



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, September 26, 2019

2:00 PM

Metro Regional Center, Council chamber

REVISED 9/24

1. Call to Order and Roll Call

2. Safety Briefing

3. Public Communication

4. Consent Agenda

- 4.1 Resolution No. 19-5013, For the Purpose of Appointing [RES 19-5013](#)
Damien Hall to the Metro Audit Committee

Attachments: [Resolution No. 19-5013](#)
[Exhibit A to Resolution No. 19-5013](#)
[Staff Report](#)

- 4.2 Resolution No. 19-4995, For the Purpose of Confirming [RES 19-4995](#)
the Appointments of the Members of the Metro Regional
Waste Advisory Committee

Attachments: [Resolution No. 19-4995](#)
[Exhibit A to Resolution No. 19-4995](#)
[Staff Report](#)

- 4.3 Resolution No. 19-5012, For the Purpose of Confirming [RES 19-5012](#)
Reappointment of Members to the Investment Advisory
Board

Attachments: [Resolution No. 19-5012](#)
[Staff Report](#)

- 4.4 Resolution No. 19-5035, For the Purpose of Confirming [RES 19-5035](#)
Appointments to the Metro Committee on Racial Equity

Attachments: [Resolution No. 19-5035](#)
[Exhibit A to Resolution No. 19-5035](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

- 4.5 Consideration of the Council Meeting Minutes for August 1, 2019

[18-5279](#)

5. Resolutions

- 5.1 Resolution No. 19-5016, For the Purpose of Affirming Support for Our Region’s Shared Values

[RES 19-5016](#)

Presenter(s): Ina Zucker, Metro
Nick Christensen, Metro

Attachments: [Resolution No. 19-5016](#)
[Staff Report](#)

- 5.2 Resolution No. 19-5019, For the Purpose of Proclaiming September 15 Through October 15 Latinx Heritage Month

[RES 19-5019](#)

Presenter(s): Cassie Salinas, Metro

Attachments: [Resolution No. 19-5019](#)
[Staff Report](#)

Chief Operating Officer Communication

Councilor Communication

Adjourn

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

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Agenda Item Number 4.1

Resolution No. 19-5013, For the Purpose of Appointing Damien Hall to the
Metro Audit Committee

Consent Agenda

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 19-5013
COUNCIL PRESIDENT’S APPOINTMENT OF)	
DAMIEN HALL TO THE METRO AUDIT)	Introduced by Council President Lynn
COMMITTEE)	Peterson
)	

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

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

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

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

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

WHEREAS, the Council President desires to confirm the appointment; now, therefore,

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

ADOPTED by the Metro Council this 26th day of September 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 19-5013

METRO AUDIT COMMITTEE

Committee Member Appointment

The following person is appointed to serve a one-year term, from September 26, 2019 to September 25, 2020:

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

BIOGRAPHY

Member appointment:

Damien Hall is Ball Janik LLP's Chair of the Land Use and Real Estate practice groups. Mr. Hall represents both property owners and local governments, helping them navigate Oregon's unique land use requirements and political sensitivities to controlled growth and land development. Mr. Hall's approach is based on working collaboratively with developers, local government, and communities to establish common objectives and allow clients to achieve their development goals. His practice is focused on urban redevelopment and utility scale renewable energy project siting. In addition to his land use practice, Mr. Hall regularly assists clients with real estate transactions, real estate investment funds, natural resources law, municipal law, and formation and organization of business entities. Mr. Hall was recognized in 2016 by *Portland Business Journal* as a member of its esteemed "Forty Under 40."

Mr. Hall is actively involved in development and affordable housing issues in Portland. He is an active member of BOMA, NAIOP, Oregon Smart Growth, and ULI, was appointed by the Portland City Council to the Home Forward Board of Commissioners, and is on the Board of Directors for Portland Community Reinvestment Initiatives, Inc. (PCRI).

Mr. Hall is also active in renewable energy development throughout the Pacific Northwest. He is an active member of OSEIA, presents regularly on renewable energy facility siting, and has participated in local and state level rulemaking for utility scale photovoltaic solar energy generation projects in both Oregon and Washington.

In addition to his professional engagements, Mr. Hall is dedicated to the community. He was appointed by the Metro Council to the Metropolitan Exposition and Recreation Commission (MERC), which oversees the region's visitor venues, including the Convention Center, Expo Center, and Portland's performance arts venues. He is also on the Board of Directors for CareOregon, a nonprofit providing health plan services to four Coordinated Care Organizations, serving about 250,000 Oregonians. CareOregon's vision is healthy communities for all individuals, regardless of income or social circumstances. Additionally, Mr. Hall represented "Verde – Let Us Build Cully Park!" as pro bono counsel relating to the private development of Thomas Cully Park.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION No. 19-5013 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF DAMIEN HALL TO THE METRO AUDIT COMMITTEE

Date: July 25, 2019

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

BACKGROUND

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

The new member listed in Exhibit A serves in a voting capacity.

ANALYSIS/INFORMATION

1. **Known Opposition:** none

2. **Legal Antecedents:**

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

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

3. **Anticipated Effects:**

By approving Resolution 19-5013, the Metro Council will confirm appointment of Damien Hall to the Audit Committee.

4. **Budget Impacts:** None

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 19-5013.

Agenda Item Number 4.2

Resolution No. 19-4995, For the Purpose of Confirming the Appointments of
the Members of the Metro Regional Waste Advisory Committee

Consent Agenda

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 19-4995
APPOINTMENT OF MEMBERS OF THE)	
METRO REGIONAL WASTE ADVISORY)	Introduced by Acting Chief Operating Officer
COMMITTEE)	Andrew Scott in concurrence with Council
)	President Lynn Peterson
)	

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

WHEREAS, Metro Code Section 2.19.130 establishes the Metro Regional Waste Advisory Committee; and

WHEREAS, Metro Code Section 2.19.130(b) describes the membership of the Committee; and

WHEREAS, Metro Code Section 2.19.130(d) establishes the process by which members are nominated and confirmed; and

WHEREAS, under Metro Code Section 2.19.130(d), nominees are subject to appointment by the Metro Council President and confirmation by the Metro Council; and

WHEREAS, attached as Exhibit A is a list of members who have been nominated for appointment to the Committee as detailed in the attached staff report; and

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

BE IT RESOLVED that the Metro Council confirms the appointments to the Regional Waste Advisory Committee of the nominees included in in Exhibit A for the terms set forth in that document.

