, member organization founded on an enduring belief in the power of travel to foster a deeper understanding of people, places, and the world around. HI USA promotes a dynamic community of global citizens who have the wisdom and humanity to actively make the world a better place. As the nation's leading hostel brand, HI USA hosts more than 1 million overnights annually, with guests from more than 100 countries. For over 80 years, HI USA has provided a network of affordable hostels in converted mansions, reinvented lighthouses, and historic urban buildings all across the country. HI Portland Hawthorne Hostel is owned and sustainability operated by HI USA. Visit www.hiusa.org for more information.

The **Greater Portland Sustainability Education Network** (GPSEN) is a nonprofit multi-sector network of educators, students, non-profits, political and industry leaders, organizations, and community members collaborating to promote sustainability education in the Portland Metro region. Acknowledged as a [Regional Center of Expertise \(RCE\)](#) on education for sustainable development (ESD), by the United Nations University, in 2013, it is part of a coalition of 154 RCEs around the world, with only 5 in the U.S. Visit www.gpsen.org for more information.

United Nations Association of Portland (UNA Portland) is a nonprofit, member organization which advocates for strong U.S. leadership at the UN to help resolve the world's most pressing challenges. Visit www.unapdx.org for more information.



Agenda Item No. 4.1

Consideration of the Council Meeting Minutes for May 25, 2017

Consent Agenda

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

Agenda Item No. 4.2

Resolution No. 17-4812, For the Purpose of Confirming the
Council President's Appointment of Deanna Palm to the
Metropolitan Exposition Recreation Committee

Consent Agenda

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 17-4812
COUNCIL PRESIDENT’S APPOINTMENT OF)
DEANNA PALM TO THE METROPOLITAN) Introduced by Tom Hughes, Council
EXPOSITION RECREATION COMMISSION) President

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

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

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(1) and (g) Washington County has nominated Deanna Palm as a candidate to replace Terry Goldman as a member on the Commission due to Mr. Goldman’s resignation from the Commission as of April 6, 2017, for the remainder of Mr. Goldman’s term; and

WHEREAS, the Metro Council President submitted his appointment of Deanna Palm to the Metro Council for confirmation; and

WHEREAS, the Council finds that Deanna Palm has the experience and expertise to make a substantial contribution to the Commission’s work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s appointment of Deanna Palm as a member of the Metropolitan Exposition Recreation Commission beginning on June 1, 2017, and ending December 31, 2017.

ADOPTED by the Metro Council this 1st day of June, 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.17-4812, FOR THE PURPOSE OF CONFIRMING THE COUNCIL PRESIDENT'S APPOINTMENT OF DEANNA PALM TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION

Date: June 1, 2017

Prepared by: Scott Cruickshank,
General Manager, Metro Visitor Venues

BACKGROUND

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

The Washington County Commission has nominated Deanna Palm as a candidate for membership on the Commission following the resignation of Terry Goldman, who represented Washington County on the commission until his resignation on April 6, 2017. The Council President has concurred with this nomination and accordingly submitted his appointment of Ms. Palm to the Council for confirmation. A copy of the nomination letter from the Washington County Commission is attached as Attachment 1 to this Staff Report. A copy of Ms. Palm's biography is attached as Attachment 2 to this Staff Report.

If confirmed, Ms. Palm will, pursuant to the Metro Code, serve the remainder of Mr. Goldman's 4-year term beginning June 1, 2017 through December 31, 2017.

Metro Chief Operating Officer Martha Bennett concurs with this appointment.

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution 17-4812 to confirm the appointment of Deanna Palm to the Metropolitan Exposition Recreation Commission and to begin serving June 1, 2017.



WASHINGTON COUNTY OREGON

May 22, 2017

Tom Hughes
President, Metro Council
600 N.E. Grand Avenue
Portland, Oregon 97232

Dear President Hughes,

Last month, we were both contacted by Terry Goldman of the Hilton Hotel and Doubletree Inn companies, informing us of his immediate resignation from the Metropolitan Exposition and Recreation Commission (MERC) after seven years of service as a representative of Washington County.

Writing on behalf of the Washington County Board of Commissioners, and as required by Chapter 6 of the Metro Code, we are pleased to nominate Deanna Palm of Hillsboro to serve the remainder of Mr. Goldman's term, subject to approval of the Metro Council.

Deanna Palm is well known to you, and members of the Metro Council, having served as President of the Hillsboro Chamber of Commerce since December 2001. The Hillsboro Chamber represents more than 750 businesses and more than 55,000 jobs in Hillsboro and surrounding areas of Washington County.

Ms. Palm is exceptionally well-qualified to serve on MERC, having previously served as chair of the Oregon State Chamber of Commerce. She currently serves as president-elect for the Hillsboro Community Foundation; co-chairs the Hillsboro School Bond Advisory Committee; serves on the regional Workforce Development Board, and as an active member of the Hillsboro Airport Master Plan Advisory Committee.

In addition, Deanna was appointed to serve on the Portland Community College Board of Directors in 2009, and was elected to serve in that position in 2011 and again in 2015. She served as Chair of the Board for PCC in 2015 and 2016, which of course is the largest institution for higher education in the state of Oregon.

As such, the Washington County Board of Commissioners are pleased to nominate Deanna Palm to serve the remainder of Mr. Goldman's term, and are confident she will represent Washington County with distinction, as soon as she is appointed to this position.

Sincerely,

A handwritten signature in blue ink that reads "Andy Duyck".

Andy Duyck, Chair
Washington County Board of Commissioners

Deanna Palm
Bio

Deanna Palm has been President of the Hillsboro Chamber of Commerce since December 2001. The Hillsboro Chamber is a business organization representing more than 750 business and more than 55,000 jobs in and around the Hillsboro community. The Chamber supports policies that enable businesses to grow and prosper.

Palm is past chair of the Oregon State Chamber of Commerce, serves as president-elect for the Hillsboro Community Foundation, co-chairs the Hillsboro School Bond Advisory Committee, serves on the Workforce Development Board for the Region and is a member of the Hillsboro Airport Master Plan Advisory Committee. Palm was appointed to serve on the Portland Community College Board of Directors in 2009 and was elected to serve in that position in 2011 and again in 2015. She served as Chair of the Board for PCC in 2015 and 2016, which is the largest higher education institution in the state of Oregon.

Agenda Item No. 4.3

**Resolution No. 17-4813, For the Purpose of Confirming the
Council President's Appointment of Dañel Malán to the
Metropolitan Exposition Recreation Committee**

Consent Agenda

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 17-4813
COUNCIL PRESIDENT’S APPOINTMENT OF)
DAÑEL MALÁN TO THE METROPOLITAN) Introduced by Tom Hughes, Council
EXPOSITION RECREATION COMMISSION) President

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

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

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(1) and (g) Multnomah County has nominated Dañel Malán as a candidate to replace Elisa Dozono as a member on the Commission due to Ms. Dozono’s resignation from the Commission as of December 13, 2016, for the remainder of Ms. Dozono’s term; and

WHEREAS, the Metro Council President submitted his appointment of Dañel Malán to the Metro Council for confirmation; and

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

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s appointment of Dañel Malán as a member of the Metropolitan Exposition Recreation Commission beginning on June 1, 2017, and ending September 23, 2019.

ADOPTED by the Metro Council this first day of June, 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17- 4813, FOR THE PURPOSE OF CONFIRMING THE COUNCIL PRESIDENT'S APPOINTMENT OF DAÑEL MALÁN TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION

Date: June 1, 2017

Prepared by: Scott Cruickshank,
GM of Visitor Venues

BACKGROUND

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

The Multnomah County Commission has nominated Dañel Malán as a candidate for membership on the Commission following the resignation of Elisa Dozono, who represented Multnomah County on the commission until her resignation on December 13, 2016. The Council President has concurred with this nomination and accordingly submitted his appointment of Ms. Malán to the Council for confirmation. A copy of the nomination letter from the Multnomah County Commission is attached as Attachment 1 to this Staff Report. Please note that the term dates in the attached letter are incorrect. Ms. Malán's current term will begin on June 1, 2017 and will end on September 23, 2019, the end date for the term from which Dozono resigned, according to the MERC bylaws. A copy of Ms. Malán's biography is attached as Attachment 2 to this Staff Report.

If confirmed, Ms. Malán will, pursuant to the Metro Code, serve the remainder of Ms. Dozono's 4-year term beginning June 1, 2017 through September 23, 2019.

Metro Chief Operating Officer Martha Bennett concurs with this appointment.

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution 17-4813 to confirm the appointment of Dañel Malán to the Metropolitan Exposition Recreation Commission and to begin serving June 1, 2017.



Deborah Kafoury Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600

Portland, Oregon 97214

Phone: (503) 988-3308

Email: mult.chair@multco.us

May 19, 2017

Stephanie Soden
RE: MERC Appointment
600 NE Grand Ave.
Portland, OR 97232

Dear Stephanie,

As the Chair of the Multnomah County Board of Commissioners, I have the honor and responsibility to appoint a member of our community to serve as our representative on the Metropolitan Exposition and Recreation Commission (MERC).

Dañel Malan has accepted Multnomah County's invitation to serve a four-year term with MERC. I know Dañel's demonstrated leadership ability and strong community-based values around equity and inclusion will add tremendous value to furthering MERC's mission to protect the public investment in three of Metro's visitor venues. Her term is effective immediately and will continue through May 19th, 2021.

If you have questions please contact Christian Gaston by phone (503) 988-8428 or by email at christian.gaston@multco.us.

Sincerely,

A handwritten signature in purple ink, appearing to read 'Deborah', is written over the word 'Sincerely,'.

Deborah Kafoury
Multnomah County Chair

Dañel Malán Bio

Dañel Malán co-founded Milagro with her husband, Jose Eduardo Gonzalez and in 1989 she created the bilingual educational program, Teatro Milagro, which tours regionally and nationally. As a co-founder, Malán manages staff and activities in the Milagro cultural center as well as outreach programs in schools, providing budget oversight and staff mentorship. For program development, she researches script ideas and works with playwrights, directors, composers and choreographers for the creation of the Milagro productions. For Milagro's residencies and workshops, she has collaboratively designed and implemented curriculum for K-12 schools, colleges and community groups.

Malán has shared her curricular work and bilingual education techniques as an instructor and workshop leader at various national and regional workshops, conferences and college campuses around the country. Malán also co-founded OYE, *opciones y educación*, a Latino sexual health coalition with Multnomah County Health Dept. and has also developed a cultural competency training program.

Malán received her BA in Theatre Arts from the University of California, San Diego and graduated with an MS in Curriculum Instruction from Portland State University. Her graduate work focused on a case study of quantitatively documenting improved learning with bilingual arts integration in 8th grade classrooms.

Agenda Item No. 5.1

Resolution No. 17-4790, For the Purpose of Authorizing an Exemption from to the Competitive Bidding Procedures and Authorizing Procurement by Request for Proposals for the Construction of the Willamette Falls Riverwalk

Resolutions

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO CONTRACT REVIEW BOARD

RESOLUTION OF THE METRO COUNCIL)	RESOLUTION NO. 17-4790
ACTING AS THE METRO CONTRACT REVIEW)	
BOARD, FOR THE PURPOSE OF AUTHORIZING)	
AN EXEMPTION TO THE COMPETITIVE)	
BIDDING PROCEDURES AND AUTHORIZING)	Introduced by Chief Operating Officer
PROCUREMENT BY REQUEST FOR PROPOSALS)	Martha J. Bennett, in concurrence with
FOR THE CONSTRUCTION OF THE)	Council President Tom Hughes
WILLAMETTE FALLS RIVERWALK)	
)	

WHEREAS, Blue Heron Paper Company, Inc. operated a mill on the Willamette River waterfront in the City of Oregon City at the base of the Willamette Falls. In February 2011, the mill closed its doors, and Metro and its public partners, including the City of Oregon City, Clackamas County, and the State of Oregon (the “public partners”) began to investigate the site guided by four core values: economic redevelopment, healthy habitat, historic and cultural interpretation and public access to Willamette Falls, a natural wonder in our region;

WHEREAS, Metro and its public partners entered into a Memorandum of Understanding in September of 2014, promising to collaborate on a vision to bring public access to Willamette Falls through a “riverwalk” project on the former Blue Heron Paper Mill site;

WHEREAS, the riverwalk is intended to be a critical first investment in the site that will spur redevelopment and connect to a view of Willamette Falls from property owned by Falls Legacy, LLC and Portland General Electric (PGE);

WHEREAS, given the site’s significant historic associations and strong connection to the Willamette River and Willamette Falls, the site has been identified as a “legacy opportunity,” and the partners have since directed a team to prepare a design for the riverwalk that ensures the world-class vision is realized;

WHEREAS, the design is anticipated to be finalized in June 2017, and at the same time, the project team will identify a “Phase 1” for the project that will involve demolition and the construction of access and a falls viewing location;

WHEREAS, permitting for Phase 1 is anticipated to begin no later than July 2017 and will take approximately 12 months, followed by construction that is expected to begin by June 2018, with completion in 2020;

WHEREAS, the State of Oregon’s funding for the riverwalk provided by SB 5506 and HB 5030 requires completion by June 2020; and

WHEREAS, ORS 279C.335 and Metro’s Local Contract Review Board “Administrative Rules” require that all Metro public improvement contracts shall be procured based on competitive bids (Administrative Rule 49-0130) , unless exempted by the Metro Council, sitting as the Metro Contract Review Board (Administrative Rule 49-0620);

WHEREAS, ORS 279C.335(2) and Administrative Rule 49-0620 authorizes the Metro Contract Review Board to exempt a public improvement contract from competitive bidding and direct the appropriate use of alternative contracting methods that take account of the public benefits, reduced risks, and efficiencies of such alternative methods, so long as they are consistent with the public policy of encouraging competition;

WHEREAS, recognizing the uniqueness, complexity and State funding deadlines of the Phase 1 project, the Willamette Falls project staff wish to obtain an exemption from competitive bidding for the Phase 1 project, and instead procure Phase 1 project demolition and construction by an alternative contracting method known as Construction Manager/General Contractor (CM/GC);

WHEREAS, ORS 279C.335(2) and (4), and Administrative Rule 49-0620, require that the Metro Contract Review Board hold a public hearing and adopt written findings establishing, among other things, that the exemption of a public improvement contract is unlikely to encourage favoritism in the awarding of public improvement contracts, the exemption is unlikely to substantially diminish competition for the public improvement contracts; and that the exemption will likely result in substantial cost savings to Metro;

WHEREAS, in accordance with Administrative Rule 49-0620(7), notice of this hearing was published in at least one trade newspaper of general statewide circulation a minimum of fourteen (14) days before this hearing, which notice stated that the purpose of this hearing is to take comments on Metro's findings regarding an exemption from the competitive bidding requirements, and the draft findings were available to the public at the time of the published notice; now therefore:

BE IT RESOLVED THAT THE METRO CONTRACT REVIEW BOARD:

1. Exempts from competitive bidding the procurement and award of a public improvement contract for demolition and the Phase 1 construction of the Willamette Falls riverwalk; and
2. Adopts as its findings in support of such exemption the justifications, information, and reasoning set forth in the attached Exhibit A, which is incorporated by reference as if set forth in full; and
3. Authorizes the Chief Operating Officer to prepare a form of Request for Proposals for CM/GC services that includes as evaluation criteria for contractor selection: Contractor's proposed contract management costs for pre-construction services, contractor's proposed overhead and profit costs for construction services, contractor's demonstrated public improvement project experience and expertise, contractor's demonstrated CM/GC project experience, contractor's record of completion of projects of similar type, scale and complexity, contractor's demonstrated quality and schedule control, contractor's experience in incorporating sustainability construction practices and design into projects, and contractor's demonstrated commitment to workforce diversity and record of use of minority, women, disable-veterans and emerging small businesses and any other criteria that ensures a successful, timely, and quality project, in the best interest of Metro and in accord with ORS 279C.335(4)(c) and Administrative Rule 49-0620; and

4. Following the approval of said form of Request of Proposals by the Office of the Metro Attorney, to issue such approved form, and thereafter to receive responsive proposals for evaluation in accordance with Administrative Rule 49-0690; and

5. Following evaluation of the responses to the Request for Proposals, authorizes the Chief Operating Officer to execute a contract that is most advantageous to Metro to construct the Phase 1 riverwalk project.

ADOPTED by the Metro Council this ____ day of June 2017.

Tom Hughes, Council President

Approved as to form:

Alison R. Kean, Metro Attorney

EXHIBIT A

Findings in Support of an Exemption from Competitive Bidding

Pursuant to ORS 279C.335(2) and (4), and Administrative Rule 49-0630, the Metro Contract Review Board makes the following findings in support of exempting the procurement of the Willamette Falls riverwalk Phase 1 demolition of structures and construction improvements from competitive bidding, in favor of a Request for Proposals (RFP) solicitation for a public improvement construction contract:

The exemption is unlikely to encourage favoritism or substantially diminish competition.

The Metro Contract Review Board finds that exempting the procurement of the demolition of structures and construction of the Phase 1 riverwalk improvements at the former Blue Heron Mill site from competitive bidding is “unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts” as follows: The RFP will be formally advertised with public notice and disclosure of the planned alternative contracting method and made available to all qualified contractors. Award of the contract will be based on the identified selection criteria and dissatisfied proposers will have an opportunity to protest the award. Full and open competition based on the criteria set forth in the Metro Contract Review Board resolution will be sought, with the contract award going to the contractor that is the most advantageous to Metro. Competition will be encouraged by: posting on ORPIN (Oregon Procurement Information Network), contacting local sub-contractors, including COBID certified business, and notifying them of any opportunities within their area of expertise; utilizing the Oregon Daily Journal of Commerce and a minority business publication for the public advertisement; performing outreach to local business groups representing minorities, women, disabled-veterans, and emerging small businesses; and by contacting contractors known to Metro to potentially satisfy the RFP criteria. Given the type of project, it is likely that the same general contractors that would have bid on the project will also submit a proposal in response to the RFP.

The exemption will likely result in substantial cost savings and other substantial benefits to Metro.

The Metro Contract Review Board finds that exempting the procurement of the demolition of structures and construction of the Phase 1 riverwalk improvements from competitive bidding will likely result in substantial costs savings and other substantial benefits to Metro, considering the following factors:

a. **Limited number of persons available to bid.**

This factor is not applicable. It is anticipated that there will be numerous firms interested in participating in the procurement, many of which would have bid on the project in the absence of the exemption from competitive bidding.

b. **Construction budget and project operational costs for the completed project.**

Utilizing an RFP process to select a CM/GC will allow Metro to obtain guaranteed maximum price project cost from the contractor, and also allow for cost reductions through pre-construction services by the contractor during the final design phase, including a constructability

review, and estimates of probable material/installation costs and other services. Given the uniqueness of the project improvements, involving the contractor during the final design process fosters collaboration and teamwork that is expected to result in improved communication, a better design, fewer change orders, and faster progress with fewer unexpected delays, resulting in lower costs to Metro.

Given the site's significant historic associations and strong connection to the Willamette River and Willamette Falls, the site has been identified as a "legacy opportunity." A world-class vision for the Willamette Falls Legacy Project was adopted by the public partners in 2014 and the partners have since directed a team to prepare the Preferred Design for the riverwalk that ensures the vision is realized. The site is unique, complex and extremely technical in nature.

Given the high degree of complexity of the project improvements, the need to integrate with pre-existing infrastructure (that may be unknown until uncovered), and challenging environmental and site constraints, involving the contractor early during the design process is anticipated to lower overall project costs.

CM/GC constructability review also allows for an ongoing review of the long term operating costs of design options, allowing for midcourse design choices leading to a project having lower long term operating maintenance and repair costs.

c. Public benefits in granting exemption.

The timely completion of the project by using the alternative CM/GC process will promote the efficient and effective completion of the project, thereby making it available for use by the public as soon as possible, thus more quickly bringing safe, unique, inclusive and world-class amenities to not only the Blue Heron site and the regional center of downtown Oregon City, but to the surrounding areas of West Linn, Clackamas County and the greater metro region. In addition, and in addition to the cost-savings noted above, given the timing constraints on the state's funding, the public will benefit from use of those funds for a better project.

d. Value engineering techniques.

The CM/GC process will enable the contractor to work with the project design and engineering team to improve implementation of the demolition plan and improvement design and help reduce demolition and construction costs by providing early input and constructability review to designers, avoiding costly redesigns and change orders, and providing opportunities for the designer, engineer, and contractor to work together on both practical and innovative solutions to complex design and construction issues. The site was constructed in a piecemeal fashion over a period of 150 years. This type of contract will allow the designers to more easily explore with the contractor the feasibility of innovative design solutions, respond to unanticipated conditions, and incorporate ongoing value engineering. Such solutions are expected to result in a more innovative project, at a lower cost, with shortened project completion time.

e. Specialized expertise required.

The closing of the Blue Heron Paper Mill operations in 2011 left 23 acres of land with abandoned industrial buildings stretching from Willamette Falls to the southern doorstep of Oregon City's historic downtown. The site includes dozens of buildings and elements that are regulated under state and federal historic and cultural preservation standards. The site also represents a significant cultural resource to Native Americans throughout the Pacific Northwest. It is intended that several historical elements will be incorporated into the project and project improvements, thus requiring careful review and development of demolition plans and construction activities. It is also expected that cultural resources will be unearthed, thus

requiring a unique approach to ground disturbing and other construction activities. As well, Endangers Species Act protected fish and wildlife are present and must be accounted for during demolition, deconstruction, and construction activities.

This complex site and these unique project elements require special qualifications. The demolition, design, and construction of the riverwalk require special expertise, knowledge, and experience, all of which can be factored into the contractor selection in the RFP process. The selection of a contractor with such specialized and proven expertise to construct the project will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on or ahead of schedule, resulting in lower costs and increased benefit to visitors of the riverwalk. The ability to factor expertise and experience into contractor selection is inherent in the RFP process, but is not normally part of the traditional competitive bid process.

f. Increase in public safety.

The Blue Heron site is privately owned by Falls Legacy, LLC, which has granted Metro an easement for construction of the riverwalk on its property. It is adjacent to the working PGE dam. Construction will occur on private property, but wholly within the easement, while the rest of the site continues to be closed to the public. The alternative contracting process will enable the contractor to work with the project design staff to understand, plan for, and minimize safety hazards and conflicts between the project and ongoing site and PGE operations. By providing input into issues of project phasing, construction staging areas, construction access corridors, and scheduling, the contractor will be critical to reducing impacts and the ultimate success of the project. Such integrated early planning efforts are expected to limit delay-causing conflicts and decrease risks to public safety, thus reducing the risk of delays and costly injury claims.

g. Reduced risks to Metro or the Public.

The selection of a contractor with demonstrated experience and success in implementing complex projects will result in a substantially lower risk to Metro because it increases the likelihood of the project being completed on budget, with fewer construction delays and change orders, resulting in lower costs and increased benefit to Metro and the project partners and park patrons. The RFP process will take into account each contractor's past performance, technical knowledge, and sub-consultant experience. Based on the necessary quality of the finished product, and the uniqueness of the undertaking, a CM/GC is anticipated to result in less risk.

h. Impact on source of funding, market costs, and time necessary for completion.

As stated above, the alternative contracting process allows agency staff to coordinate the design and construction teams, involve the contractor during the demolition and design process, resulting in a better, safer design, fewer change orders, and faster progress with fewer unexpected delays, ensuring that Metro can take advantage of the state's funding as a source of funding for the project, within the deadlines attached to that funding.

i. Impact on agency's ability to control the impact of market conditions and costs and time necessary for completion.

The alternative contracting process will allow the agency to more effectively and efficiently control the project and ensure its timely completion. Constructing a world-class riverwalk will not involve off-the-shelf installations. Rather, it will require one-of-a-kind construction details for which the professional design community and/or construction industry do not have standard pricing structures.

j. Technical complexity of project.

The project involves many unique, technically complex elements. As mentioned above, the site was developed piecemeal, over a period of 150 years. The site includes dozens of building and elements that are regulated under state and federal historic preservation standards. A substantial amount of non-native fill now covers the site and natural grades and conditions have been substantially altered. It is intended that structures will be repurposed for reuse during and after demolition. Also, past uses resulted in the site being classified as a brownfield. The site also represents a significant cultural resource to Native Americans throughout the Pacific Northwest. Given historical Native American use and activity around Willamette Falls, it is anticipated that cultural resources may be unearthed or disturbed during construction activities. As such, ground disturbing activities that may impact archaeological and culturally significant resources will be strictly regulated, including state and federal oversight. Also, Endangered Species Act listed species are present, adding an additional layer of complexity and additional regulatory oversight.

The design, demolition and construction of the riverwalk require technical expertise, knowledge, and experience, all of which can be factored into the contractor selection in the RFP process. The selection of a contractor with demonstrated experience and success in implementing such projects will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on budget, with fewer construction delays and change orders, resulting in lower costs and increased benefit to Metro and park patrons. The RFP process will take into account each contractor's past performance and technical knowledge. Based on the necessary quality of the finished product, and the uniqueness of the undertaking, the Procurement Officer believes an alternative contracting process to be necessary and in the best interest of the agency.

k. New construction.

The project is for demolition, deconstruction and new construction. The need to ensure that it is properly, safely, efficiently, and successfully implemented is of importance. Some of the design limitations and conditions are likely to be unknown until uncovered by work performed under an early work assignment, which can be performed during design development to inform the design process.

l. Occupation.

Construction will occur across the site while the rest of site must continue to operate safely, in the case of the PGE dam. Public tours will also continue during construction. The CM/GC contracting process will enable the contractor to work with the project architect and construction and design staff to minimize conflict between the project and ongoing operations, by providing early input into issues of construction staging areas, construction access corridors, and scheduling. Such integrated early planning efforts are expected to limit conflicts thus reduce the risk of construction delays and costly change orders.

m. Phases.

The project will involve a single phase of construction (Phase 1). The need to ensure that it is properly, safely, efficiently, and successfully implemented is of importance. Subphases, in terms of early work amendments, to begin demolition while finalizing design will ultimately save time on the overall project. Early work phases are expected to uncover latent conditions at the project site that once exposed, can be addresses efficiently and less expensively during ongoing design, avoiding costly redesigns and change orders.

n. **Experienced agency staff.**

Metro staff, including project managers, the Procurement Department, and Office of Metro Attorney, has the expertise and substantial experience in the CM/GC alternative contracting method and have assisted in developing the alternative contracting method to be used in awarding and executing on this public improvement contract. Agency staff will also help negotiate, administer and enforce the terms of the public improvement contract.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4790 OF THE METRO COUNCIL ACTING AS THE METRO CONTRACT REVIEW BOARD, FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO THE COMPETITIVE BIDDING PROCEDURES AND AUTHORIZING PROCUREMENT BY REQUEST FOR PROPOSALS FOR THE CONSTRUCTION OF THE WILLAMETTE FALLS RIVERWALK.

Date: June 1, 2017 Prepared by: Alex Gilbertson, Parks & Natural Areas, Ext. 1583

BACKGROUND

On July 7, 2016, the State of Oregon, through its Portland Metro Regional Solutions Office and its Parks and Recreation Department, Clackamas County, the City of Oregon City, and Metro entered into an Intergovernmental Agreement for the Willamette Falls Legacy Project. This agreement formally established the project “Partners,” the group charged with overseeing the implementation of the project.

The Partners have since directed a team to prepare a design for a “riverwalk” that will serve as the vehicle to pursue the project’s core values: public access, healthy habitat, cultural and historic interpretation, and economic redevelopment at the former Blue Heron Mill site in Oregon City. The design is expected to be finalized by June 2017. At the same time, the project team will identify a “Phase I” for the project that will involve demolition and the construction of access and a falls viewing location. Permitting for Phase I will begin no later than July 2017 and will take approximately 12 months, based on analysis by the team’s land use experts. Construction drawings will also be prepared during this time. Construction, including demolition and site preparation, is expected to begin by June 2018, with completion in 2020.

This effort represents the responsible expenditure of funds contemplated in the IGA, including \$5M provided by SB 5506, \$5M provided by Metro Natural Areas Bond funding, \$1.2M from Oregon City, roughly \$6M from private fundraising, \$400,000 from the property owner, and House Bill 5030 and Senate Bill 5507 approved an additional \$7.5 million of State funding for the riverwalk.

Given the complexity of this Phase I project, staff, recommends that one contractor oversee the construction of the Phase I project as a Construction Management General Contractor (CM/GC), which would be procured in accordance with law through a Request for Proposals process. Managing the construction of the remaining projects with one CM/GC contract will reduce the total construction schedule and save in construction costs. Combining construction management for the projects will not impact competitive bidding since it is anticipated that the contract will require bids from a minimum of three subcontractors and suppliers in every scope of work. Cost and time savings from construction coordination will allow the Partners to make full use of the state’s funding contribution.

The CM/GC contractor will provide Metro with CMGC's professional expertise in the areas of demolition, deconstruction, cost estimating, value engineering, "constructability" review, scheduling of activities, procurement, safety, and construction coordination and supervision during the design phase.

Recognizing the uniqueness of this project, the alternative procurement recommendation is an acceptable procurement practice used by public agencies when a construction project is identified with the criteria stated in Resolution Exhibit A. In this instance, the alternative procurement method for securing a construction contractor is a Request for Proposal (RFP), rather than a Request for Bid (RFB), and is the most beneficial to Metro.

The resolution and attached findings describe the specialized nature of this technical and unique project. Based on these findings, staff believes that a value and experience based selection process (RFP) for a CM/GC is more appropriate than a traditional, RFB competitive bid (which looks solely at lowest bid price).

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** Oregon Revised Statutes 279C.335; Metro Local Contract Review Board Rule 49-0600 through 49-0630
3. **Anticipated Effects:** Procurement process will be open and competitive, but items other than cost will be considered in the awarding of the contract. Increased use of MWESB subcontractors is anticipated.
4. **Budget Impacts:** The alternative procurement process offers safeguards for cost control of the project, including involvement by the construction contractor from the conceptual design phase through construction documents and construction cost development process, as well as limiting change orders.

RECOMMENDED ACTION

Approve an exemption from competitive bidding, authorizing Metro to procure through an RFP process a CM/GC Contract for the Phase I riverwalk project.

Agenda Item No. 6.1

Ordinance No. 17-1396, For the Purpose of Amending the
2014 Regional Transportation Plan to Include the Locally
Preferred Alternative of the Powell-Division Transit and
Development Project

Ordinances (Second Read)

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2014) Ordinance No. 17-1396
REGIONAL TRANSPORTATION PLAN TO)
INCLUDE THE LOCALLY PREFERRED) Introduced by Councilor Bob Stacey
ALTERNATIVE OF THE POWELL-DIVISION) or Councilor Shirley Craddick
TRANSIT AND DEVELOPMENT PROJECT)
)
)
)
)
)
)

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of Powell-Division as the second of the three near-term regional priority corridors; and

WHEREAS, the Regional Transportation Plan included a project for the Powell-Division HCT corridor within the fiscally constrained program; and

Whereas, the Division Transit Project was included in the 2014 RTP air quality conformity determination and with subsequent interagency consultation, federal, state, and regional partners concur the project meets transportation conformity requirements; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, which updated the work program for corridor refinement planning and designated the Powell-Division HCT Corridor as the next regional priority for completion of corridor refinement, after which Metro and TriMet initiated the Powell-Division Transit and Development Project by commencing gathering information for the alternatives analysis for the corridor; and

WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, endorsing the East Metro Corridor Refinement Plan, which identified Division Street as the preferred location for a major transit improvement in the City of Gresham; and

WHEREAS, in August 2013, the Metro Council adopted Resolution No. 13-4450, which provided funding for Community Planning and Development Grants, including funding for the City of Portland and the City of Gresham to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with the HCT alternatives analysis; and

WHEREAS, in January 2014, the Metro Council adopted Resolution No. 14-4496, creating and appointing members of a steering committee for the Powell-Division Transit and Development Project, which committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area, including community development, economic development and job creation in and near the plan area; and

WHEREAS, in July 2014, the Metro Council adopted Ordinance No. 14-1340, amending the RTP to comply with federal and state law, and included a project for the Powell-Division HCT corridor on the financially constrained list of projects; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4634, endorsing the Transit Action Plan for the Powell-Division Transit and Development Project, which identified a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4640, which provided additional Community Planning and Development Grant funding to the City of Portland and the City of Gresham to maximize the impact of Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and promoting development that will take advantage of the transit investment; and

WHEREAS, in November 2015, the Gresham City Council adopted Resolution No. 3225, to accept the Powell-Division Transit and Development Project Gresham Action Plan; and

WHEREAS, in July 2016, the Portland City Council adopted Resolution No. 37224, to adopt the Powell-Division Transit & Development Project Portland Local Action Plan; and

WHEREAS, the Powell-Division Transit and Development Project is a collaboration among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and to implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, there is community interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is also community interest in and local and regional support for leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development within the corridor; and

WHEREAS, local planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula and the Gresham-Fairview Trail, the Outer Powell Safety Project, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times over the course of the past three years, heard public input and testimony from individuals, community groups and affected businesses and nonprofits; and

WHEREAS, on November 7, 2016, the Steering Committee made a recommendation for a Locally Preferred Alternative, including the mode of transportation, alignment, and general station locations; and

WHEREAS, on December 6, 2016, the Gresham City Council adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative with an attached

memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements; and

WHEREAS, on December 14, 2016, the TriMet Board of Directors adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project; and

WHEREAS, on December 22, 2016, the Multnomah County Board of Commissioners adopted Resolution No. 2016-131, to adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, Federal Transit Administration requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, the region is currently developing a 2018 Regional Transportation Plan which is considering regional safety, and mobility needs for all modes of travel throughout the region, including within the Powell-Division Transit and Development Project study area; and

WHEREAS, concurrently with the adoption of this Ordinance No. 17-1396, the Metro Council is considering Resolution No. 17-4776, regarding the adoption of the Division Transit Project Locally Preferred Alternative; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The text of the 2014 Regional Transportation Plan ("RTP") is amended as indicated in Exhibit A, attached and incorporated into this ordinance, to include the Powell-Division Transit and Development Project Locally Preferred Alternative in the Financially Constrained RTP.
2. The following maps of the 2014 RTP are amended as described here to include the Locally Preferred Alternative in the Financially Constrained RTP:
 - a. The two affected 2014 RTP Investments maps (Figures 3.1, RTP Investments – North and 3.2, RTP Investments – East), will be updated as part of the 2018 RTP update to modify the location of project number 10909 as a financially constrained project, to reflect the Locally Preferred Alternative alignment; and to add project number 11745 as an unconstrained project and as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham.
 - b. The two 2014 RTP transit network maps, Figure 2.10, Regional Transit Network Map, adopted July 17, 2014, and Going Places: Regional High Capacity Transit System Plan, first adopted by Metro Council July 9, 2009 will be replaced by an

updated transit network map that reflects the 2018 Regional Transit Strategy as part of the 2018 RTP update currently underway to include the Division Transit Project Locally Preferred Alternative and to reflect remaining transit needs in the corridor for Powell Boulevard and other roadways reflecting regional input.