ADOPTED by the Metro Council this ____ day of _____, 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 19-4995
Regional Waste Advisory Committee Member Appointments

1. The following local government members will serve for a term of two (2) years and will be eligible to be reappointed for additional terms as described in Metro Code Title II, Chapter 2.19.130:

Jill Kolek, City of Portland

Theresa Koppang, Washington County

Shannon Martin, City of Gresham

Eben Polk, Clackamas County

Jenny Slepian, Lake Oswego

2. The following Oregon Department of Environmental Quality (DEQ) member will serve until a replacement is nominated by DEQ's presiding executive:

Audrey O'Brien, Manager, Environmental Partnerships, Northwest Region

3. The following Oregon Refuse and Recycling Association's Metro-area regional director will serve for a term of two (2) years and may be reappointed for additional terms as described in Metro Code Title II, Chapter 2.19.130:

Beth Vargas Duncan

4. The following members will each serve for a term of two (2) years and may serve for a second consecutive two (2) year term:

Sharetta Butcher

Marilou Carrera

Alondra Flores Aviña

Christa McDermott

Joe Buck

IN CONSIDERATION OF RESOLUTION NO. 19-4995, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF MEMBERS TO THE METRO REGIONAL
WASTE ADVISORY COMMITTEE

Date:	Sept. 9, 2019	Prepared by: Roy Brower, 503-797-1657, roy.brower@oregonmetro.gov ; Matt Korot, 503-797-1760
Department:	Property and Environmental Services	
Meeting Date:	Sept. 26, 2019	Presenter(s): None
		Length: Consent

ISSUE STATEMENT

In March 2019, Metro Council adopted the 2030 Regional Waste Plan. The oversight framework for the plan calls for a newly formed committee to provide input to staff and advise Metro Council on the development of policies, programs and projects that implement actions in the plan. On June 6, 2019, the Council established the committee through amendments to the Metro Code. Through this item, Council will determine the initial membership of the committee.

ACTION REQUESTED

Staff requests approval of Resolution No. 19-4995, confirming the appointment of members to the Regional Waste Advisory Committee. The members are identified in Exhibit A.

IDENTIFIED POLICY OUTCOMES

Metro Council previously approved the 2030 Regional Waste Plan. The Regional Waste Advisory Committee helps advance two primary policy outcomes:

- Advancing racial equity by increasing access and representation in decision-making for historically marginalized communities
- Implementing the accountability framework set forth in the plan

POLICY QUESTION(S)

None

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None

STAFF RECOMMENDATIONS

Staff recommends approval of Resolution No. 19-4995.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2030 Regional Waste Plan guides the greater Portland area's efforts to reduce the environmental impacts of the products we make, use and discard, provide a more equitable distribution of services and benefits to communities of color and other historically marginalized communities, and ensure a high quality, resilient garbage and recycling system. To help achieve this, the plan identifies an oversight structure to include:

- Metro Council
- Metro Committee on Racial Equity
- Metro Policy Advisory Committee
- Metro Regional Waste Advisory Committee

The new Regional Waste Advisory Committee is intended to:

- Provide input on legislative and administrative actions that the Metro Council or Chief Operating Officer (COO) will consider related to implementing the Plan.
- Provide input to staff on development of policies, programs and projects to implement actions in the Plan.
- Review and provide input on the status of implementing the Plan.

The membership is structured to strengthen the likelihood that the committee will focus on outcomes that best achieve the public interest in terms of the plan's focus on equitable system benefits and services, and environmental and human health benefits. The membership is:

- Five city or county government representatives
- Three individuals representing the interests of communities of color and other historically marginalized groups
- One individual representing the interests of environmental or health advocates
- One user of the solid waste system
- One representative from the Oregon Dept. of Environmental Quality
- The Oregon Refuse and Recycling Association's (ORRA) Metro-area regional director
- A Metro staff person designated by the COO to serve as Chair of the committee

BACKGROUND

Metro solicited applications for the committee through information sent directly to individuals on interested parties lists developed through the 2030 Regional Waste Plan engagement process and other efforts. Application information was also posted on the Metro web site. The COO communicated directly with all of the county administrators and city managers in the region to encourage them to nominate members of their staffs. A total of 20 people applied for the five positions reserved for community members (communities of color; environmental/health advocate; system user).

ATTACHMENTS

Exhibit A: list of proposed committee members

Agenda Item Number 4.3

Resolution No. 19-5012, For the Purpose of Confirming Reappointment of
Members to the Investment Advisory Board

Consent Agenda

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 19-5012
REAPPOINTMENT OF MEMBERS TO THE)
INVESTMENT ADVISORY BOARD) Introduced by Acting Chief Operating Officer
Andrew Scott in concurrence with Council
President Lynn Peterson

WHEREAS, Metro Code, Sections 7.03.030(c) and (d) provide for the creation of the Investment Advisory Board and requires the Chief Operating Officer, acting in the capacity of the Investment Officer, to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation; and

WHEREAS, the Chief Operating Officer has recommended Patrick Ranspot, Relationship Banking Officer at Heritage Bank NW, to the Council for a new term beginning upon confirmation of the appointment and ending July 31, 2021; and

WHEREAS, the Chief Operating Officer has recommended B. Jonas Biery, Business Services Group Manager for the City of Portland Bureau of Environmental Services, and Damen Bleiler, Manager of Debt and Liquidity for Bonneville Power Administration, to the Council for a new term beginning upon confirmation of the appointment and ending July 31, 2022; and

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

BE IT RESOLVED that the Metro Council confirms the reappointment of Patrick Ranspot, B. Jonas Biery, and Damen Bleiler to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this _____ day of September 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 19-5012, FOR THE PURPOSE OF
CONFIRMING THE REAPPOINTMENT OF MEMBERS TO THE INVESTMENT
ADVISORY BOARD

Date: August 13, 2019
Department: Finance and Regulatory
Services
Meeting Date: September 26th, 2019

Prepared by: Caleb Ford, 503-797-1908
Presenter(s) (if applicable): N/A
Length: N/A

ACTION REQUESTED

Resolution No. 19-5012 requests that Council confirm the reappointments of Patrick Ranspot, Jonas Biery, and Damen Bleiler to Metro's Investment Advisory Board.

BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer, acting in the capacity of the Investment Officer, to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council confirmation. Metro Council President Lynn Peterson, upon recommendation of the Chief Operating Officer, has appointed Patrick Ranspot, B. Jonas Biery, and Damen Bleiler to the board subject to Council confirmation. These appointments will be for terms beginning upon appointment and ending July 31, 2021 for Mr. Ranspot and July 31, 2022 for Mr. Biery and Bleiler.

Patrick is a Relationship Banking Officer at Heritage Bank. He has been in the financial services industry for over 20 years and has focused on business development and relationship management for public sector, nonprofit, and commercial businesses. Patrick serves on the Associate Board of Business for a Better Portland, the Board of Portland Area Business Association (the metro area's LGBTQ+ chamber), the Board of Association for Financial Professionals of Oregon and SW Washington, and is a Certified Treasury Professional.

B. Jonas Biery is the Business Services Group Manager at the City of Portland Bureau of Environmental Services where he is responsible for management of all bureau administrative support functions, including accounting, budget and financial planning. Mr. Biery previously served as the City of Portland's Debt Manager, with management and oversight responsibility for the City's \$3B debt portfolio. Additionally, Mr. Biery has nearly a decade of experience as a financial consultant to local governments throughout Oregon and Washington. He holds a BA and an MBA from Portland State University.

Damen Bleiler is the Manager of Debt and Liquidity Management for the Bonneville Power Administration (BPA). As Manager of this team, he oversees the daily management and investment of BPA's cash management program. This includes short and long term cash forecasting and investments in the U.S. Treasury Market Based Specials program, overseeing the Federal Debt Portfolio, and BPA's relationship with the U.S. Treasury Policy group. In addition to cash investments he oversees the investment portfolio of the Decommissioning and Site Restoration Trust Funds for the Columbia Generating Station. Mr. Bleiler has been with BPA for 17 years. He has a BS in Social Sciences and an MBA from Willamette University.

We are fortunate that these volunteers are willing to devote their time and energy serving on the Metro Investment Advisory Board. Their experience and knowledge will be a valuable resource.

Agenda Item Number 4.4

Resolution No. 19-5035, For the Purpose of Confirming
Appointments to the Metro Committee on Racial Equity

Consent Agenda

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING) RESOLUTION NO. 19-5035
APPOINTMENTS TO THE METRO)
COMMITTEE ON RACIAL EQUITY) Introduced by Council President Lynn
Peterson

WHEREAS, in compliance with Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion (“Strategic Plan”) the Metro Council created the Committee on Racial Equity (“CORE”), approved its charter and confirmed the appointment of its two founding co-chairs on March 16, 2017; and

WHEREAS, the Metro Council President appointed and the Metro Council confirmed selected applicants consisting of members of the public who have a commitment to advancing racial equity and the skills, knowledge and lived experience to assist Metro Council and staff on the implementation and evaluation of the Strategic Plan; and

WHEREAS, Metro Code Chapter 2.19.030 requires that the Metro Council confirm appointments made by the Council President to Metro’s Advisory Committees; and

WHEREAS, the original CORE members terms have expired and certain CORE members desire to be re-appointed for either one or two year terms so that the terms of CORE members are staggered for future CORE membership; and

WHEREAS, the Metro Council President has re-appointed the members listed in Exhibit A attached to this Resolution; now therefore

BE IT RESOLVED that the appointments by the Metro Council President to the CORE are hereby confirmed to serve for either one or two year terms, effective immediately, as provided in the attached Exhibit A.

ADOPTED by the Metro Council this ____ day of _____, 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 19-5035 For the Purpose of Confirming Appointments to the Metro Committee on Racial Equity

Reappointments to Metro's Committee on Racial Equity

September 12, 2019

Table 1. Metro CORE members recommended for reappointment.

Name	Joined CORE	Second term length	End of term
Sharon Gary-Smith	2017	1 - year	September, 2020
Patricia Kepler	2017	2 - years	September, 2021
Martine Coblentz	2017	2 -years	September, 2021
Maria Caballero Rubio	2017	1 - year	September, 2020
Laura John	2017	2 -years	September, 2021
Katie Sawicki	2017	1 - year	September, 2020
Karla Hernandez	2017	1 - year	September, 2020
Kari Herinchx	2017	2 -years	September, 2021
Effie Stansbery	2017	1 - year	September, 2020
Duncan Hwang	2017	1 - year	September, 2020
Dele Oyemaja	2017	2 - years	September, 2021

IN CONSIDERATION OF RESOLUTION NO. 19-5035, FOR THE PURPOSE OF REAPPOINTING MEMBERS OF METRO'S COMMITTEE ON RACIAL EQUITY

Date: Thursday, September 12, 2019
Department: Office of the COO – Diversity,
Equity and Inclusion
Meeting Date: Thursday, September 26,
2019

Prepared by: Sebrina Owens-Wilson, 503-
797-1774,
Presenter(s) (if applicable): N/A
Length: N/A

ISSUE STATEMENT

Resolution No. 19-5035 requests the reappointment of eleven of the original members of Metro's Committee on Racial Equity (CORE). Members of CORE have completed their first two-year term. This action will prevent full turnover of the committee, and will allow members to serve an additional one or two year term. Metro's DEI team is currently recruiting new committee members to fill vacant seats and will return to Council in November 2019 for formal appointments.

ACTION REQUESTED

The Metro Council reappoints eleven members of Metro's Committee on Racial Equity for one-year or two-year terms, according to the committee member's preference.

IDENTIFIED POLICY OUTCOMES

CORE members have recommended allowing members to serve either a one-year or two-year term for their second term on CORE. Reappointing CORE members to both one-year and two-year terms allows for overlap between existing and new members and supports the continuation of institutional knowledge and capacity. This ensures the CORE can continue to fill their chartered role in advising Metro council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. It establishes staggering terms and allows the DEI team to create a new annual cycle of CORE recruitment and appointment that maintains an engaged and active Committee.