3. The projects in the RTP Project List, Appendix 1.1 of the 2014 RTP, are amended as indicated in Exhibit B, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP, changes to other projects to maintain fiscal constraint, and adding a new project to the unconstrained project list reflecting the Powell Boulevard Corridor Refinement Plan project.

ADOPTED by the Metro Council this ____ day of _____, 2017.

Tom Hughes, Council President

Attest:

Approved as to form:

Alison Kean, Metro Attorney

Exhibit A: Text Edits to the 2014 Regional Transportation Plan

Exhibit B: Updated Projects for the RTP Project List (Appendix 1.1 of the 2014 RTP)

Ordinance No. 17-1396

Exhibit A

Text Edits to the 2014 Regional
Transportation Plan

4/12/17 REVISED Exhibit A to Ordinance to Adopt Amendments to the Regional Transportation Plan (Text Edits)

1. Section 5.3.1 Page 5-6, amend Table 5.1 as follows:

Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans

Mobility Corridors #2 and #3 - Portland Central City to Wilsonville and Sherwood, which includes I-5 South¹

Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop

Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205

Mobility Corridor #24 #14 & #15 - Beaverton to Forest Grove, which includes Tualatin Valley Highway

Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham

2. Page 5-13, amend title of Section 5.3.1.5 as follows:

5.3.1.5 Beaverton to Forest Grove (Mobility Corridor #24 #14 and #15)

3. Page 5-17, add new Section 5.3.1.6 as follows:

5.3.1.6 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors #19 and #20)

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to experience high levels of growth in employment and population by the year 2040.

A number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard. Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of

¹ In coordination with project development activities for Mobility Corridor #20.

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

BE IT FURTHER RESOLVED, that Metro advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements.

This recommendation was codified by the City of Portland in its ordinances adopting the Locally Preferred Alternative and in the accompanying Powell-Division Transportation and Development Strategy (an attachment to the jurisdiction's LPA resolution).

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to see high levels of growth in employment and population by the year 2040.

Mobility Corridor #19 provides an important connection between the Portland Central City and the Lents Town Center and provides important freight access to rail facilities at Brooklyn Yard and access from Powell Boulevard and McLoughlin Boulevard to the Central Eastside Industrial District. This corridor also serves statewide and regional travel on Powell Boulevard (US 26), which serves as a statewide and regional freight route between I-5 and I-205.

The corridor does not meet regional performance thresholds (does not perform as it should) for its throughways (Powell Boulevard) and arterials (Division and Holgate streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term:
 - System and demand management along Powell Boulevard and parallel facilities for all modes of travel.
 - Improved, safe pedestrian and bicycle crossings of Powell Boulevard.
 - Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.
 - Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Ave.

- Medium term:
 - Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Boulevard.
 - Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.

Mobility Corridor #20 provides an important connection between the Lents Town Center and the Gresham Regional Center. The corridor provides important freight access, connecting I-205 to Gresham and the Springwater Industrial Area. In addition, the corridor serves statewide travel, connecting to routes that lead to destinations outside the region such as the Mt Hood Recreational Area and Sandy Oregon.

Similar to Mobility Corridor #19, Mobility Corridor #20 is expected to experience high levels of employment and population growth by 2040 and does not meet regional performance thresholds for its throughways (Powell Boulevard) and arterials (Division and Foster streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term: System and demand management along the Powell Boulevard and parallel facilities for all modes of travel.
- Medium term: Implement a three lane cross-section on Powell Boulevard from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
- Long term: Implement additional capacity enhancements along Powell Boulevard from 162nd to 174th Avenue as needed. Additional enhancements may include intersecting north-south streets along Powell Boulevard.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional, future corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, during the Division Transit Project's LPA process, project partners (TriMet, Metro, City of Gresham, Multnomah County, and Mount Hood Community College) developed a Memorandum of Understanding (MOU), in which TriMet committed to improve service to Mount Hood Community College with more frequent service on the Line 20, which will connect the college to the new bus rapid transit line and neighborhoods, and new transit amenities added at the college. The

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

MOU also included a commitment to engage with the college and other signatories to identify future transit improvements in the area, and to seek to identify potential improvements at the Gresham Transit Center in coordination with the City of Gresham. Likewise, a number of steering committee members shared their support for the LPA was contingent upon these actions.

4. Page 5-17, amend Section 5.3.2, as follows:

The mobility corridor strategies in the Appendix identify the relevant project development activities within each corridor. A summary of project development activities is provided for the following corridors for reference:

- Columbia River Crossing Project
- Sunrise Project and Sunrise Jobs and Transportation Act Project
- I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood - Mobility Corridor #20-11)
- East Metro Connections Plan (Gresham/Fairview/Wood Village/Troutdale to Damascus – Mobility Corridor #15#24)
- Division Transit Project (Mobility Corridors #19 and #20)
- TV Highway Corridor Plan (Beaverton to Forest Grove - Mobility Corridors #24 #14 and #15)

5. Page, 5-25, amend title of 5.3.2.4, as follows:

Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15#24)

6. Page, 5-28, amend the following language, as follows:

Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Division is currently one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements ~~for~~ including sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, as part of the Division Transit Project, service to Mount Hood Community College will be improved with more frequent service on the Line 20 connecting the new bus rapid transit line and neighborhoods, transit amenities added at the college and a commitment to engage with the college and other signatories to identify future transit improvements in the area, and seek to identify potential improvements at the Gresham Transit Center in coordination with Gresham designs for Mount Hood Community College. Likewise, some steering committee members shared their support for the LPA was contingent upon these actions.

Recommended 2010 RTP system map changes:

The project recommended changes to RTP system maps, including Arterial & Throughways, Freight and System Design. These changes were incorporated into the 2010 RTP through amendments adopted in June 2013.

7. Page 5-30, add new Section 5.3.2.5 as follows:

5.3.2.5 Division Transit Project (Mobility Corridors #19 and #20)

The Division Transit Project is in the final stages of project development. In June 2017, Metro Council adopted the LPA for the project to include bus rapid transit connecting downtown Portland and downtown Gresham via Division Street with general station locations identified. The project is being refined and finalized with the following major steps are still underway:

- National Environmental Policy Act (NEPA) review and concurrence through a documented categorical exclusion process. (Anticipated completion February 2018)
- Conceptual and Final Design (ongoing through 2018/2019)
- Capital Investment Grant federal funding process (ongoing through 2018)
- Planned Construction (2019-2021)

Recommended 2014 RTP system map changes:

In 2017, the adoption of the Division Transit Project LPA required changes to the Figure 3.1 RTP Investments-North and 3.2 RTP Investments-East to reflect the Locally Preferred Alternative alignment as a financially-constrained project. In addition, a new project (#11745) was added as a future planning project to study how to address unmet transit, safety, and mobility needs for all

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham. This project is included in the larger, unconstrained project list consistent with State of Oregon Transportation Planning rule section 660-012-0020. These maps will be updated as part of the 2018 RTP update, as documented in the June 2017 amendments to the 2014 RTP.

The two RTP transit network maps, Figure 2.10 Regional Transit Network adopted by Metro Council July 17, 2014 and Going Places: Regional High Capacity Transit System Map adopted by Metro Council on July 9, 2009, will be replaced by an updated transit network map that reflects the 2018 Regional Transportation Plan Update and development of the 2018 Regional Transit Strategy.

Ordinance No. 17-1396

Exhibit B

Amended RTP Project List

Appendix 1.1 of the 2014 RTP

Amendments to the 2014 RTP Project list are shown in red and black strikethrough and underscore.

RTP ID	Nominating Agency	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (\$2014)	Estimated Cost (\$YOE)	Time Period	Financial Constrained
40909	TriMet	Powell / Division Transit Project - Project Development	N/A	N/A	To further develop and advance the Near-Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	111,000,000	2014-2024	4
10909	TriMet	Division Transit Project - Capital Construction	N/A	N/A	Capital Construction	HCT on Division from Portland CBD to Gresham TC.	175,000,000	259,000,000	2018-2024	1
11374	Gresham	Powell-Division Transit and Development Project	Portland/Gresham City Limits	City/County Limits	Improve mobility corridor and connections to transit.	Implementation of recommendations of Powell-Division Transit and Development Project	32,481,500	36,541,688	2014-2017	1
11414	TriMet	Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	3,150,000	2014-2017	1
11572	Portland	Powell-Division Safety and Access to Transit	SE 22nd	City Limits		This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	2,800,000	4,144,000	2018-2024	1
44590	TriMet	Powell / Division Transit Project - Capital Construction	N/A	N/A	Capital Construction	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	207,900,000	N/A	0
11745	Metro	Powell Boulevard Corridor Refinement Plan	N/A	N/A	To study and develop recommendations for addressing unmet transit, safety, and mobility needs for all modes in the corridor	Portland CBD to Gresham	1,000,000	TBD	2025-2032	0
10985	TriMet	Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	11,250,000	2014-2017	± 0
10989	TriMet	181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	2,000,000	2,250,000	2014-2017	± 0
10997	TriMet	Willow Creek Transit Center, Phase 2	N/A	N/A	TOD opportunity.	Restructure parking to support additional TOD opportunity in AmberGlen station community.	8,000,000	9,000,000	2014-2017	± 0
44035	TriMet	Powell bus operating base expansion	N/A	N/A	System requirements	Expand bus operations, maintenance and storage facility to accommodate larger fleet	12,574,700		2014-2017	4
11230	TriMet	Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	46,000,000 10,000,000	11,250,000	2014-2017	1
11592	TriMet	Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	TOD opportunities	Reconfigure / structure P&R and other TriMet-owned and controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	16,875,000	2014-2017	± 0
44593	TriMet	CNG Conversion at Merlo Operating Base	N/A	N/A	Conversion of operating base to support CNG vehicles and fueling infrastructure	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure	13,900,000		2014-2017	4
11595	TriMet	Argyle Equitable TOD development	N/A	N/A	TOD opportunity.	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	4,500,000	2014-2017	± 0
10901	TriMet	MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	4,495,000,000 1,490,350,173	4,684,875,000 1,676,643,945	2014-2017	1

Note: in the "Financial Constrained" column, a "1" indicates that the project is in the financially constrained list, and a "0" indicates that the project is in the unconstrained list.

STAFF REPORT (REVISED 5/10/17)

IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: January 26, 2017

Prepared by: Elizabeth Mros-O'Hara

BACKGROUND

Concurrently with this proposed ordinance, Metro Council is considering Resolution No. 17-4776, which would adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative (LPA). See Attachment 1: The LPA for high capacity transit in the Powell-Division corridor is bus rapid transit with general station locations indicated on the attached map, operating between downtown Portland and downtown Gresham. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to downtown Gresham. The LPA was recommended to the Council by the project's steering committee on November 7, 2016, and was subsequently adopted by the cities of Portland and Gresham, Multnomah County, and the TriMet Board, and supported by the Oregon Department of Transportation. More information on the LPA can be found in the documentation for Resolution No. 17-4776.

The proposed 2014 RTP amendment for this ordinance includes revisions to various sections of Chapter 5 – Implementation, in order to reflect the advancement of the Division Transit Project from downtown Portland to downtown Gresham, as well as recommending the Powell Boulevard corridor for study in a future corridor refinement plan to determine how to address unmet transit, safety, and mobility needs for all modes. Consideration of this corridor refinement plan would be part of the 2018 RTP update process. A corridor refinement plan for the Powell Boulevard corridor would not be prioritized as part of this 2014 RTP amendment, but would be considered within the planning and prioritization process for the 2018 Regional Transit Strategy and the 2018 RTP update.

The 2014 RTP, Section 5.3.1, indicates that a corridor refinement plan, as defined by the State of Oregon Transportation Planning Rule section 660-012-0020, includes:

- An MOU or IGA for refinement plan scope of work
- An analysis that considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road, and transit solutions
- An evaluation of performance
- Development of alternative mobility standards, if necessary
- Determination of a mix and phasing of projects and/or land use changes needed to address function and needs
- Local and/or regional plan updates and MOU or IGA to implement refinement plan recommendations at state, regional, and local levels

- HCT system expansion targets policy MOU, if applicable

The purpose of the refinement planning process is to comprehensively consider land use, management, walking and biking solutions in addition to transit and roadway analysis. Refinement plans are meant to result in a wide range of strategies and projects to address unmet needs and to progress through project development and implementation at the local, regional and/or state levels.

The Powell Boulevard corridor has many needs which were not met as part of this project's Locally Preferred Alternative. These needs vary through different parts of the Powell Boulevard corridor; a corridor refinement plan would evaluate the corridor and tailor context-sensitive solutions to unmet needs, taking into account adopted land use plans, previous analysis, adopted outcomes, and community engagement conducted as part of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past projects.

Analysis in the early stages of the Powell-Division Transit and Development project found that inner Powell is one of the highest transit ridership sections in the TriMet bus system, particularly west of SE 136th Ave. Inner Powell also experiences heavy traffic congestion today and is predicted to get worse, particularly west of SE 50th Ave. Outer Powell east of 136th Ave, however, has lower transit ridership and has a different street character. West of I-205, Powell Boulevard is generally two lanes in each direction with a center turn lane or turn pockets and sidewalks. East of I-205 to Portland/Gresham city limits at approximately 174th Ave, Powell Boulevard is generally one lane in each direction with bike lanes on the shoulder, no curbs and missing sidewalks. Within Gresham, east of 174th Ave Powell Boulevard is generally one or two lanes in each direction with bike lanes, sidewalks, and marked midblock crossings near downtown Gresham.

Traffic volumes also vary throughout the corridor and are highest in inner Portland. In 2015 average daily traffic counts for Powell Boulevard show traffic volumes of 31,000-42,000 ADT between SE Milwaukie Avenue and SE Foster Road in inner Portland, 20,000-26,000 ADT between SE Foster Road and SE 82nd Avenue, 35,000 ADT near I-205, and dropping generally below 20,000 ADT between I-205 and the Gresham city boundary at SE 174th Ave. From SE 174th Ave to downtown Gresham, traffic volumes on Powell Boulevard generally range between 20,000-25,000 ADT. Additionally, Powell Boulevard within Gresham was not recommended as a regional transit link by the East Metro Connections Plan. Also, the City of Portland has designated Powell Boulevard as a high-crash corridor within its jurisdiction.

The text revisions to Chapter 5 of the 2014 RTP are summarized as follows:

- **Amend Table 5.1** (Mobility Corridors Recommended for Future Corridor Refinement Plans) to add Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham
- **Add new Section 5.3.1.6** Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center
- **Amend text of Section 5.3.2** (Project Development) to add Division Transit Project (Mobility Corridors #19 and #20)

- **Amend text of Section 5.3.2.4** (Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #24)) by updating subsection 3. Regional Mobility “Regional east-west transit link” to reflect the Division Transit Project and the need to complete a future corridor refinement plan for Powell Boulevard.
- **Add new section 5.3.2.5 (Division Transit Project)** (Mobility Corridors #19 and #20) describing the Division Transit Project and remaining steps to complete project development. Add new text “Recommended 2014 RTP system map changes” to document the need for Figures 3.1 (RTP Investments-North) and 3.2 (RTP Investments-East) to be updated as part of the 2018 RTP update to reflect the project changes made by this RTP amendment.
- Minor text corrections to reflect the updated Mobility Corridor numbers throughout Chapter 5

Map Revisions

Metro is currently in the middle of a major update to the Regional Transportation Plan (RTP) which includes development of a Regional Transit Strategy to reflect the current regional vision for transit. This comprehensive analysis is a better forum for updating the region’s transit network maps to reflect the LPA and other remaining transit needs identified in the Powell-Division Transit and Development Project planning process. Consequently, two maps (“Going Places: Regional High Capacity Transit System Map” first adopted by Metro Council July 9, 2009, and the “Figure 2.10 Regional Transit Network” adopted by Metro Council July 17, 2014) would be replaced by an updated transit network map that reflects the 2018 Regional Transit Update and development of the 2018 Regional Transit Strategy.

Currently, the Powell-Division Transit and Development Project alignment is shown in the 2014 RTP transit network map to run along inner SE Powell Boulevard from the Willamette River to SE 82nd Avenue, on SE 82nd Avenue from SE Powell Boulevard to SE Division Street, on outer SE Division Street from 82nd Avenue to the Gresham Transit Center, and on Division and Kane from Gresham Transit Center to Mount Hood Community College¹. As the alignment in the Locally Preferred Alternative has changed to run entirely along SE Division Street from the Willamette River to downtown Gresham, the proposed 2014 RTP amendment describes changes to Figure 3.1 (RTP Investments – North) and Figure 3.2 (RTP Investments – East), which would be updated as part of the 2018 RTP update process to modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to downtown Gresham. The map changes would also include a new project (#11745) as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the Powell Boulevard corridor, which will be outside of the financially constrained list of projects. These maps would be updated as part of the 2018 RTP update to include multiple planning projects in addition to the Powell Corridor Refinement Plan.

Demonstration of compliance with the Federal Clean Air Act Amendments

The Regional Transportation Plan must be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air

¹ <http://gis.oregonmetro.gov/RTP/map.htm?l=Transit>

quality conformity determination for the 2014 Regional Transportation Plan that documents the plan's investments are in compliance with emissions budgets allocated by the SIP and, therefore, conforms with federal and state air quality regulations. The Powell-Division Transit and Development Project's transit project was included in the joint air quality conformity determination for the 2014 RTP and the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) adopted in July 2014.

In 2016, the Locally Preferred Alternative for the Powell-Division Transit and Development Project was identified and adopted by the project steering committee, reflecting minor modifications from what had been originally assumed in the 2014 RTP air quality conformity analysis. An interagency consultation with federal, state, and regional partners in November 2016 determined the minor modifications from the original project to the locally preferred alternative for the Division Transit Project are insignificant for air quality analysis purposes and, therefore, this amendment does not result in any change in status to the 2014 RTP air quality conformity determination.

Demonstration of financial constraint

The Division Transit Project description must be updated to reflect the LPA and be described correctly in the 2014 RTP Project List, Appendix 1.1 of the 2014 RTP. To demonstrate fiscal constraint under federal law, the Division Transit Project's proposed budget of \$175 million must fit within the adopted financially constrained revenue forecast for the 2014 RTP. To fit within the financial constraint, TriMet identified amendments to other projects on the 2014 RTP financially constrained project list. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.

The additional amendments needed to demonstrate fiscal constraint are: delete three projects (#11035, #11590, and #11593), modify the project cost for two other projects (#11230 and #10901), and remove five other projects from the financially constrained project list (#10985, #10989, #10997, #11592, and #11595) and add them to the list of additional investments the region would make if more funding were available – called the “state” system of investments. In addition, this amendment includes the addition of a new project (#11745) for the Powell Boulevard Corridor Refinement Plan. Consideration of this corridor refinement plan would be part of the 2018 RTP update process. These changes are included as Exhibit B to the RTP Amendment Ordinance No. 17-1396.

Demonstration of compliance with Title VI and regional public involvement requirements

Metro's 2013 Public Engagement Guide requires a 30-day public comment period for all major amendments to an RTP. Major amendments are defined as amendments that come from NEPA processes, corridor refinement plans or other studies and involve additions or deletions of projects...". Staff determined that the amendment requested meets the definition of major amendments. Metro conducted a 45-day public comment period on the requested amendments from February 15, 2017 to 5 p.m. March 31, 2017. The comment period was advertised with a legal notice in the Asian Reporter and regional Pamplin Media newspapers and a newsfeed posted to Metro's News web site on February 15, 2017. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments.

Because of the limited scope of the amendments, and significant culturally specific public engagement already conducted for the Division Transit Project, staff determined that translation of the amendments and additional specific Title VI and environmental justice outreach were not required. The notice regarding the public comment period provided information in four languages: Spanish, Russian, Chinese and Vietnamese, directing people to multi-lingual information. A summary of public comments is included as Attachment #4 to the staff report.

ANALYSIS/INFORMATION

1. KNOWN OPPOSITION

The Powell-Division Project's Steering Committee used a consensus-based decision making process where green cards indicate support for the consensus statement, yellow cards indicate support for some elements of the consensus statement but with reservations or strong concerns, and red cards indicate that the steering committee member could not support the consensus statement unless certain conditions were met. Steering committee members voting red cards were required to provide recommendations or conditions that would need to change in order for them to consider changing their vote to a yellow card or green card.

This voting process took place as the project definition progressed to assess the level of support or opposition to the project through a series of votes taken throughout the LPA development process. Community groups made up over half of the steering committee. Concerns expressed throughout the process included items specific to the LPA such as station spacing and alignment as well as concerns outside of the LPA such as affordable housing.

Issues that garnered opposition were addressed when possible as the LPA development advanced. Two major examples are when the project terminus was shifted to the Gresham Transit Center (rather than Mount Hood Community College) and when the project moved from Powell Boulevard to Division Street from the Tilikum Crossing to 82nd Avenue.

To address the shift in terminus location, the project team and interested steering committee members met and developed a strategy to improve access to Mount Hood Community College through more frequent transit service on the Line 20-Burnside/Stark and other future proposed improvements. These commitments were memorialized in the MHCC Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances. Some steering committee members expressed that their support for the LPA was contingent upon the adoption of the Memorandum of Understanding.

The other major point of opposition was when the project alignment moved from inner Powell Boulevard to inner Division Street from the Tilikum Crossing to 82nd Avenue to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a "Powell-Division Corridor Transportation and Development Strategy," which was shared with the steering committee. The strategy

outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments). This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland's LPA Resolution. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy).

Powell Boulevard improvements require further study to determine the appropriate solutions for unmet needs. The corridor refinement plan project shall include an in-depth review of past analysis and community input of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past studies to identify unmet needs and potential solutions. A future corridor refinement effort would also be informed by the 2018 RTP and Regional Transit Strategy policy direction.

The Powell-Division Transit and Development Project's Steering Committee voted on final elements of the LPA on October 24th and November 7th, 2016 using the consensus-based decision making process described above. On the October 24th vote there were 11 green cards, two yellow cards and four red cards. Based on the subsequent outreach and discussions with concerned steering committee members, on November 7th three of the red card votes were amended to yellow cards. The final steering committee vote on the LPA statement was 11 green cards, five yellow cards and one red card. At the October 24, 2016 and November 7, 2016 steering committee meetings, committee members indicated a concern that identified commitments were not sufficient without being memorialized in writing as part of the City of Portland adoption of the LPA. A number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address any unmet safety and mobility needs moving forward among other concerns described below. Steering committee meeting minutes were documented as part of the public record for the Powell-Division Transit and Development Project.

The remaining red card vote in November was from the East Portland Action Plan (EPAP) steering committee member, whose organization was concerned that the project would not carry through on commitments, planned to replace the current bus service with the bus rapid transit project rather than keeping both services, that there should be new north-south transit routes implemented as soon as possible in east Portland, and that the project did not provide enough benefits for east Portland.

Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into seven categories: project benefits (including safety, mobility, speed, and reliability), station locations, affordable housing commitments in the corridor, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to the corridor, and continued commitment to Powell Boulevard. The actions to address these concerns

are memorialized in Attachment 3: Exhibit C of the City of Portland's Locally Preferred Alternative Resolution.

With the commitments made and memorialized in attachments to the LPA ordinances the project partner agencies (the City of Portland, the City of Gresham, and Multnomah County) all adopted the LPA unanimously.

2. Legal Antecedents

Federal

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act)
- FTA Small Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan

Metro

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Resolution No. 10-4119, For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor

Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle, adopted on February 25, 2010.

- Resolution No. 12-4345, For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis, adopted on May 17, 2012.
- Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan, adopted on August 9, 2012.
- Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, adopted on August 15, 2013.
- Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project, adopted on January 16, 2014.
- Resolution No. 14-4534 (For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted July 17, 2014.
- Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.
- Resolution No. 15-4634, For the Purpose of Endorsing the Powell-Division Transit and Development Project Transit Action Plan, adopted on September 24, 2015.
- Resolution No. 15-4640, For the Purpose of Approving Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, adopted on September 24, 2015.
- Resolution No. 15-4664, For the Purpose of Amending the Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) to Include 2016 STP Funds for use on the Powell/Division Corridor Plan, adopted on November 19, 2015.

Local Jurisdictions

- The Gresham City Council unanimously adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative, with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College;

- The Portland City Council unanimously adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements;
- The TriMet Board of Directors unanimously adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project;
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2016-131, to adopt the Steering Committee’s Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College.

3. Anticipated Effects

Approval of this ordinance would allow the Division Transit Project to move forward towards implementation and for the project partners to begin: 1) the environmental review process under the National Environmental Policy Act (NEPA), which may include preparation of an environmental impact statement, an environmental assessment or the most likely review, a Documented Categorical Exclusion (DCE); 2) completion of the details of the finance plan and final design; and 3) other actions to advance towards construction of the project.

With the timely completion of environmental review, the Concurrence (for a DCE) or Record of Decision (for an environmental assessment or environmental impact statements) and a Small Starts Grant Agreement with the Federal Transit Administration, construction could begin in late 2018 and operation could begin as early as 2021, initiating approximately 14 miles of new bus rapid transit service.

4. Budget Impacts

This action will result in no direct budget impacts. Metro staff work to complete the federal environmental review is currently funded through agreements with project partners.

RECOMMENDED ACTION

Adopt Ordinance No. 17-1396 For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project.

RTP Staff Report Attachments

- Attachment 1: Powell-Division Steering Committee Locally Preferred Alternative Text and Map
- Attachment 2: Powell-Division Corridor Transportation and Development Strategy
- Attachment 3: Exhibit C of the City of Portland's Locally Preferred Alternative Resolution
- Attachment 4: Summary of Public Comments

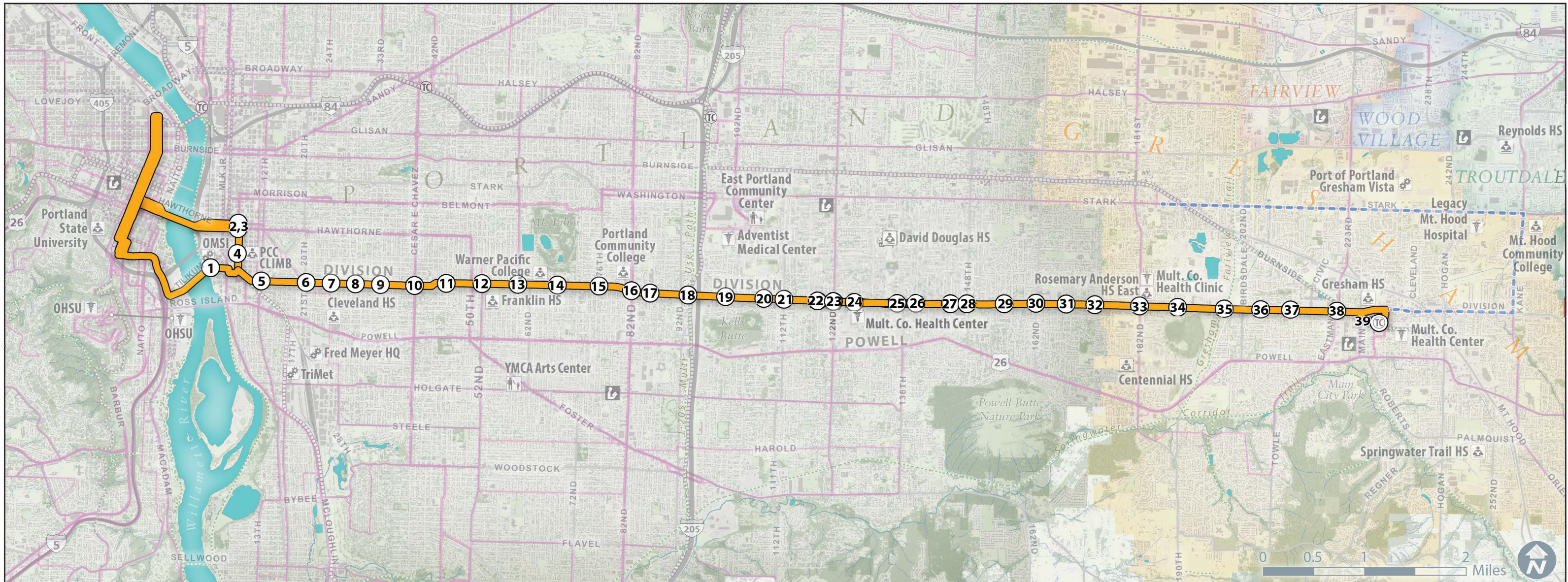
Staff Report
Ordinance No. 17-1396
Attachment 1

Powell-Division Steering Committee
Locally Preferred Alternative Text and Map

Powell-Division Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	OMSI	11	Division & 45th	21	Division & 112th	31	Division & 167th
2	Madison & 7th	12	Division & 51st	22	Division & 119th	32	Division & 174th
3	Hawthorne & 7th	13	Division & 60th	23	Division & 122nd	33	Division & 182nd
4	Harrison & 7th	14	Division & 68th	24	Division & 127th	34	Division & 190th
5	Division & 12th	15	Division & 76th	25	Division & 135th	35	Division & Gresham-Fairview Trail
6	Division & 20th	16	Division & 82nd	26	Division & 139th	36	Division & Bella Vista
7	Division & 26th	17	Division & 85th	27	Division & 145th	37	Division & Wallula/212th
8	Division & 30th	18	Division & MAX	28	Division & 148th	38	Division & Eastman
9	Division & 34th	19	Division & 101st	29	Division & 156th	39	Gresham Transit Center
10	Division & Chavez	20	Division & 109th	30	Division & 162nd		

Elements of the Recommended Locally Preferred Alternative*

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College
- Light rail
- Streetcar
- Aerial tram
- Frequent bus
- Standard bus
- Regional trail

*Recommended by project Steering Committee on November 7, 2016

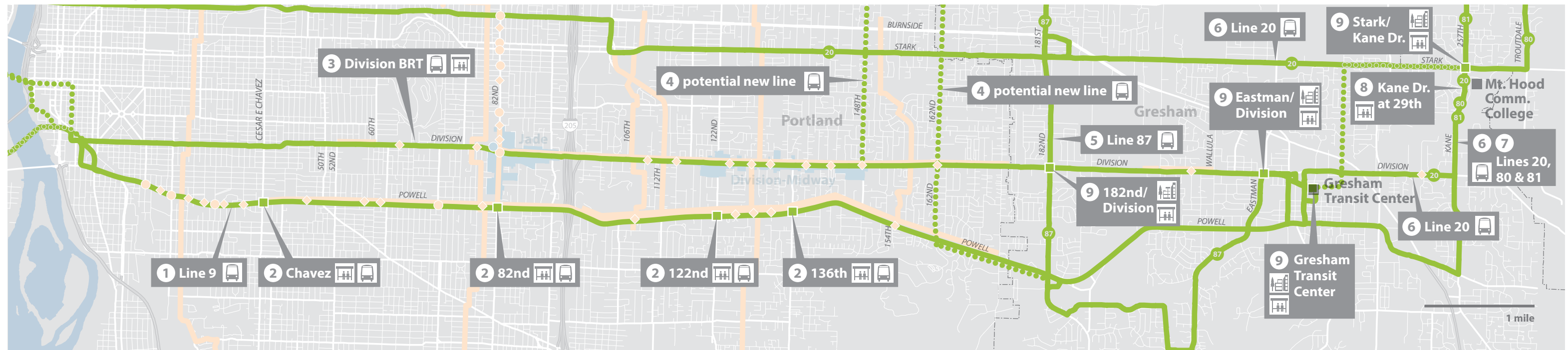
November 8, 2016

Staff Report
Ordinance No. 17-1396
Attachment 2

Powell-Division Corridor
Transportation and Development Strategy

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Changes to bus service Bus stop improvements Support for businesses near transit

Powell

Potential **1** Line 9-Powell Blvd transit service improvements. Possible options include **additional service in peak-hours** and **limited stop service** (TriMet)

Advancing Powell Blvd for regional consideration and prioritization within the **High Capacity Transit planning process**, and amending the Regional Transportation Plan to **assert continued need** for Powell Blvd transit improvements (Metro)

Bus stop improvements on **2** Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet)

Divison

3 **Division BRT**: provide faster, more reliable bus service with new, longer buses that carry more people and spend less time stopped. Upgrade bus stop amenities, including weather protection at every station (TriMet)

Construct **pedestrian crossing improvements, sidewalk improvements,** and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet)

Other transit service enhancements

Bus service improvements from Service Enhancement Plans (TriMet, ongoing)
New and/or improved service connections within the corridor, reinvesting former Line 4-Division service hours (TriMet)

Promising routes for **potential service enhancements** include:

North/south service:

- **New service** on **4** 148th Ave or 162nd Ave
- **Upgrade frequency of service** on **5** Line 87-Airport Way/181st

MHCC service:

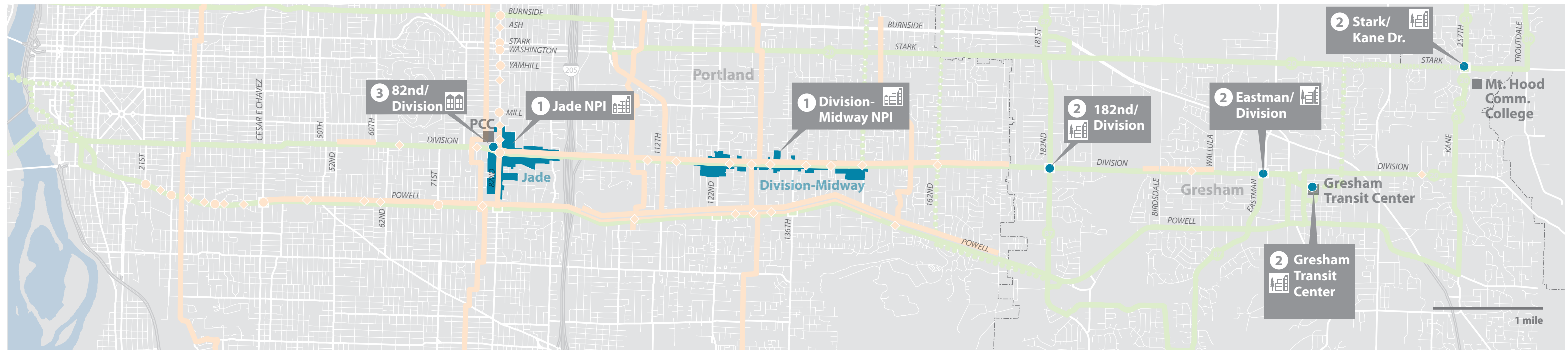
- **Upgrade frequency of service** on **6** Lines 20-Burnside/Stark, **7** 80-Kane/ Troutdale Rd and 81-Kane/257th

Improvements at MHCC bus stops on **8** Kane Dr. at 29th. Improvements could include **larger shelters** with **more seating** and **weather protection**, etc. (TriMet)

Gresham Action Plan will focus on **placemaking and design upgrades to transit stations**, and **support local businesses** and **business associations around key transit stations**: **9** 182nd/Division, Eastman/Division, Gresham Transit Center, and near MHCC at Stark/Kane Drive (Gresham)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing **Support local businesses** **Placemaking, housing and job development**

Portland

Maintain and enhance the Neighborhood Prosperity Initiative (NPI) work, including **hiring a Community Outreach Coordinator** (City of Portland, ongoing)

Track and better understand community impacts and change over a multi-year period (City of Portland, 2016-2018)

Business competitiveness and property development program: **provide assistance to increase the competitiveness of existing businesses** and property owners in the **1** Jade and Division-Midway NPIs (City of Portland, 2016-2023)

Support the production of more and a variety of types of affordable housing: **secure funding for 300 new affordable rental housing units** for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)

Use existing and new programs and resources to help **preserve affordability in 100 housing units** serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)

Develop small rental rehabilitation program to improve multi-dwelling standards in East Portland (City of Portland, 2017)

Stronger tenant protections: continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)

Gresham

Expand opportunity and increase the supply of jobs and housing in Gresham; Implement Gresham Action Plan with **updated design standards, placemaking and development work** (City of Gresham)

2 Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)

Metro, TriMet

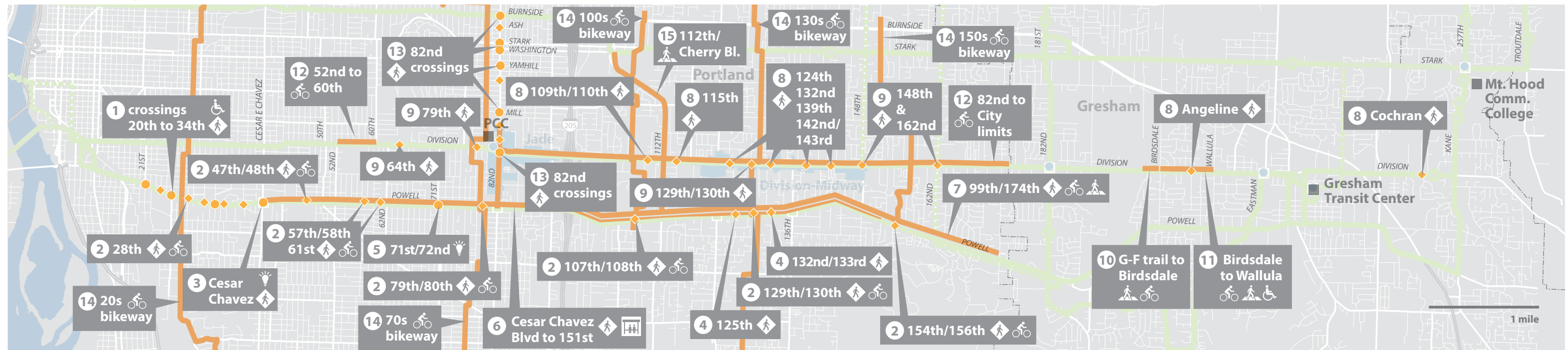
Community partnership to **redevelop affordable housing** at **3** SE 82nd and Division (Metro, 2016-2018)

Disadvantaged Business Enterprise (DBE) and workforce development: Outreach to local, minority and women contractors to participate in transit project construction; Promote apprenticeship opportunities for people of color, women, and economically disadvantaged workers in the construction trades (TriMet)

Visibility and access for businesses impacted by transit construction: work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to **buy local** and **do business with small businesses in the corridor** (TriMet)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Pedestrian crossings, rapid flash beacons, intersection improvements
- Bicycle facilities
- ADA ramps
- Sidewalks
- Bus stop improvements
- Illumination

Powell

Pedestrian crossing and intersection safety improvements 1 including ADA ramps at 21st, 24th, 26th, 31st, 33rd, and 34th (ODOT, 2016-2017)

Improve bicycle and pedestrian crossings on Powell at 2 28th, 47th/48th, 57th/58th, 61st, 79th/80th, 107th/108th, 129th/130th, 154th/156th (PBOT, TriMet, 2016-18)

Powell high crash area **safety improvements: illumination and right turn/bus lane** at 3 Cesar Chavez Blvd, **enhanced pedestrian crossings** at 4 36th, 125th, and 132nd/133rd, **illumination** at 5 71st/72nd (ODOT)

Pedestrian crossing and bus stop improvements at selected locations from 6 Cesar Chavez Blvd to 151st (ODOT, 2016-2017)

More than **10 intersections** will receive **traffic signal safety upgrades** (ODOT, 2016-2017)

Reconstruct Powell from 7 99th to 174th to one lane in each direction with **center turn lane, enhanced bicycle facilities, landscape strip, lighting, pedestrian crossings, and sidewalks**, 122nd to 136th funded (PBOT, ODOT)

Two **fixed speed safety cameras** on Powell (PBOT, 2018)

Division

Install **rapid flash beacons** at 8 109th/110th, 115th, 124th, 132nd, 139th, 142nd/143rd, Angeline, and Cochran (TriMet, PBOT, 2017)

Construct **crossing improvements** at 9 64th, 79th, 129th/130th, 148th, and 162nd (PBOT, TriMet, 2016-2018)

Two **fixed speed safety cameras** east of 122nd Ave. (PBOT, 2017)

Construct **sidewalk and bike lane** from the 10 Gresham-Fairview Trail to Birdsdale Ave. (City of Gresham, 2017-2018)

Pursue grant funding to construct **new bicycle, pedestrian, and ADA improvements** between 11 Birdsdale and Wallula. (City of Gresham)

Development of a citywide **Gresham Active Transportation Plan** (City of Gresham)

Construct **pedestrian crossing and sidewalk improvements**, and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet, 2019-2021)

Improve existing bike lanes along this High Crash Corridor; **Install buffered/separated bike lanes** between 12 52nd and 60th and between 82nd and Portland City limits (PBOT, 2016-2026)

North/South

Pedestrian crossings along 82nd at 13 Ash, Salmon, and PCC and **intersection safety improvements** at Burnside, Stark, Washington, Yamhill, Mill, and Division (ODOT, 2016-2017)

Pursue funding to construct additional **safety and access improvements** in the 82nd Ave of the Roses Implementation Plan (ODOT, 2016-2021)

Pursue funding to plan and build **local street safety and sidewalk improvements** in the Jade District and East Portland, including 130th between Division and Stark (PBOT, 2016-2026)

Neighborhood Greenway **bicycle improvements** to 14 20s, 70s, 100s, 130s, 150s. (PBOT, 2016-2021)

Construct sidewalks on 15 112th/Cherry Blossom between Powell and Stark (PBOT, 2017)

Staff Report
Ordinance No. 17-1396
Attachment 3

EXHIBIT C OF THE CITY OF PORTLAND'S
LOCALLY PREFERRED ALTERNATIVE RESOLUTION

**Powell-Division Transit and Development Project
Division BRT Locally Preferred Alternative
Conditions of Approval
November 28, 2016**

TriMet, Metro and the City of Portland jointly recognize the importance of mobility, housing and economic development for the livability of the City of Portland.

Implementation of *Powell-Division Transit and Development Project - Portland Local Action Plan* and delivery of Division BRT project will bring substantial improvements to the communities in the corridor and in East Portland. The corridor, and East Portland especially, need better access to jobs, education, other opportunities, and daily needs including more affordable housing. The Division BRT project will substantially improve transit service along high-ridership Division Street and will connect to key institutions such as Portland Community College. It will improve pedestrian crossings, access, and bicycle access, especially in East Portland.

For the greater Powell-Division corridor, project partners developed a Powell-Division Corridor-Wide Strategy (Exhibit D to the Locally Preferred Alternative) that represents commitments to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development. This includes transit, bike and pedestrian improvements on Division Street, on Powell Boulevard and on connecting north/south streets, as well as programs to support affordable housing and economic development.

Staff from the Portland Bureau of Transportation (PBOT), the Portland Housing Bureau (PHB) the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the project's Steering Committee to discuss concerns associated with the Division BRT project. **These Conditions of Approval serve to document and memorialize commitments to actions by the agencies to address community concerns as the project moves forward in implementation.**

The Portland City Council will receive future updates on the Division BRT project and documentation on the progress towards the actions and items listed in these Conditions of Approval at these key project milestones:

- Completion of NEPA and submittal of materials to FTA for a project rating currently anticipated in Summer/Fall 2017; and
- Completion of funding plan commitments for the project for City Council approval, and submittal for an FTA construction grant agreement, currently anticipated in mid-2018.

Community Engagement

Community Advisory Committee: Following the adoption of the Locally Preferred Alternative, TriMet will lead community engagement for the transit project and establish a Community Advisory Committee (CAC). This committee will meet monthly to advise TriMet and City of Portland on project design, final station locations, implementation of TriMet's DBE Contracting and workforce development programs, development of a Conduct of Construction, planning for related bus service, and other project elements.

TriMet will seek representatives who ride transit, live, work or own property in the Division Corridor and wear multiple hats including: business associations, NPIs, community-based organizations and neighborhood coalitions; advocates for seniors and people with disabilities; advocates for safe walking and biking; health and education institutions; and local businesses.

The CAC will provide advice and recommendations to the Policy & Budget Committee. Two members of the CAC will serve on the project's Policy & Budget Committee to represent the voice of the CAC to discussions with elected officials and agency leaders.

Business Outreach: TriMet will launch an outreach program to share plans and gather feedback, including a focus on establishing and continuing relationships with businesses adjacent to construction areas. Staff will meet regularly with business owners and associations and maintain a robust online presence with information and opportunities for feedback. Staff will offer and provide language interpretation to encourage direct dialogue with all Division Street business owners.

Portland Housing Bureau Memorandum of Understanding: The purpose of the Memorandum of Understanding (MOU) is to outline agreements between the affected community and PHB regarding future affordable housing investments. It is anticipated the MOU will provide for methods by which the community can provide input into projects generally, encourage a sense of partnership between PHB and the community in identifying project opportunities, and help establish specific project goals. The MOU will also identify means for the community to navigate PHB to provide potential leads on available properties and plan for future affordable housing investments. PHB will work with community representatives beginning in early 2017 to outline the process to create the MOU along with its overall structure. Included in the MOU will be methods for PHB to report on its activities in the corridor and East Portland generally.

Affordable Housing Investment Strategy

New Affordable Housing Construction in the Powell-Division Corridor: The Portland Housing Bureau (PHB) commits to make investments in new affordable housing construction in the Powell-Division Corridor. The commitments range from approximately 300-600 affordable dwelling units in total. East Portland would receive approximately 20-25% of the total affordable housing investment estimated for the BRT corridor under the commitments outlined below. Any or all of the following funding sources that may be used include:

- General Obligations bonds
 - General Fund backed bonds
 - Interim credit facilities/lines of credit (backed by General Fund)
 - Transit Lodging Tax (or bonds backed by this source)
 - Community Development Block Grant (or loans backed by this source)
 - HOME
 - Housing Investment Fund (HIF)
 - Central Eastside Urban Renewal Area (CESURA) Tax Increment Financing (available only in CESURA)
- **East Portland:** Up to two (2) projects of 125 units or one (1) project of 80-120 units are contemplated in this segment of the corridor. The site(s) may either be on land procured from

private property owners or from vacant and underutilized public land. The actual sites are yet to be determined.

- **Jade District: SE 82nd.** One (1) project consisting of 47 units sponsored by Rose CDC at the Furniture Store site at 82nd Ave and Division Street which was procured by Metro specifically to facilitate equitable Transit Oriented Development (ETOD) in the heart of the Jade District. Metro will continue to work with ROSE CDC on the redevelopment of the site with the possibility for community space owned and operated by the Asian Pacific American Network of Oregon (APANO). The project is anticipated to be completed by early 2019.
- **Caesar Chavez:** Generally located between SE 30th and SE 50th. One (1) project of 100-300 units is contemplated in this segment of the corridor. Land will be procured from private property owners and sites are currently on offer.
- **Clinton Triangle:** In the Central Eastside Urban Renewal Area adjacent to the MAX Orange Line Clinton/SE 12th Ave Station. One (1) project of 70-120 units is contemplated in this segment of the corridor. The land is currently controlled by Portland Fire & Rescue.

Other Affordable Housing Projects Anticipated in East Portland that can serve the Corridor:

- **Affordable Housing Preservation:**
 - **Small Rental Rehabilitation Program:** PHB is in the process of rolling out a rental rehabilitation program that will rehabilitate 300 rental units in East Portland between 2017 and 2022 using an annual allocation of \$1.5 million in general fund resources. The program includes working directly with the Bureau of Development Services through their complaint-driven system to identify properties and landlords that may be candidates for the program.
 - **Manufactured Housing:** PHB does not currently have a program focused specifically on manufactured home parks. However, PHB will explore opportunities to include manufactured home parks as a component of a broader affordable housing preservation strategy.
- **Affordable Housing Mandated by Inclusionary Housing:** If enacted by the City Council, private development of 20 units or more will specifically be required to provide some portion of their units, currently 20% of the units at 80% of the Area Median Income or 10% of units at 60% of the Area Median Income. In either instance, some offsets will be offered consistent with state law. The source of the offsets may include direct financing utilizing Construction Excise Tax (CET) revenue, property tax abatement and bonus density incentives, System Development Charge (SDC) waivers and property tax abatement to offset the costs of compliance as appropriate.

Equitable Housing Initiative: Metro's Equitable Housing Initiative is focusing on local, regional and statewide policy solutions and is convening partners in a research and engagement process to evaluate opportunities and solutions for regional land banking and collaborative public-private funding solutions to expand the development of affordable housing choices in places that provide access to transit, opportunities, and amenities. Components of this work will include developing a market typology, and inventory of publicly-owned lands, a resource inventory and gap analysis, and an opportunity analysis.

The Metro Council through Metro's Equitable Housing Initiative committed \$500,000 in Construction Excise Tax (CET) revenue to provide grants in 2016-17 to carry out work that

eliminates barriers to equitable housing development in our region. These grants were available to cities and counties within the Portland regional urban growth boundary, either solely or in partnership with other government entities, nonprofit organizations, or businesses. While these Equitable Housing Grants were a regional pilot program, Metro is committed to continuing to promote equitable housing in our region and will engage with the community if more grant opportunities arise.

Metro Transit Oriented Development: The mission of Metro's TOD program is to increase opportunities for people of all incomes to live and work in areas with high capacity and high frequency transit. Projects qualify for funding based on transit ridership generated compared to a base case with special consideration given to projects in high cost areas that provide long term affordability. In a typical year the TOD program is able to support between two and six projects region-wide with typical contributions of between \$200,000 and \$500,000.

Metro's TOD program will continue to pursue opportunities to support eligible projects along the Division BRT, particularly those with an affordable component.

Economic Development and Business Mitigation

Construction Mitigation and Business Technical Support: TriMet expects to utilize design and construction practices that focus on minimizing impacts for adjacent businesses. PDC is committed to being a partner to the project and will continue to work closely with community partners and TriMet to discuss project impacts and programing to support and strengthen businesses in the transit corridor.

- TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff and the construction contractor, with particular focus on businesses adjacent to construction areas. Each business will have a single point of contact for all project-related concerns. Representatives will offer and provide language interpretation, and will communicate with businesses in their preferred language and format (e.g., verbal, written/handout or email, etc).
- During the design phase, TriMet staff will gather information to inform design (including existing driveways, parking, and landscaping) and construction planning (including access needs, business hours, and noise or vibration concerns). During this phase, input from businesses and residents will be incorporated into the project's design.
- TriMet staff will work with the contractor to develop a Conduct of Construction – a set of guidelines for sequencing construction, focusing on a “get-in-and-get-out” approach. The Conduct of Construction will identify approximate durations of potentially disruptive activities and specify requirements for business access, advance notification for major activities, and construction site housekeeping.
- During the construction phase, TriMet staff will continue to visit businesses regularly and work with the contractor to maintain business access and adjust construction sequencing to minimize construction impacts.
- TriMet will provide customized signage, maps and other tools to help businesses stay accessible and visible, including signs in the primary language of the business.
- PDC is committed to supporting small businesses in East Portland in partnership with local community partners and TriMet. PDC's Small Business Development Program will continue to

deliver tailored business technical assistance to meet the unique needs of the businesses in the Neighborhood Prosperity Initiative (NPI) service areas.

- The PDC will also continue to pursue funding from Portland City Council and philanthropic partners to implement the economic development actions outlined in the Portland Local Action Plan (July 2016). These activities include: promoting business competitiveness and retention through increased technical assistance resources, business training, one on one business support and working capital loan funds.

Disadvantaged Business Contracting and Local Hiring: Continuing TriMet’s model for inclusive contracting, construction tasks will be broken into smaller packages to encourage hiring of Disadvantaged Business Enterprise firms (DBEs). Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage contractors to reach out to pre-apprenticeship and existing apprenticeship programs to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to regional DBEs including those in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors. As part of the outreach process, TriMet will partner with community-based organizations that serve residents in or near the area to ensure the opportunities are communicated to area residents, and those who have been displaced.

TriMet will track and report regularly on its efforts and achievements in DBE contracting, local hiring and apprenticeships.

Career Training: TriMet will partner with MHCC (which serves East Portland) and PCC to create clear pathways for students into careers at TriMet. This may include collaboration on short-term trainings, internships, new program development and/or advisory board participation.

Workforce Navigation and Development Services: PDC is committed to pursuing funding from Portland City Council and philanthropic partners to hire a workforce navigator for the East Portland corridor.

Transit Service Enhancements

Enhanced Frequency on Line 20: Subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis, TriMet commits to making enhancements in weekday frequency on Line 20, which services E. Burnside and SE Stark, so that buses will arrive about every 15 minutes from the AM peak through to the PM peak in two steps: one in Spring 2017 and the remainder in Fall 2017.

Transit Service Planning: TriMet intends to reallocate vehicle hours made available from the replacement of Line 4-Division by the bus rapid transit project instead of using those hours from Line 4-Division to operate the BRT service. These hours (approximately 1,400 weekly vehicle hours) would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains TriMet’s intention and barring any unforeseen changes in the economy or major funding sources, TriMet plans to deliver this substantial reinvestment in service to the corridor. If any unforeseen changes do occur, TriMet will consult with the community about how to prioritize service needs before any service changes or reductions are made. As with all service planning

decisions, TriMet would use the five priority considerations defined in TriMet's Service Guidelines Policy (Board Resolution #14-12-60) to inform the decision: equity, demand, productivity, connections, and growth.

TriMet will work with the community to determine the best opportunities for redeploying these service hours. TriMet commits to consulting with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland, to create a plan to reallocate the approximately 1,400 existing service hours on the Line 4. Potential routes include new north-south bus service on 148th and 162nd, as well as the desire for more service on 181st/182nd (Line 87). TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.

Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Annual Service Plan Enhancements: TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.

Future Powell Boulevard High Capacity Transit Project: Metro does not consider the implementation of the Division BRT line to disqualify Powell Boulevard as a potential future High Capacity Transit (HCT) Project. Metro will advance the Powell Boulevard corridor for regional consideration and prioritization as one of the potential HCT corridors in the development of the Regional Transit Strategy as part of the Regional Transportation Plan (RTP) update.



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

April 10, 2017

Summary of public comments on Resolution No. 17-4776, for the purpose of adopting the Powell-Division Transit and Development Project's Division Transit Project Locally Preferred Alternative and Ordinance No. 17-1396, for the purpose of amending the 2014 Regional Transportation Plan to include the Locally Preferred Alternative of the Powell-Division Transit and Development Project.

Metro conducted a 45-day public comment period on the requested amendments from February 15, 2017 to 5 p.m. March 31, 2017. The comment period was advertised with a legal notice in the Asian Reporter and regional Pamplin Media newspapers and a newsfeed posted to Metro's News web site on February 15, 2017. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments.

Because of the limited scope of the amendments, and significant culturally specific public engagement already conducted for the Division Transit Project, staff determined that translation of the amendments and additional specific Title VI and environmental justice outreach were not required. The notice regarding the public comment period was translated into four languages: Spanish, Russian, Chinese and Vietnamese.

Following the release of the Powell-Division LPA Resolution and RTP Amendment Ordinance for public comment, Metro received a number of comments from partner agencies (Gresham, Portland, ODOT, and TriMet). An initial round of comments was addressed as documented in a table available on the project web page. To clarify Metro's response and to receive more feedback from partner agencies, Metro convened two meetings with staff from Gresham, Portland, ODOT, and TriMet on March 2 and 16. At these meeting, Metro discussed the general themes of the comments received, and Metro's proposed edits to the documents in response to those themes. The general themes included:

- Concerns with how the unmet transit, safety, and mobility needs of the Powell Boulevard corridor were portrayed
- Concerns regarding a future corridor refinement plan for the Powell Boulevard corridor and how it would be portrayed on RTP maps
- Concerns regarding the discussion of mobility corridors in relation to the project
- The desire to provide context for the project in relation to the Regional Transit Strategy and the 2018 RTP update processes
- The desire to provide more information on the East Metro Connections Plan and the memorandum of understanding (MOU) between Gresham, Multnomah County, and Mount Hood Community College (MHCC)



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

Changes to the documents as a result of that meeting include:

- Revisions to how Powell Boulevard is addressed within the documents
- Revisions to direct that the RTP maps be updated as part of the 2018 RTP update instead of updating them in the 2014 RTP
- Clarification on the role of mobility corridors in the planning process
- Providing additional context on how the Powell Boulevard corridor will be considered as part of the 2018 RTP update and the Regional Transit Strategy
- Adding language reflecting the East Metro Connections Plan and the MHCC MOU
- Minor language and grammatical revisions to reflect additional comments from partner agencies

In addition to comments from jurisdictional partners, Michael Harrison from Oregon Health and Science University testified at the Metro Council public hearing on March 23, 2017 in support of the project and in particular for an alignment on the Tilikum Crossing. Mr. Harrison referenced a letter previously submitted to the Powell-Division Transit and Development Project Steering Committee on October 7, 2016. No other public comments were received.

Please direct any questions regarding public comment to Elizabeth Mros-O'Hara, Investment Areas Program Manager at 503-797-1641, Elizabeth.Mros-Ohara@oregonmetro.gov.

##

Agenda Item No. 6.2

Ordinance No. 17-1404, For the Purpose of Amending Metro
Code Chapter 9.02 Ballot Measures, Initiative and Referendum

Ordinances (Second Read)

Metro Council Meeting
Thursday, June 1, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO) ORDINANCE NO. 17-1404
CODE CHAPTER 9.02 BALLOT MEASURES,)
INITIATIVE AND REFERENDUM) Introduced by Chief Operating Officer Martha
) Bennett in concurrence with Council
) President Tom Hughes

WHEREAS, Metro Code Chapter 9.02 sets forth the rules for Ballot Measures, Initiative and Referendum; and

WHEREAS, revisions to Metro Code Chapter 9.02 are required in order to conform to state law processes and procedures that have been modified since Metro Code Chapter 9.02 was originally adopted; and

WHEREAS, it is necessary to update outdated references in Metro Code Chapter 9.02 and remove outdated provisions; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. Metro Code Sections 9.02.030, 9.02.035, 9.02.040, 9.02.045, 9.02.050, 9.02.060, 9.02.070, and 9.02.090 are repealed.
- 2. Metro Code Sections 9.02.010, 9.02.020 and 9.02.080 are amended and section 9.02.080 is renumbered to 9.02.040, as set forth in Exhibit A attached to this ordinance.
- 3. New Metro Code Section 9.02.030 is hereby adopted as set forth in Exhibit A attached to this ordinance.

ADOPTED by the Metro Council this __ day of June, 2017.

Tom Hughes, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Alison R. Kean, Metro Attorney

Exhibit "A" to Ordinance No. 17-1404

**METRO CODE – TITLE IX ELECTIONS
CHAPTER 9.02 BALLOT MEASURES, INITIATIVE AND REFERENDUM**

SECTIONS TITLE

9.02.010	<u>Application of State Law; Definitions</u>
9.02.020	Referrals by <u>the</u> Metro Council
9.02.030	Initiatives and Referendums
9.02.030	Prospective Petition
9.02.035	One Subject Determination
9.02.040	Ballot Title; Appeal
9.02.045	Explanatory Statement; Appeal
9.02.050	Petition and Circulation Requirements
9.02.060	Filing and Percentage Requirements; Verification
9.02.070	Election Dates
9.02.0840	Election Procedures
9.02.090	Applicability of State Law

9.02.010 Application of State Law; Definitions

(a) The provisions of this Chapter shall supplement state law regarding special district elections, including ballot measures, initiatives, and referendums, and shall prevail over any conflicting provisions of state law to the maximum extent permissible under the Oregon Constitution and the laws of the State of Oregon.

(b) Unless otherwise defined, terms used in this Chapter have the definitions given to them in ORS Chapter 255 or any successor statute, and references to ORS Chapter 255 shall be deemed references to ORS Chapter 255 or any successor statute.

(c) In determining the number of words in a ballot title or explanatory statement, any combination of characters, including hyphens, abbreviations, and dollar amounts, that contain no spaces but are preceded and followed by a single space shall count as one word, except that bullet points shall not count as words.

~~For the purposes of this chapter unless the context requires otherwise the following terms shall have the meaning indicated:~~

~~(a) "Court" means the Circuit Court of the State of Oregon for the County of Multnomah.~~

~~(b) "Director of Elections" means the director of the Multnomah County Division of Elections, or the director's designees, or any officer subsequently performing the present duties of the director, or the designees of that officer.~~

~~(c) "Elector" means any legal voter of Metro.~~

~~(d) "Initiative" means a duly authorized command from the electors of Metro to allow the electors of Metro to determine legislation should be adopted.~~

~~(e) "Measure" means any Metro legislation, proposition or question.~~

~~(f) — "Metro legislation" means any legislation which has been or lawfully may be enacted by Metro, and includes any amendment, revision or repeal of the Metro Charter, but does not include any proposition or question.~~

~~(g) — "Proposition" means any request for voter approval of a property tax levy, tax base, general obligation bond measure, or any tax requiring voter approval pursuant to Section 11 of the Metro Charter, or other similar matter submitted to the electors of Metro for the purpose of authorizing the imposition of any ad valorem real property tax.~~

~~(h) — "Question" means any matter other than Metro legislation or a proposition including but not limited to an advisory matter submitted by the Council to the electors of Metro for approval or rejection.~~

~~(i) — "Referendum" means a duly authorized command from the electors of Metro to require that Metro legislation adopted by the Metro Council be subject to approval of the electors of Metro before it shall become effective.~~

~~(j) — "Referral" means an action taken by the Metro Council to submit any measure directly to the electors of Metro.~~

~~(k) — "Regular election" means any election held on the same date as a regular biennial statewide primary or general election.~~

~~(l) — "Special election" means any election held on a date other than a regular election date.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance 02-977, Sec. 1.)~~

9.02.020 Referrals by the Metro Council

(a) The Metro Council may directly refer any measure or any amendment of the Metro Charter to the electors for their approval or rejection, ~~including Metro legislation, any proposition or any question, and may directly refer to the electors proposed amendments or revisions of the Metro Charter or parts thereof.~~ Prior to submitting any revision of the Metro Charter to the voters, the Council shall conduct at least two (2) public hearings with the second (2nd) hearing to be held at least 28 days after the first hearing.

(b) The Metro Council shall act to refer any measure or Charter amendment by ~~the~~ adoption of a resolution. The resolution shall ~~contain either directly or as an exhibit include the full text of~~ the measure referred to the electors or Charter amendment, the ballot title, and any other material required by law.

(c) The Metro Attorney shall prepare the ballot title and explanatory statement for all referrals by the Metro Council. An explanatory statement shall be an impartial, simple and understandable statement of no more than 500 words, explaining the referral and its effect. The Metro Attorney shall file the explanatory statement with the elections officer at the same time as the ballot title. ~~In the case of a Measure the Metro Council shall approve a ballot title complying with the requirements of Oregon laws and shall certify such ballot title to the Director of Elections.~~

(d) The ballot title and explanatory statement may be challenged exclusively in accordance with the procedures set forth in ORS 255.155 for review of district ballot titles, except that any petition to the circuit court shall name the Office of Metro Attorney as respondent, and not the Metro Attorney personally. The circuit court shall give deference to the ballot title and explanatory statement prepared by the Metro Attorney. ~~The Director of Elections, upon receiving a ballot title for a Metro measure referred~~

~~by the Metro Council, shall publish in the next available edition of a newspaper of general circulation within the Metro Area a notice of receipt of the ballot title including notice that an elector may file a petition for review of the ballot title not later than the date referred to in subsection (e) of this section.~~

~~(e) — Any elector may petition the court to challenge the ballot title prepared by the Metro Council. Such petition must be filed with the court within seven (7) business days of the Metro Council's certification. Any person filing a petition of review with the court must file a copy of the challenge with the Director of Elections and the Chief Operating Officer and Metro Attorney not later than the end of the business day next following the date the petition is filed with the court. Nothing in this section is intended to invalidate a petition that is timely filed with the court.~~

~~(f) — A measure shall be considered referred under this section as of the date the Metro Council certifies its ballot tile to the Director of Elections.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

9.02.030 Initiatives and Referendums

(a) The coversheet of any prospective initiative or referendum petition shall designate the name and residence address of three persons as chief petitioners. No petition for initiative or referendum shall be valid unless all chief petitioners are electors of the Metro area at the time of filing and remain electors of the Metro area throughout the initiative or referendum process, including the election.

(b) The chief petitioners of any proposed referendum measure shall file with the prospective petition a full and correct copy of the Metro ordinance proposed for referral, including the title and ordinance number. An ordinance in its entirety may be subject to referendum, but not any portions thereof.

(c) The chief petitioners of any proposed initiative measure shall file with the prospective petition a full and correct copy of the ordinance to be initiated.

(d) Upon filing of a prospective petition for initiative or referendum with the elections officer, the elections officer shall send a copy of it to the Metro Attorney (without making any determination whether it meets the requirements of the Oregon Constitution, the Metro Charter, or the Metro Code).

(e) Not later than the tenth business day after receiving a prospective petition for an initiative or referendum from the elections officer, the Metro Attorney shall notify the elections officer in writing whether the initiative or referendum meets the applicable requirements of Section 1(2)(d) and Section 1(5), Article IV, of the Oregon Constitution, Sections 34, 38 and 39 of the Metro Charter, and Metro Code 9.02.030(l), below. The Metro Attorney's decision pursuant to this Section 9.02.030(e) may be challenged exclusively in accordance with the procedures set forth in ORS 255.140(4) and (5).

(f) If the Metro Attorney determines that the initiative or referendum measure fails to meet the applicable requirements of the Oregon Constitution, the Metro Charter, and the Metro Code, the elections officer shall immediately notify at least one of the chief petitioners, in the manner required by law.

(g) If the Metro Attorney determines that the initiative or referendum meets the applicable requirements of the Oregon Constitution, the Metro Charter, and the Metro Code, then not later than the fifteenth business day after providing written notice to the elections officer of this determination, the Metro Attorney shall prepare and send to the elections officer a ballot title and may, at the Metro Attorney's election, prepare and send an explanatory statement.

(h) The elections officer shall furnish a copy of the ballot title and any explanatory statement to at least one of the chief petitioners and publish notice of receipt of the ballot title in accordance with ORS Chapter 255. Unless the circuit court certifies a different title or explanatory statement (if any), the ballot title prepared by the Metro Attorney shall be the title printed on the ballot and the explanatory statement prepared by the Metro Attorney shall be the explanatory statement printed in the voter's pamphlet. The circuit court shall give deference to the ballot title and any explanatory statement prepared by the Metro Attorney.

(i) The elections officer shall accept no initiative petition for signature verification more than six (6) months after the date the prospective initiative was initially filed with the elections officer.

(j) If an initiative petition contains the required number of verified signatures, the election on the measure shall be held on the first Tuesday following the first Monday of the next November for which the election deadlines set forth in ORS 255 are met.

(k) If a referendum petition contains the required number of verified signatures, the election on the measure shall be held at the next scheduled regular district election for which the election deadlines set forth in ORS 255 are met.