POLICY QUESTION(S)

N/A

POLICY OPTIONS FOR COUNCIL TO CONSIDER

N/A

STAFF RECOMMENDATIONS

Staff recommends that the Metro Council reappoints eleven current members of Metro's Committee on Racial Equity for one-year or two-year terms. The members recommended for reappointment, and their requested term length, are detailed in Exhibit A of Resolution No. 19-5035.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

BACKGROUND

The CORE is a committee that was created and chartered by the Metro Council in 2017 to advise the Council and staff in advancing racial equity to fulfill the purpose of good government, which is to serve all people effectively and create greater opportunities for people of color to thrive in the region. The CORE is an ongoing, standing Metro committee, whose main purpose is to:

- provide input and advice for the successful implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Strategic Plan),
- provide community oversight and opportunities for Metro to have greater accountability to the community on the implementation of the Strategic Plan
- communicate Metro's progress in implementing the Strategic Plan, and
- assist Metro staff in the creation and implementation of the Strategic Plan evaluation.

According to CORE by-laws members are appointed to a two year term and are eligible to be reappointed to a second term. .

ATTACHMENTS

Short biographies for CORE members seeking reappointment are included in Attachment 1 to the Staff Report on Resolution No. 19-5035.

Attachment 1 to the Staff Report on Resolution No. 19-5035 For the Purpose of Confirming Appointments to the Metro Committee on Racial Equity

Committee on Racial Equity

Member reappointment – member biographies

Sharon Gary-Smith

Affiliation: Philanthropic consultant

Pronouns: she/her/hers

About: I have spent one half century deeply engaged in community organizing, agency capacity building, women and families advocacy and organizational leadership focused on building a more humane, equitable and inclusive society for all.

Patricia Kepler

Affiliation: Multnomah County

Pronouns: she/her/hers

About: Equity is essential if we are going to create a truly inclusive community that welcomes everybody to the table. On a personal level I have been forced to sit on the sidelines or be excluded from participation because of barriers created by external sources. Equitable policy makes sure that everyone has the opportunity to participate.

Martine Coblentz

Affiliation: Clackamas County Resolution Services

Pronouns: she/her/hers

About: I have been serving on Clackamas County Equity, Diversity and Inclusion Council. I served as chair, co-chair and member over the past 4 years. I have given training on working with interpreters, training on equity issues in mediation/facilitation, working with immigrants and refugees, etc. I have given these equity training as a private contractor throughout the State. I believe my work is an asset to the CORE as well since I work in conflict resolution. Much of the processes used in my work is very much in line with Equity and Diversity work.

Maria Caballero Rubio

Affiliation: Centro Cultural de Washington County

Pronouns: she/her/hers

About: I have worked in government and systems change for most of my career and believe that true change happens when the community is vested in in the process. I understand the importance of balancing the government’s desire for efficiency and the community’s need for inclusion; and I believe that Metro has found that balance.

Laura John

Affiliation: Education Northwest

Pronouns: she/her/hers

About: Throughout the course of my career I have worked to address racial equity issues that impact Indian Country in the areas of education, public policy, access to healthcare, federal and state budgets, and family well-being. I grab every opportunity to educate others about the importance and value of including American Indian/Alaska Native people in equity discussions.

Katie Sawicki

Affiliation: Equity in Action Consulting and Oregon Health Equity Alliance

Pronouns: she/her/hers

About: I provide support to organizations, coalitions, community groups seeking to advance racial justice work. Most often, I do so through policy and campaign development, policy and education materials, building organizing capacity, or organizational development that centers on communities most impacted by economic and health inequities. I believe there are so many inspiring racial justice leaders and organizations in town with great ideas in the works; I try to provide whatever support is needed to help that work cross the finish line into movement building and social change.

Karla Hernandez

Affiliation: Adalante Mujeres

Pronouns: she/her/hers

About: I have been a community organizer and community leader, through my different roles I have been able to create safe and welcoming spaces for communities to come together, share experiences, and leadership training. Through both professional and volunteer work, I have worked with communities of all backgrounds. I am also someone that identifies as an immigrant, and I understand many of the challenges and barriers that come with the label.

Kari Herinchx

Affiliation: Washington County

Pronouns: she/her/hers

About: I have worked in higher education as the divisional/institutional lead on diversity and inclusion; and city government focusing equity policies. Currently I work for Washington County overseeing the County's broad public involvement efforts that includes policy development and guidance on issues of equity and inclusion. I grew up in a rural area of Oregon and come from a large farming family.

Effie Stansbery

Affiliation: Mercy Corps Northwest

Pronouns: they/them/theirs

About: My experiences have been varied – from Cleveland to North Carolina to New Mexico to the beautiful Pacific NW. I have lived and spent time in most major regions of the United States- each bringing a different perspective to the conversation on racial equity. In addition, I have spent my entire short career working with people to achieve their goals in a social work setting.

Dele Oyemaja

Affiliation: Training Partnership at SEIU 503

Pronouns: he/him/his

About: In my work, I see a lot of injustice in the criminal justice system pertaining to numbers of offenders who are people of color being released back to society. In addition to my day job, I also volunteer as Chairman of Africa House Advocacy Council. My work pertains to crafting various policies that address inequities and various form of challenges that immigrants, newly arrived and people of color face in their daily undertakings.

Duncan Hwang

Affiliation: Asian Pacific American Network of Oregon

Pronouns: he/him/his

About: I've been proud to partner with Metro in advancing racial equity through my work at APANO in a number of ways: (1) As an equity thought partner, I was engaged with Metro on the Racial Equity strategy through creation of the Equity Framework Report and in community engagement for the Racial Equity Strategy. (2) As a community stakeholder, I have participated in bringing new voices to the decision-making process through planning processes such as Metro's Powell Division High Capacity Transit process or in planning out the Metro owned Jade District development as part of its transit oriented development program. (3) As a grantee, our organization receives funding to support programmatic work such as connecting API youth with nature through Metro's Nature in Neighborhoods program. These experiences provided insight on the impact Metro can have on our communities and have informed his work on the CORE.

Agenda Item Number 4.5

Considerations of the Council Meeting Minutes for August 1, 2019

Consent Agenda

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

Agenda Item Number 5.1

Resolution No. 19-5016, For the Purpose of Affirming Support for Our
Region's Shared Values

Resolutions

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AFFIRMING SUPPORT) RESOLUTION NO. 19-5016
FOR OUR REGION’S SHARED VALUES)
) Introduced by the Metro Council

WHEREAS, recent national and local rhetoric and actions have highlighted a climate of racism, exclusion, xenophobia and intolerance; and

WHEREAS, the Metro Council seeks to reaffirm that this is a welcoming region that supports fundamental rights for all of its people; and

WHEREAS, Metro strives to cultivate diversity, advance equity and practice inclusion in all of its work to ensure shared prosperity, a culture of civility and respect is necessary to foster safe, welcoming and thriving communities; and

WHEREAS, Metro recognizes that greater Portland is built upon the ceded land of many groups of indigenous people who have lived here since time immemorial; and

WHEREAS, To address a history of systemic exclusion the region has approved and works diligently to implement a policy to lead with racial equity in its processes and decision-making; and

WHEREAS, white supremacy and white nationalism are contrary to the ideals of the United States, the State of Oregon, and the Metro region, sentiments and actions supporting this ideology must not be tolerated or accepted in our communities and all efforts will be made to counter these ideals and support our whole community including immigrants, refugees, all religions, all genders and sexualities, all races and all people; and

WHEREAS, the Metro Council remains committed to enhancing greater Portland’s economy and ensuring equitable access to economic and employment opportunities, equal pay and livable wages, affordable housing, and transportation choices; and

WHEREAS, the greater Portland region has a longstanding commitment to maintaining environmental quality, addressing the impacts of human-caused climate change and leading on climate action through science-informed decision-making, innovation and investments in reducing and mitigating pollution, global education about the conservation of species, and preparing for the impacts of climate change; and

WHEREAS, vulnerable communities across the region are most impacted by climate change and the detrimental consequences to the health of our environment—especially communities of color and low income communities—a practice of environmental justice must inform all of our actions around development, growth, species conservation, land stewardship and resiliency; and

WHEREAS, Metro is committed to the health and safety of all our residents and will make space for civil dialogue and participation without denigrating, bullying or demeaning other people or their viewpoints; and

WHEREAS, much of this work is based on the region's six desired outcomes, adopted in 2008, including: people live, work and play in vibrant communities where their everyday needs are easily accessible; current and future residents benefit from the region's sustained economic competitiveness and prosperity; people have safe and reliable transportation choices that enhance their quality of life; the region is a leader on climate change, and on minimizing contributions to global warming; current and future generations enjoy clean air, clean water and healthy ecosystems; and equity exists relative to the benefits and burdens of growth and change to the region's communities; now therefore,

BE IT RESOLVED that:

1. The Metro Council stands with all of our community members regardless of race, creed, national origin, sexual orientation, gender expression, faith, age, ability or other characteristics, and will strive to lift these voices in the actions of this agency to advance racial equity and ensure respectful dialogue in our region; and,
2. The Metro Council will continue to work to advance economic justice in greater Portland; and,
3. The Metro Council will take actions that address climate change, reduce pollution and prepare the Portland region for the future; and
4. The Metro Council will support policies that advance the health and personal safety of the people of greater Portland; and
5. The Metro Council adopts the principles of civility, respect and equity; economic justice; climate action; and health and safety as its primary goals.

ADOPTED by the Metro Council this ____ day of September 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 19-5016, FOR THE PURPOSE OF AFFIRMING
SUPPORT FOR OUR REGION'S SHARED VALUES

Date: Sept. 18, 2019

Prepared by: Nick Christensen,
nickc@oregonmetro.gov, 503-797-1852

Department: Council Office

Presenters: Nick Christensen, Ina Zucker

Meeting Date: Sept. 26, 2019

Length: 5 minutes

ISSUE STATEMENT

While Metro has many broad charges regarding issues of regional concern, it's important to recognize specific goals for the months to come.

The Metro Council is specifically looking at four key areas for the coming year: efforts to combat the white nationalism that challenges our American values of civility and equality; addressing the growing economic uncertainty that could spark recession; action to reduce the impacts of pollution and climate change; and improving public safety in the Portland region.

ACTION REQUESTED

Council feedback and consideration of Resolution 19-5016.

IDENTIFIED POLICY OUTCOMES

At the request of the Metro Council President, this resolution presents an opportunity for the Council to exercise regional leadership. While Metro will continue to work on many areas of metropolitan concern, these would be the top priorities for the current Council.

In an era of growing polarization and divisiveness, the Council has an opportunity to be clear about what Metro stands for: the American values of justice, equity, dignity, economic stability and stewardship of our place in the world for future generations.

With these values under threat, this resolution will make clear the Metro Council's course for protecting and supporting these values in the near term.

POLICY QUESTION(S)

- Are these the right focus areas for the Metro Council?
- Are the focus areas accurately highlighted in the resolution?

- How should this resolution direct the work of Metro’s programs and departments?

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 19-5016.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. Known Opposition/Support/Community Feedback

Metro has heard from many community members that climate action, respect and equity, personal safety and economic justice are priorities in the greater Portland region. A 2019 poll of 1,463 Metro-area voters, with a margin of error of 2.8%, indicated that 63% of voters view climate change as an extremely or very serious problem; 45% viewed racial equity as extremely or very serious.

Conversely, 19% of Metro residents do not view climate change as a serious problem, and 20% said they do not view racial inequality as a serious problem. We also know that there are white nationalists who live in greater Portland who would object to improved racial equity; people who do not support the proposition that all people are created equal; people who do not believe we have a responsibility to leave this place, and this planet, in better shape than we found it. It is likely they would oppose many of the tenets of this resolution.

2. Legal Antecedents

Resolution No. 08-3940, for the purpose of affirming a definition of a “successful region” and committing Metro to work with regional partners to identify performance indicators and targets and to develop a decision-making process to create successful communities.

Ordinance No. 10-1244B, for the purpose of making the greatest place and providing capacity for housing and employment to the year 2030; amending the Regional Framework Plan and the Metro Code; and declaring an emergency.

Ordinance No. 14-1346B, for the purpose of adopting a preferred Climate Smart Communities strategy and amending the regional framework plan to comply with state law.

Resolution No. 16-4708, for the purpose of approving the strategic plan to advance racial equity, diversity and inclusion.