(l) Every amendment to the Metro Charter proposed by initiative (and not by the Metro Council) must be separately stated. When two or more amendments are proposed by initiative at a single election, they must be separately voted upon, and the votes in favor and against must be cast separately. The requirement in this Section 9.02.030(l) for a separate vote is to be interpreted to have the same meaning as the separate vote requirement set forth in the Oregon Constitution Section 1, Article XVII, and cases interpreting it.

9.02.030 Prospective Petition

(a) Prior to circulating a petition proposing an initiative or referendum on Metro legislation among the electors, the chief petitioners shall file a prospective petition with the Director of Elections, in such form as the Director of Elections shall prescribe or provide, showing:

- (1) The signatures, printed names and mailing addresses of at least one (1) but not more than three (3) chief petitioners, all of whom must be electors of Metro;
- (2) In the case of an initiative measure proposed for adoption, amendment, revision or repeal, and, where applicable, the title, ordinance number, and charter or ordinance section numbers proposed for amendment, revision or repeal; and
- (3) In the case of referendum measures, the text of Metro legislation proposed for referral, and where applicable, the title, ordinance number or ordinance section numbers of Metro legislation proposed for referral.

(b) The Director of Elections shall inscribe the date of filing upon any prospective petition filed in the Director of Elections office.

(c) After a prospective petition for a referendum measure has been filed with the Director of Elections, and the Director of Elections has determined that the prospective petition complies with the requirements of this chapter, and other applicable law, the Director of Elections shall forthwith certify to one of the chief petitioners that petitions for the referendum measure proposed by the prospective petition may be circulated among the electors, in accordance with the procedures set forth in Section 9.02.050.

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

~~9.02.035 One Subject Determination~~

~~(a) — Not later than the fifth business day after receiving a prospective petition for an initiative measure, the Director of Elections shall determine in writing whether the initiative measure meets the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, and Sections 35 and 40 of the Metro Charter.~~

~~(b) — If the Director of Elections determines that the initiative measure meets the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, and Sections 35 and 40 of the Metro Charter, the Director of Elections shall proceed as required in Section 9.02.040. The Director of Elections shall include in the publication required under Section 9.02.040(b) a statement that the initiative measure has been determined to meet the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, and Sections 35 and 40 of the Metro Charter.~~

~~(c) — If the Director of Elections determines that the initiative measure does not meet the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, or Sections 35 or 40 of the Metro Charter, the Director of Elections shall immediately notify the petitioner, in writing by certified mail, return receipt requested, of the determination.~~

~~(d) — Any elector dissatisfied with a determination of the Director of Elections under subsection (a) of this section may petition the court of the judicial district in which the administrative office of Metro is located seeking to overturn the determination of the Director of Elections. If the elector is dissatisfied with a determination that the initiative measure meets the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, and Sections 35 and 40 of the Metro Charter, the petition must be filed not later than the seventh (7th) business day after the ballot title is filed with the Director of Elections. If the elector is dissatisfied with a determination that the initiative measure does not meet the requirements of Article IV, Section 1(2)(d), of the Oregon Constitution, or Sections 35 or 40 of the Metro Charter, the petition must be filed not later than the seventh (7th) business day after the written determination is made by the Director of Elections.~~

~~(e) — The review by the court shall be the first and final review and shall be conducted expeditiously to ensure the orderly and timely circulation of the petition.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

~~9.02.040 Ballot Title; Appeal~~

~~(a) — Prior to the conclusion of the sixth (6th) business day next following the filing of a prospective petition which proposes an initiative measure and which complies with the requirements of this chapter, and other applicable law, the Director of Elections shall transmit two (2) copies to the Metro Attorney, who shall, within five (5) business days thereafter, prepare a ballot title for the measure proposed. The ballot title shall consist of:~~

~~—— (1) — A caption of not more than 10 words which reasonably identifies the subject of the measure;~~

- ~~———— (2) ——— A question of not more than 20 words which plainly phrases the chief purpose of the measure so that an affirmative response to the question corresponds to an affirmative vote on the measure; and~~
- ~~———— (3) ——— A concise and impartial statement of not more than 85 words summarizing the measure and its major effect.~~

~~After preparing the ballot title, the Metro Attorney shall immediately return one (1) copy of the prospective petition and title to the Director of Elections and shall immediately transmit one (1) copy of the prospective petition and title to one of the chief petitioners.~~

~~(b) ——— The Director of Elections, upon receiving a ballot title for a Metro measure, shall publish in the next available edition of a newspaper of general circulation within the Metro Area a notice of receipt of the ballot title including notice that an elector may file a petition for review of the ballot title not later than the date referred to in subsection (c) of this section.~~

~~(c) ——— Upon receiving the prospective petition and title from the Metro Attorney, the Director of Elections shall inscribe the date of receipt on it. Within seven (7) business days after that date, any elector may petition the court to challenge the ballot title prepared by the Metro Attorney. At the end of the seven (7) business days period, or following the final adjudication of any challenge, the Director of Elections shall certify the ballot title as prepared by the Metro Attorney or as prescribed by the court, as the case may be, to one of the chief petitioners.~~

~~(d) ——— Any person filing a petition of review with the court must file a copy of the challenge with the Director of Elections and the Chief Operating Officer not later than the end of the business day next following the date the petition is filed with the court. Nothing in this section is intended to invalidate a petition that is timely filed with the court.~~

~~(e) ——— The procedures set forth in subsections (a) through (d) of this section for preparation of, and challenges to, ballot titles for initiative measures shall also apply to referendum measures. However, the completion of such procedures shall not be a pre-requisite to the circulation of petitions for referendum measures under Section 9.02.050, and ballot titles need not be stated on petitions circulated to propose referendum measures.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

~~9.02.045 Explanatory Statement; Appeal~~

~~(a) ——— Explanatory statements for all Metro measures shall be prepared by the Metro Attorney and shall be filed with the Director of Elections. An explanatory statement shall be an impartial, simple and understandable statement of 500 words or less, explaining the measure and its effect. The explanatory statement for a measure referred by Metro or for a measure proposed by initiative or referendum petition shall be filed with the Director of Elections at the same time the ballot title for the measure is filed.~~

~~(b) ——— Upon receipt of an explanatory statement, the Director of Elections shall publish in the next available edition of a newspaper of general circulation within the Metro Area a notice of receipt of the statement including notice that an elector may file a petition for review of the statement not later than the date referred to in subsection (c) of this section.~~

~~(c) ——— Any elector dissatisfied with an explanatory statement for a Metro measure may petition the court stating the reasons why the statement does not meet the requirements of subsection (a) of this section.~~

~~The petition shall be filed not later than the seventh (7th) business day after the statement is filed with the Director of Elections. An elector filing a petition with the court shall also file a copy of the petition with the Chief Operating Officer and Metro Attorney not later than the end of the next business day following the date the petition is filed with the court. The court shall review the statement and measure, hear arguments, if any, and certify to the Director of Elections a statement for the measure which meets the requirement of subsection (a) of this section. Review by the court shall be first and final.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

~~9.02.050 Petition and Circulation Requirements~~

~~(a) — After the requirements of subsection (c) of Section 9.02.030 have been met in the case of referendum measures, and after the requirements of Section 9.02.040 have been met in the case of initiative measures, the chief petitioners and any other persons eligible to circulate initiative and referendum petitions under state law may circulate a petition for the measure among the electors. Each copy of the petition so circulated shall consist of a cover page and signature sheet or sheets.~~

~~(b) — The cover page shall state the names and mailing addresses of the chief petitioners, shall contain the information required by paragraph 2 of subsection (a) of Section 9.02.030 or paragraph 3 of subsection (a) of Section 9.02.030, and shall state the ballot title certified by the Director of Elections under subsection (c) of Section 9.02.040.~~

~~(c) — Each signature sheet shall contain space for signatures of not more than 20 electors. Each elector signing the petition shall do so by affixing the elector's signature, the date of the signature, and by printing the elector's name, residence address and, if known, the elector's precinct number.~~

~~(d) — Each signature sheet of an initiative petition shall contain the caption of the ballot title.~~

~~(e) — Each signature sheet of a referendum petition shall contain the title, ordinance number or ordinance section numbers of Metro legislation proposed by referral.~~

~~(f) — No signature sheet shall be circulated by more than one person. Each signature sheet shall contain a statement signed by the circulator that each elector who signed the sheet did so in the circulator's presence, and, to the best of the circulator's knowledge, each such elector is a legal voter of Metro and that the information placed on the sheet by each such elector is correct.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

~~9.02.060 Filing and Percentage Requirements; Verification~~

~~(a) — The Director of Elections shall accept for signature verification in accordance with this chapter only petitions which comply with the requirements of this chapter and other applicable law.~~

~~(b) — No petition shall be accepted for filing unless it contains at least the required number of verified signatures to submit the measure to the electors, as prescribed by subsections (g), (h) or (i) of this section.~~

~~(c) — No initiative petition shall be accepted for signature verification more than six (6) months after the date of the Director of Elections' certification under subsection (c) of Section 9.02.040.~~

~~(d) — Any petition to refer legislation adopted by the Metro Council must be submitted for verification not more than 90 days after Metro's adoption of such legislation, and no later than the effective date of the~~

~~ordinance if the ordinance contains an emergency clause. Legislation adopted by the Metro Council is not subject to the referendum after the date it becomes effective or 90 days, whichever is sooner.~~

~~(e) — An initiative or referendum petition shall not be accepted for signature verification if it contains less than 100 percent of the required number of signatures.~~

~~(f) — Upon the acceptance of a petition, the Director of Elections shall verify the signatures thereon. Such verification may be performed by random sampling in a manner approved by the Secretary of the State of Oregon.~~

~~— Within 15 days after the Director of Elections' acceptance of a petition, the Director of Elections shall certify to Metro whether the petition contains a sufficient number of qualified signatures to require the submission of the proposed measure to the electors and shall also state in the certificate the number of qualified signatures prescribed by subsections (g), (h) or (i) of this section to require the proposed measure to be submitted to the electors. The petition shall be considered filed as of the date of the Director of Elections' certification.~~

~~(g) — An initiative measure proposing the amendment or repeal of the Metro Charter, or parts thereof, shall be submitted to the electors if the number of qualified signatures on the petition therefor equals or exceeds 8 percent of the total number of votes cast in the Metro Area for all candidates for Governor of Oregon at the most recent previous general election at which the office of Governor was filled for a four-year term.~~

~~(h) — An initiative measure proposing the adoption, amendment or repeal of any other Metro legislation, or parts thereof, shall be submitted to the electors in the number of qualified signatures on the petition therefor equals or exceeds 6 percent of the total number of votes cast in the Metro Area for all candidates for governor at the most recent previous general election at which the office of governor was filled for a four-year term.~~

~~(i) — A referendum measure shall be submitted to the electors if the number of qualified signatures on the petition therefor equals or exceeds 4 percent of the total number of votes cast in the Metro Area for all candidates for governor of Oregon at the most recent previous general election at which the office of governor was filled for a four-year term.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 977, Sec. 1.)~~

~~9.02.070 Election Dates~~

~~(a) — Upon receiving the Director of Elections' certificate that a petition has been filed with sufficient qualified signatures to require an initiative or referendum to be submitted to the electors under Section 9.03.060, the Metro Council shall call an election for submission of the measure to the electors. The Metro Council shall call the election no later than the next available general or primary election date that is not sooner than the 90th day after the date of the Director of Elections' certificate certifying sufficient signatures, but may call the election in its discretion at an earlier election date available under state law for which the filing deadlines may be met.~~

~~(b) — In the event of a Metro Council referral of a measure under Section 9.03.020, the election shall be held on the election date specified by the Metro Council in the resolution referring the measure to the voters.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

9.02.04080 Election Procedures

- (a) Measures referred by the Metro Council shall be designated on the ballot as "Referred to the People of the Metro region by the Metro Council."
- (b) Measures proposed by referendum petition shall be designated on the ballot as "Referred by Petition of the People."
- (c) Measures proposed by initiative petition shall be designated on the ballot as "Proposed by Initiative ~~Petition~~."
- (d) Within 230 days following any election, the ~~Director of Elections~~ elections officer shall certify the election results to the Metro Council. ~~The Metro Council shall thereafter proclaim thereupon canvass the vote and enter its proclamation of the results in the Council records of the Metro Council. If the Metro Council finds that two or more approved measures contain conflicting provisions, the Metro Council shall determine in the proclamation which is effective.~~
- ~~(e) — Metro legislation adopted by the electors shall take effect upon the certification of the results of the election at which it is adopted after the election, unless such measure expressly provides a later effective date. The results of elections on propositions or questions Measures shall be effective upon the proclamation of the results, unless a measure expressly provides a later effective date.~~

~~(Ordinance No. 93-517B, Sec. 1. Amended by Ordinance No. 02-977, Sec. 1.)~~

9.02.090 Applicability of State Law

~~Applicable provisions of state law, dealing with any initiative and referendum procedures or other election matters regulated by this chapter, shall be controlling where there is a direct and irreconcilable conflict with the provisions of this chapter. However, the provisions of this chapter shall be given full force and effect and shall be construed liberally in order that they shall be found not to conflict with provisions of state elections law and shall be considered paramount relating to matters subject to regulation and legislation by the Metro Council.~~

~~(Ordinance No. 93-517B, Sec. 1.)~~

Materials following this page were distributed at the meeting.



Greater Portland Sustainability Education Network ~ GPSEN 2017 Report to Metro ~

Metro Council

June 1, 2017

Kim Smith, GPSEN Director

Lin Harmon-Walker, GPSEN Board President

Ibrahim Ibrahim, GPSEN Youth Network



GREATER PORTLAND SUSTAINABILITY EDUCATION NETWORK

A Regional Centre of Expertise on Education for Sustainable Development

Educate ~ Empower ~ Engage

Recognized as an RCE in 2013



UNITED NATIONS

Educational, Scientific, Cultural Organization



**R
C
E**

REGIONAL CENTRE OF EXPERTISE
ON EDUCATION FOR
SUSTAINABLE DEVELOPMENT

ACKNOWLEDGED BY



**UNITED NATIONS
UNIVERSITY**



Mission



- ▶ GPSEN connects diverse organizations in a collaborative network that multiplies our collective capacity to educate, empower, and engage for a sustainable future.
- ▶ Advance formal and nonformal education and training opportunities and public awareness campaigns

Regional Centres of Expertise on Education for Sustainable Development



RCEs around the world

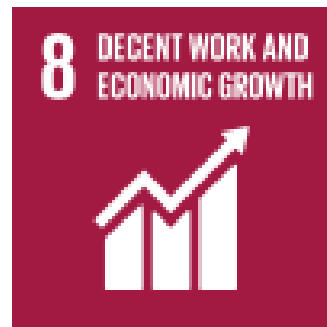
There are 154 acknowledged RCEs as of November 2016



- Unprecedented scope and significance
- Accepted by all countries in September, 2015
- 17 universal goals and 169 targets
- Balance the three dimensions of sustainable development: social, economy, and environment
- Relevant to developing and developed countries



Sustainable Development Goals (SDGs)





SDG 4.7: Education for Sustainable Development (ESD)

Goal 4 - Ensure inclusive and equitable quality education and promote life-long learning opportunities for all.

4.7 - By 2030, ensure all learners acquire knowledge and skills needed to promote sustainable development, including among others **through education for sustainable development** and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship, and appreciation of cultural diversity and of culture's contribution to sustainable development.

How can ESD and GPSEN help our region?