Resolution No. 17-4777, for the purpose of reaffirming Metro’s support for stability, opportunity, safety and justice for all people living in our shared region.

3. Anticipated Effects

Guidance to Metro staff on Council priorities.

4. Financial Implications

Metro has many initiatives underway in FY 19-20 within these four topic areas. Some of those programs include, but are not limited to:

Respect and equity

- Implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion
- Collaboration with greater Portland's Native American community to develop culturally appropriate processes for Native Americans to access land for cultural events, culturally significant plant harvests and for ceremony space
- Partnerships with community organizations that increase access to nature for communities of color
- Advancing increased presence for communities of color within Metro's workforce
- Support for an accurate count in the 2020 Census

Economic justice

- Implementation of Measure 26-199, the region's \$652.8 million affordable housing bond, which will provide access to affordable housing for 12,000 people at a time upon completion of all buildings
- Implementation of the Construction Careers Pathways Projects, which creates access to job training and a career ladder for women and people of color in the trades, where they have been historically underrepresented
- Continued support for COBID and FOTA programs that promote small businesses in historically oppressed communities
- Respectful benefits to employees, including paid parental leave, which addresses economic, racial and gender disparities in career development for parents
- Improvement of transportation and access to jobs around the region, as economic mobility is linked to commute time

Climate action

- Reform of greater Portland's transportation system to decrease pollution, increase access to transit and other low-emission transportation options and decrease reliance on gasoline-burning vehicles by improving safety and speed for alternative modes
- Conservation and stewardship of species at the Oregon Zoo
- Restoration of habitat and protection of clean water in Metro's portfolio of 17,000 acres of parks and natural areas

- Reform of greater Portland's solid waste system to put greater emphasis on reduction of polluting materials such as plastics, and support for new, innovative ways to reduce the carbon footprint of post-use materials.

Health and safety

- Increased investment in transportation safety, including funding for Safe Routes to Schools, off-street trails and new sidewalks in greater Portland
- Improving access to natural areas so that people from all over greater Portland can enjoy the therapeutic benefits of being close to nature

BACKGROUND

Combatting white nationalism and advancing racial equity

In the 1810s, Black Christians in Charleston, S.C., began congregating in what would eventually be called the Emanuel African Methodist Episcopal Church. In nearly 200 years, the church was visited by Booker T. Washington, Martin Luther King Jr. and countless other Black leaders. In 2015, a man walked into the church and murdered nine parishioners because of the color of their skin.

Three years earlier, a man murdered six worshipping Sikhs in the Milwaukee suburb of Oak Creek. Last year, an alleged white supremacist murdered eleven people at a synagogue in Pittsburgh. And so far this year, at least three alleged white nationalists have murdered religious or ethnic minorities in mass shootings in the United States, the most recent of which was the El Paso shooting of Aug. 3, in which twenty-two people were murdered.

In our own region, 19-year-old Larnell Bruce Jr. was murdered in 2016 by a man who had been a member of a white supremacist prison gang.

There have always been white supremacists in the United States, some on the fringes, some in seats of power. The founding document of this state, the Oregon Constitution, notoriously banned African Americans from even entering Oregon. In 1988, members of a white nationalist gang beat Ethiopian student Mulugeta Seraw to death in southeast Portland because of his race. Oregon has, in its history, explicitly and implicitly told people of color they are unwelcome here.

They oppose the very notion of Jefferson's "All men are created equal" and they oppose the notion that Lincoln's government "of the people" must also be "for the people." They do not seek the "beautiful symphony of brotherhood" of which King spoke.

While it may seem absurd that our nation has reached a point where the values of equality must be adopted as a resolution, the need to do so is emblematic of our current political climate. In fact, just two years ago, the Metro Council passed resolution 17-4777,

expressing the Council's backing of the residents of the Portland region in supporting stability, opportunity, safety and justice for all of those living in our shared region and reaffirmed the Council's commitment to building community trust.

White nationalism is, of course, not the only threat to our region and our nation.

Economic justice

The economic paradigm that has emerged this century has not offered shared prosperity. Since the Great Recession, household wealth in the United States has increased nearly \$50 trillion and more than one-third of that growth, \$16.2 trillion, has gone to the upper 1 percent of households. Workers in the Metro region, and many other parts of the country, can no longer expect that a 40-hour week will provide enough income for basic living expenses.

The Metro Council has many tools at its disposal to combat these trends, most notably its work in improving access to affordable housing, so that Oregonians are not expected to work an unreasonable amount to be able to afford housing.

Climate change

Climate change is also threatening Oregon. Since records started being kept at the dawn of the Industrial Age, all of the planet's ten hottest years have been since 1998. Pollution, particularly from petroleum consumption but also from disposal of waste, is releasing chemicals into the atmosphere that prevent solar radiation from reflecting back into space. The Metro Council has adopted policies to help curb pollution in the Portland region, particularly from tailpipe emissions. But more can be done in all facets of pollution emission to combat the growing harm of climate change.

Personal safety

Finally, there is the matter of personal safety. From Jan. 1 to Sept. 17, 2019, 316 people have died on Oregon roads, including 41 in the city of Portland alone. Metro is a committed partner for many Vision Zero efforts and the Metro Council is committed to improving safety for people who are getting around our region.

ATTACHMENTS

[For work session:]

Is legislation required for Council action? Yes No

• If yes, is draft legislation attached? Yes No

• What other materials are you presenting today?