- ▶ Abundance of sustainability organizations
- ▶ Expand and engage beyond silos
- ▶ Leverage resources
- ▶ Promote collaboration vs. competition
- ▶ Increase collective impact
- ▶ Share workload
- ▶ Leadership and professional development





United Nations
Educational, Scientific and
Cultural Organization

UNESCO

Roadmap

for Implementing the Global Action Programme on

Education for Sustainable Development





GAP Priority Action Areas



1

Advancing policy

2

Transforming learning and training environments

3

Building capacities of educators and trainers

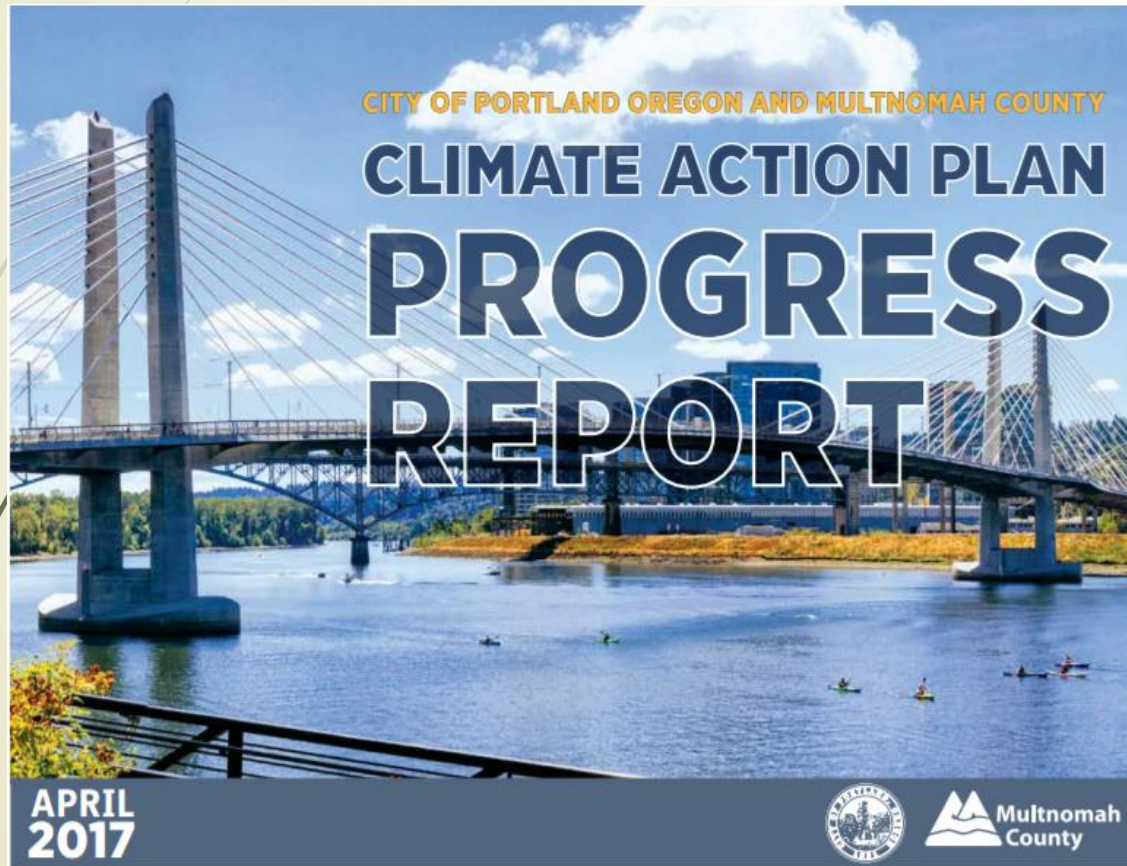
4

Empowering and mobilizing youth

5

Accelerating sustainable solutions at the local level

Advancing Policy ~ Missions and Strategic Plans



Transforming Learning and Training Environments



- ✓ Whole Institution Approach
- ✓ Operations
- ✓ Green Construction
- ✓ Energy Consumption
- ✓ Purchasing
- ✓ Waste Reduction
- ✓ Transportation
- ✓ Learning Gardens
- ✓ Hiring Practices
- ✓ Accreditation

Building Capacity of Educators and Trainers

- ✓ Sustainability Symposium
- ✓ Conferences
- ✓ Trainings and Workshops
- ✓ Green Outcomes and Courses
- ✓ Degrees and Focus Awards
- ✓ Applied Learning and Research
- ✓ Resource Clearinghouses
- ✓ Grants and Green Initiative Funds



Empowering and Mobilizing Youth



- ✓ College and Youth Networks
- ✓ Train-the-Trainer Workshops
- ✓ Course Assignments
- ✓ Service-Learning
- ✓ Living Labs
- ✓ Virtual International Youth Conference

Global RCEs and RCEs of the Americas Youth Network



Accelerating Sustainable Solutions at the Local Level



- ✓ Community-Based Learning
- ✓ Civic Engagement
- ✓ Citizen Science
- ✓ Community Partnerships
- ✓ Think Tank





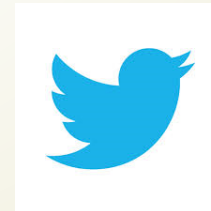
2016 GPSEN GAP Commitments

1. Policy: Meet with government officials
2. Transforming Whole Institutions: Partnerships with colleges and industries
3. Trainings and Capacity-Building:
 - ▶ Sustainability Symposium
 - ▶ Develop Hope and Resilience Training
 - ▶ Regional Faculty Workshop
4. Youth Engagement:
 - ▶ K-12 and College Student Networks
 - ▶ Pen Pal Program
5. Sustainable Communities:
 - ▶ EcoChallenge
 - ▶ Volunteer Projects

How do we tell our stories?




World Environment Day 2017
GLOBAL GOALS FAIR
Saturday, June 3, 2017
3031 SE Hawthorne Blvd
Noon - 4 PM Free & Open to ALL
17 Info Booths, Nature & Travel Prizes
Local Food Truck & Beer Tastings





How can we increase our collective impact?

- ▶ Advance sustainable policies
 - ▶ Align with local initiatives, SDGs and the GAP
 - ▶ Support development of sustainability curriculum
 - ▶ Model actions at work and home
 - ▶ Synergize partnerships
 - ▶ Respect and connect with diverse expertise
 - ▶ Engage in communities throughout region
 - ▶ Collaborate to increase collective impact
 - ▶ Renew partnership with GPSEN
- 



We're all in
this together.



*Let's increase
our handprints!*

Comments? Questions? Ideas?





For further questions,

visit: www.gpsen.org

or contact:

Kim Smith, at kdsmith@pcc.edu

Lin Harmon-Walker, at linmharmon@gmail.com

Thank you for your time!



Metro

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Portland, OR 97232-2736
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Metro

Minutes

Thursday, May 25, 2017

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:02 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Citizen Communication

Ellen Ino, LIUNA 483: Ms. Ino, on behalf of LIUNA 483, thanked the Metro Council for their past support. She invited the Council to take advantage of the fact that managers at Metro could work to reacquaint themselves with methods and routines to maintain knowledge, skills, and abilities and to understand the work provided. She encouraged them to learn how tasks were completed at the Oregon Zoo, including making elephant ears and handling cash and ticket sales.

Elizabeth Goetzinger, AFSCME Local 3580: Ms. Goetzinger, Metro staff and President of AFSCME Local 3850, noted that union members were a significant part of Metro's workforce and represented almost 2,000 of its employees. She informed the Metro Council that the agency's unions worked together on key issues and shared values. She stated that they greatly valued their relationship and collaboration with Metro management.

3. Consent Agenda

Approval of the Consent Agenda

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

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

- 3.1 Consideration of the Council Meeting Minutes for May 18, 2017
- 3.2 Resolution No. 17-4787, For the Purpose of Providing ODOT with the Roadway Segment Additions in the Portland Metro Region, for USDOT's National Highway Freight Network (NHFN)
- 3.3 Resolution No. 17-4797, For the Purpose of Delegating Authority to the Chief Operating Officer to Execute Employment Agreements with the Metro Department Directors

4. Resolutions

- 4.1 Resolution No. 17-4807, For the Purpose of Confirming Appointments to the Metro Committee on Racial Equity and Amending its Charter

Council President Hughes introduced Resolution No. 17-4807, noting that it would confirm the appointment of the 13 remaining members to serve on Metro's Committee on Racial Equity (CORE). He added that the resolution would also amend the CORE charter to include a non-voting liaison to the CORE from the Metropolitan Exposition and Recreation Commission (MERC). President Hughes explained that the MERC was providing solid leadership in advancing racial equity and there were many opportunities for implementation of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion in the venues. He noted that MERC Chair Karis Stoudamire-Phillips had agreed to serve as the MERC liaison, if approved. He then called on Mr. Juan Carlos Ocaña-Chíu, Metro staff, for a brief presentation on the resolution.

Mr. Ocaña-Chíu informed the Council that following the approval of Resolution No. 17-4775, which established the CORE, approved its charter, and appointed its two founding co-chairs, Metro began the solicitation of applications from

members of the public interested in advancing racial equity by serving on the committee. He provided a brief overview of the recruitment process, noting that it resulted in 71 applications. He explained that the 13 new members, listed on Exhibit A of the resolution, were committed to advancing racial equity, with expertise in a number of fields related to the work. He stated that they came from all areas of the greater Portland region and brought diverse lived experience and a wealth of connections and relationships, particularly with historically marginalized communities. Mr. Ocaña-Chíu acknowledged seven of the nominated CORE members in the audience and thanked the Council for their consideration.

Council Discussion

Councilor Chase thanked Metro Diversity, Equity, and Inclusion staff and the Committee on Racial Equity for all of their important work.

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

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.2 Resolution No. 17-4793, For the Purpose of Adopting an Update to the Metro Diversity Action Plan

Council President Hughes called on Ms. Patty Unfred, Diversity, Equity, and Inclusion Program Director, and Ms. Kari Meyer, Metro staff, for a brief presentation on the resolution. Ms. Unfred provided a brief history of Metro's Diversity Action Plan. She noted that it had been five years since the current version of the plan was introduced and

explained that Resolution No. 17-4793 would provide needed updates.

Ms. Kari Meyer provided a summary of the plan and an overview of its updates. She informed the Council that staff had worked across the agency to identify challenges it had faced and successes it had celebrated since the 2012 plan was implemented. She explained that the update would align the Diversity Action Plan with the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion at Metro and also prioritize the content of the actions as the agency moved forward with implementation. Ms. Meyer also noted that the update identified quantifiable targets to allow the agency to better track its progress as it moved forward and enhanced language to create clearer roles throughout its implementation.

Council Discussion

Councilor Harrington thanked staff for the update and noted that she found the materials very useful. Councilor Craddick stated that she appreciated how it would prioritize Metro's Equity Strategy and help the agency measure its success. Councilor Dirksen noted that the steps outlined in the document would provide the plan with flexibility as needed. President Hughes noted that he appreciated how the plan would help systems become more equitable.

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

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.3 Resolution No. 17-4776, For the Purpose of Adopting the Powell-Division Transit

and Development Project's Locally-Preferred Alternative

Councilor Stacey provided a brief introduction to Resolution No. 17-4776 and Ordinance No. 17-1396. He explained that after three years of work, the proposed resolution would adopt a locally-preferred alternative (LPA) for the Powell-Division Transit and Development Project, connecting downtown Portland, Gresham, and vital communities in between. Councilor Stacy stated that the project would improve access in the corridor to jobs, essential services, and schools, and improve safety in a corridor that experienced significant transit ridership but inadequate pedestrian facilities and frequent crashes. He expressed strong support for the project, noting that it had been developed using a new model of decision making that centered on community participation and robust engagement.

He then introduced four project partners: Mr. Duncan Hwang of the Asian Pacific American Network of Oregon (APANO), Ms. Chabre Vickers of Portland Community College (PCC), Ms. Leah Treat of the Portland Bureau of Transportation (PBOT), and Mr. Neil McFarlane of TriMet. The partners expressed support for the resolution and ordinance, highlighting the focus on community development, inclusive engagement, and serving historically underserved communities. Mr. Hwang noted that the community would continue to be engaged and focused on holding all agencies involved accountable in order to build the best project possible.

Council President Hughes called on Ms. Elizabeth Mros-O'Hara, Metro staff, for a presentation on the resolution and ordinance. Ms. Mros-O'Hara provided an overview of the locally-preferred alternative, including

features of the bus-rapid transit system, the chosen route, and safety and station improvements. She noted that project partners including the Cities of Portland and Gresham had unanimously adopted the LPA. She explained that in response to public feedback, the LPA included additional clarification about how the Powell project would move forward and how the project would fit into the Regional Transportation Plan (RTP) and Regional Transit Strategy planning processes. She informed the Council that adoption of the resolution would adopt the LPA and adoption of the ordinance (to be voted on June 1) would amend the 2014 RTP to include the LPA.

Council Discussion

Councilor Craddick thanked all of the project partners for their contributions and commitments. She emphasized that the project focused not only on transit improvements, but also on affordable housing, equitable development, and bicycle and safety improvements. She noted that the strong community involvement in the project provided significant benefit to its development. Councilor Collette also expressed support for the project. She explained that it would inform Metro's transportation projects for years to come, particularly concerning public engagement. Councilor Harrington thanked Metro staff and their partners and expressed admiration for the level of community planning provided by the Cities of Portland and Gresham.

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

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

5. Ordinances (First Reading and Public Hearing)

- 5.1 Ordinance No. 17-1396, For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project

Resolution No. 17-4776 and Ordinance No. 17-1396 were presented together; please see above for more information.

Council President Hughes opened up a public hearing on Ordinance No. 17-1396 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1396 would take place on Thursday, June 1.

- 5.2 Ordinance No. 17-1404, For the Purpose of Amending Metro Code Chapter 9.02 Ballot Measures, Initiative and Referendum

Council President Hughes introduced Ms. Hope Whitney of the Metro Attorney's Office to provide a brief staff report on Ordinance No. 17-1404. Ms. Whitney informed the Council that the ordinance would revise Metro's Code governing citizen initiatives, referendum, and referrals by the Metro Council. She explained that the existing code was quite lengthy because it summarized tracts and restated state law on the topic. She noted that Metro's Code was overdue for an update and as a result conflicted with state law in some areas. She provided an overview of the changes proposed, including deleting redundant provisions, clarifying who was in charge of meeting the various legal requirements, and filling in gaps where topics were not addressed in state law.

Council Discussion

Council President Hughes asked Ms. Whitney to address

Metro Auditor Evans' concerns that the ordinance would negatively affect the public hearing process. Ms. Whitney explained that the existing code required Metro Council referrals by resolution and also required two public hearings when the Metro Council proposed an amendment to the Metro Charter. She stated that when revising the code, she felt that two public hearings were not necessary. She noted that the proposed resolution would make the process the same for referring amendments to the Metro Charter, ballot measures, and bond measures. Councilor Dirksen clarified that there would still be a public hearing in case of referral. Ms. Whitney replied that the Metro Council would still be required to allow public testimony but would not be required to hold a formal public hearing.

Council President Hughes opened up a public hearing on Ordinance No. 17-1404 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1404 would take place on Thursday, June 1.

6. Ordinances (Second Reading)

6.1 Ordinance No. 17-1401, For the Purpose of Adopting a Landfill Capacity Policy and Amending Metro Code Chapters 5.00 and 5.05

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1401 took place on Thursday, May 18. He informed the Metro Council that Mr. Paul Slyman, Director of Metro's Property and Environmental Services, was available for questions.

Council Discussion

Councilor Stacey expressed his support for the ordinance,

noting that he felt it aligned well with Metro's values regarding solid waste. He explained that he supported the ordinance because it was important to invest the region's waste where it was wanted and needed and where the adverse effects of waste disposal were much lower. Councilor Dirksen noted that he understood the concerns about Riverbend Landfill, but stated he would be voting against the ordinance, as its approval would not keep waste from going to the landfill. He explained that he felt an unintended consequence of the ordinance was that it could lead to the landfill being open longer than it would be if Metro continued to send its waste there, since it would take longer to reach capacity. Councilor Harrington noted that a voicemail she had received from a Yamhill County Commissioner had been transcribed and included in the record. (Please see the May 25 meeting packet.) She explained that given the Metro Council values regarding improving its solid waste system and feedback from her constituents in Washington County, she would vote in support of the ordinance. Councilors Chase, Craddick, and Collette also spoke in support of the ordinance, noting environmental concerns and community feedback. Council President Hughes stated that he would be voting against the ordinance as he felt it was up to the Department of Environmental Quality (DEQ), Yamhill County, and the courts to determine whether the landfill should be able to operate and/or expand.

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

Aye: 5 - Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Harrington, and Councilor Stacey

Nay: 2 - Council President Hughes, and Councilor Dirksen

7. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items: the urban and rural reserves process, the Memorial Day at Lone Fir Cemetery event, and a free training provided by Metro that taught attendees how to find government contract opportunities and connect with prime contractors by using the Oregon Procurement Information Network (ORPIN). She noted that the Metro Regional Center would be closed in honor of Memorial Day, but added that the rest of Metro's facilities would be operating.

8. Councilor Communication

Councilors provided updates on the following meetings or events: the Clackamas Cities Dinner, the reveal of the Willamette Falls Legacy Project design scheduled for June 3, the Congestion Mitigation and Air Quality (CMAQ) Update meeting, the quarterly Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting, the Rosewood Initiative grand opening celebration, a Far West Recycling tour, and the Forest Grove Community Enhancement Committee meeting. Councilor Dirksen noted that Metro would have a mini-float in the Grand Floral Parade on June 10 and encouraged people to volunteer and decorate it. Councilor Chase thanked Mr. Ernest Hayes, Metro staff, for his work organizing a lobby day at the state legislature focused on low-income transit fares advocacy.

9. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 3:56 p.m. The Metro Council will convene the next regular council meeting on June 1 at 2:00 p.m. at the Metro Regional Center in the

council chamber.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Nellie Papsdorf". The signature is fluid and cursive, with a long horizontal stroke at the end.

Nellie Papsdorf, Legislative and Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 25, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.1	Minutes	05/25/17	Council Meeting Minutes from May 18, 2017	052517c-01
2.0	Testimony	05/25/17	Sid Friedman regarding Ordinance No. 17-1401	052517c-02
2.0	Testimony	05/25/17	Frances Lancefield regarding Ordinance No. 17-1401	052517c-03
2.0	Testimony	05/25/17	Susan Haywood regarding Ordinance No. 17-1401	052517c-04
2.0	Testimony	05/25/17	Susan Meredith regarding Ordinance No. 17-1401	052517c-05
2.0	Testimony	05/25/17	Commissioner Stan Primozych regarding Ordinance No. 17-1401	052517c-06
4.3	PowerPoint	05/25/17	Powell-Division Transit and Development Project	052517c-07