Agenda Item Number 5.2

Resolution No. 19-5019, Hold for Proclamation Recognizing Latinx Month

Resolutions

Metro Council Meeting
Thursday, September 26, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING) RESOLUTION NO. 19-5019
SEPTEMBER 15 THROUGH OCTOBER 15)
LATINX HERITAGE MONTH) Introduced by Councilor Juan Carlos
Gonzalez and Councilor Bob Stacey

WHEREAS, the state of Oregon and the Portland Metropolitan region has been home to people who identify as Latinx from Mexico, Central, South America or Caribbean for over 100 years; and

WHEREAS, the term “Latinx” is used to avoid reducing the incredible richness of Latin America, which includes, in addition to people of Hispanic descent, those from Portuguese-speaking Brazil, English-speaking Belize, French-speaking Haiti, the African Diaspora and the many indigenous cultures throughout the continent, to the history of a specific colonizer and their language; and

WHEREAS, the “x” on the end of “Latinx” creates a defiantly gender-neutral word that includes those who are gender non-conforming and proudly Latin American; and

WHEREAS, Latinx Heritage Month originated in 1968 as a week-long celebration and was expanded in 1988 to a month-long observation from September 15 through October 15 every year, which holds particular significance because it includes September 15, the anniversary of independence for Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua, while Mexico and Chile celebrate their independence on September 16 and 18 respectively; and

WHEREAS, Latinxs are among the fastest growing populations in our region and make up twelve percent of the population in the three county metro region; and

WHEREAS, the impact and legacy of individuals from Mexico, Central, South America or Caribbean can be felt throughout the State of Oregon and our region’s cultural and political landscapes; and

WHEREAS, Latinxs in our region help drive our economy as business owners, entrepreneurs and skilled laborers; enrich our academic environment as teachers, professors and engineers; build our region as engineers, planners, architects and members of the trades; contribute to our culture and arts as singers, performers, storytellers and writers; support our agricultural industries as agronomists, skilled farmworkers and nursery people; keep our community safe and thriving as doctors, nurses and other health care professionals; and lead the fight to achieve social and political change as advocates, activists and elected officials; and

WHEREAS, seven percent of Metro’s workforce are employees who identify as Latinx; and

WHEREAS, we take pride in the growing diversity of our community and in the impressive and valuable contributions made by our Latinx residents to our region’s growth, prosperity and well-being; and

WHEREAS, Latinx Heritage Month celebrates and recognizes the contributions that Latinxs in the United States have made to society and culture. Celebrating Latinx Heritage month allows us to honor greater Portland's cultural and gender diversity.

BE IT RESOLVED that the Metro Council proclaims September 15 through October 15, 2019 Latinx Heritage Month in the Greater Portland region.

ADOPTED by the Metro Council this 26th day of September 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-5019, FOR THE PURPOSE OF PROCLAIMING SEPTEMBER 15 THROUGH OCTOBER 15 LATINX HERITAGE MONTH

Date: September 17, 2019
Department: Council Office
Meeting Date: September 26, 2019

Prepared by: Beth Cohen,
beth.cohen@oregonmetro.gov, 503-797-
1550
Presenter: Cassie Salinas

ISSUE STATEMENT

The Metro Council has an opportunity to stand with residents, community partners and local jurisdictions in our region by adopting Resolution No. 19-5019, proclaiming September 15 through October 15 Latinx Heritage Month.

ACTION REQUESTED

Consideration and vote on Resolution No. 19-5019.

IDENTIFIED POLICY OUTCOMES

Advancing the Metro Council's proclamation for Latinx Heritage month from September 15 through October 15 and joining other jurisdictions in the region in doing so.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council adoption of this resolution will further Metro's commitment to the goals stated in the Strategic Plan to advance Racial Equity, Diversity and Inclusion, in particular:

- a) Metro meaningfully engages communities of color
- b) Metro hires, trains and promotes a racially diverse workforce
- c) Metro creates safe and welcoming programs, spaces and destinations

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 19-5019.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. Known Opposition/support/community feedback

No opposition known at this time. Several jurisdictions in the region including the City of Portland, Multnomah County and Washington County have also adopted resolutions proclamations honoring Latinx Heritage month.

2. Legal Antecedents

None. This is the first year that the Metro Council is considering adoption of a resolution honoring Latinx Heritage month.

3. Anticipated effects

The month from September 15 through October 15 will be honored as Latinx Heritage month in the Portland region.

4. Financial implications

None.

BACKGROUND

Latinx culture has been integrated in the Northwest experience for more than 400 years. Larger migration patterns from Mexico in particular began in the 20th century. Since then, the story of the Latinx community in Oregon has been defined by community building, settlement and opportunity, often in the face of racism, scapegoating and the threat of deportation.

In the twenty-first century, according to Census data, the Latinx population in Oregon quadrupled between 1990 and 2010. In the most recent Census reporting, the Latinx community makes up twelve percent of the three county Metro region and represent the largest minority group in the state. The Latinx community is increasingly reflected in the greater Portland region's leadership in government, business and community organizations and seven percent of Metro's own workforce identify as Latinx.

This proclamation is intended to highlight the tremendous contributions made by the Latinx community, past and present, to the greater Portland region, even while acknowledging the systemic barriers to advancement that persist.

The Latinx Heritage month celebration originated when President Reagan expanded a week long Hispanic Heritage month celebration to a month long observation from September 15 through October 15. The timing of this month is meant to recognize both the date of September 15, the anniversary of independence for Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua as well as September 16 and 18, which are when Mexico and Chile celebrate their independence respectively.

While the official government designation for the celebration is Hispanic Heritage Month, Metro is using the term "Latinx" is used to avoid reducing the incredible richness of Latin America, which includes, in addition to people of Hispanic descent, those from Portuguese-speaking Brazil, English-speaking Belize, French-speaking Haiti, the African Diaspora and the many indigenous cultures throughout the continent, to the history of a specific colonizer and their language. The "x" on the end of "Latinx" creates a gender-neutral word that includes those who are gender non-conforming and proudly Latin American.

ATTACHMENTS

None.

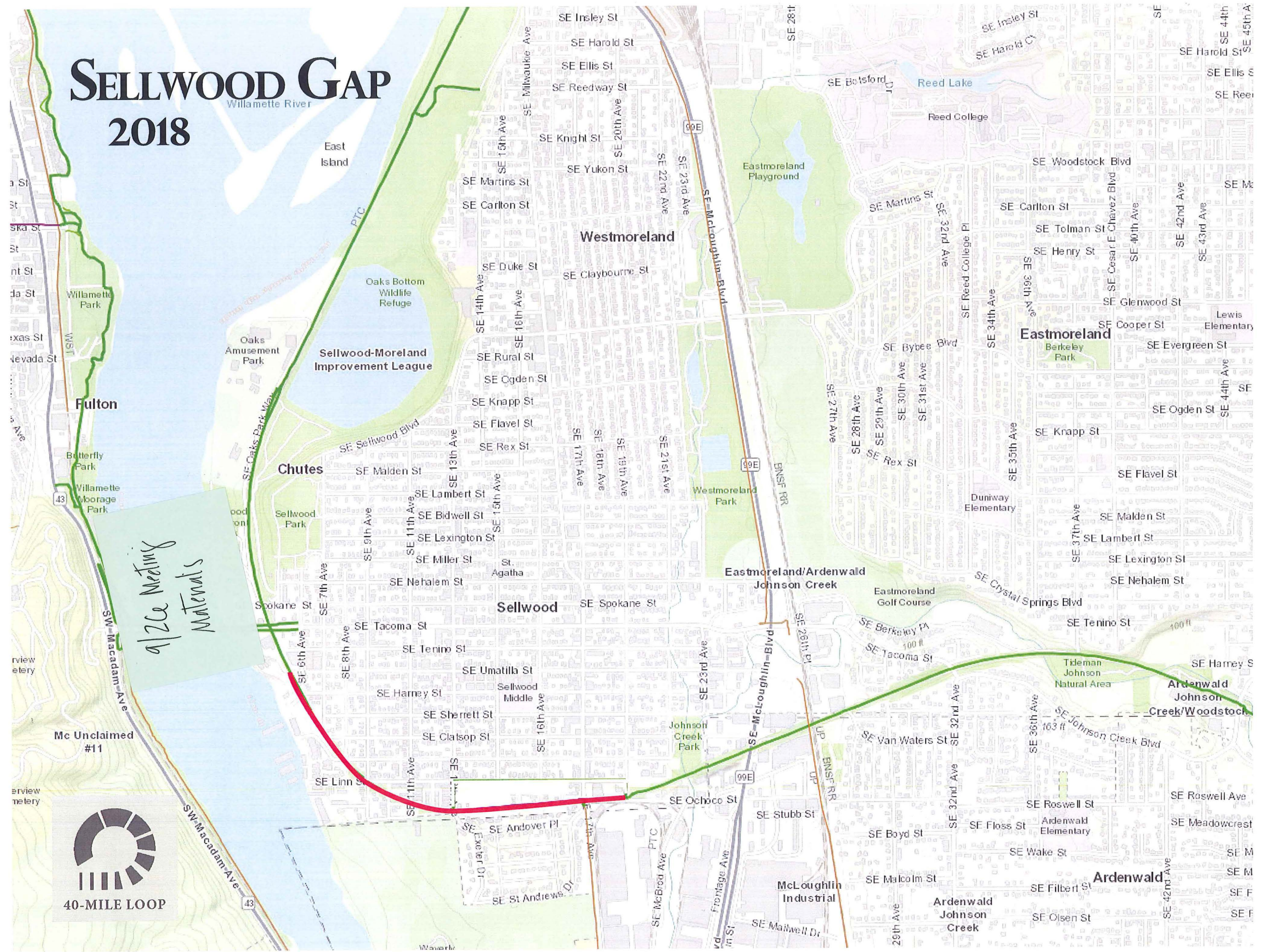
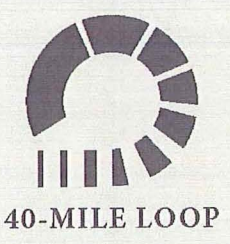
Materials following this page were distributed at the meeting.

SELLWOOD GAP

Willamette River

2018

9/26 Meeting
Materials



City Council Communication 8-21-19

My name is Art Lewellan. I have been an advocate for light rail, streetcar and better buses for Portland and our nation since 1992. I had an epiphany that year in which cars and trucks were impossibly overwhelming not just city streets and freeways, but the entire planet with air and water pollution, with insensibly unjust costs, and wars for oil. Mass transit then and still today seems the only solution. I question the intelligence or integrity of anyone who believes self-driving car nonsense is even possible, never mind inevitable.

Between 1995-98, transit advocates like me argued before City Council that the North/South MAX proposal then should go back to the drawing board. Voters wisely rejected it and Tri-Met's Yellow, Green and Orange Lines were acceptable replacements with less impact, less cost and have served more transit riders.

Today's SW Corridor MAX proposal on Barbur Blvd, just like the North/South MAX, should be rejected and go back to the drawing board. The alternate MAX route to Tigard and Tualatin is an extension of the Red Line from Beaverton via the WES corridor. The undeniably ideal alternative for Barbur Blvd is Bus Rapid Transit, especially on fast routes like Barbur where old style buses are suitable.

I believe City Council and Metro do not want the public to know about these alternatives. They don't want to inform the public about dreadful impacts, about the taking of properties, about the clearcutting of Barbur treescape, about how widening Barbur Blvd makes crossing more hazardous for pedestrians and for motorists. They will say, "Oh, that's just his opinion, blah blah."

Here are drawings of these plans. Viewers with DVR who can record this hearing, make a copy, push pause and take photos to study and learn what City Council and Metro do not want you to know. They have refused requests for a formal review of my 14-page pamphlet and related documents regarding these concerns.

Therefore, I am forced to pursue legal means to bring the Barbur Blvd MAX project to a halt. If a class action lawsuit is necessary, so be it. I am however offering a face-saving means to call this terrible mistake a learning experience. If City Council will formally authorize independent studies of Bus Rapid Transit for Barbur and a MAX route via the WES corridor, their obligation to dutifully serve the public would be filled and a lawsuit hopefully avoided. Either way, I am calling for the immediate resignation of Tri-Met director Doug Kelsey.

Political viewpoint held by a fair proportion of citizens — especially in dissent — should not be suppressed. Those who present concerns before City Hall or Metro cannot expect those concerns to be addressed until after it's too late.

Public agencies and committees invite participation, then act as unquestionable arbiters whose decisions leave participants disillusioned and sorely disappointed when outcomes fall woefully short of predicted expectations.

News outlets, likewise, act as censors.

The Portland Tribune recently censored my description of the Tigard Triangle development as a laughably exaggerated next Pearl District despite overlooking adjacent Walmart, Costco, Winco and other big box store parking lots with related traffic. Delightful!

My professional viewpoint exposing MAX on Barbur Boulevard as dreadfully high impact, hazardous for pedestrians and motorists, unproductive as an expensive transit investment and whose development is similarly exaggerated also has been ignored by public agency leaders.

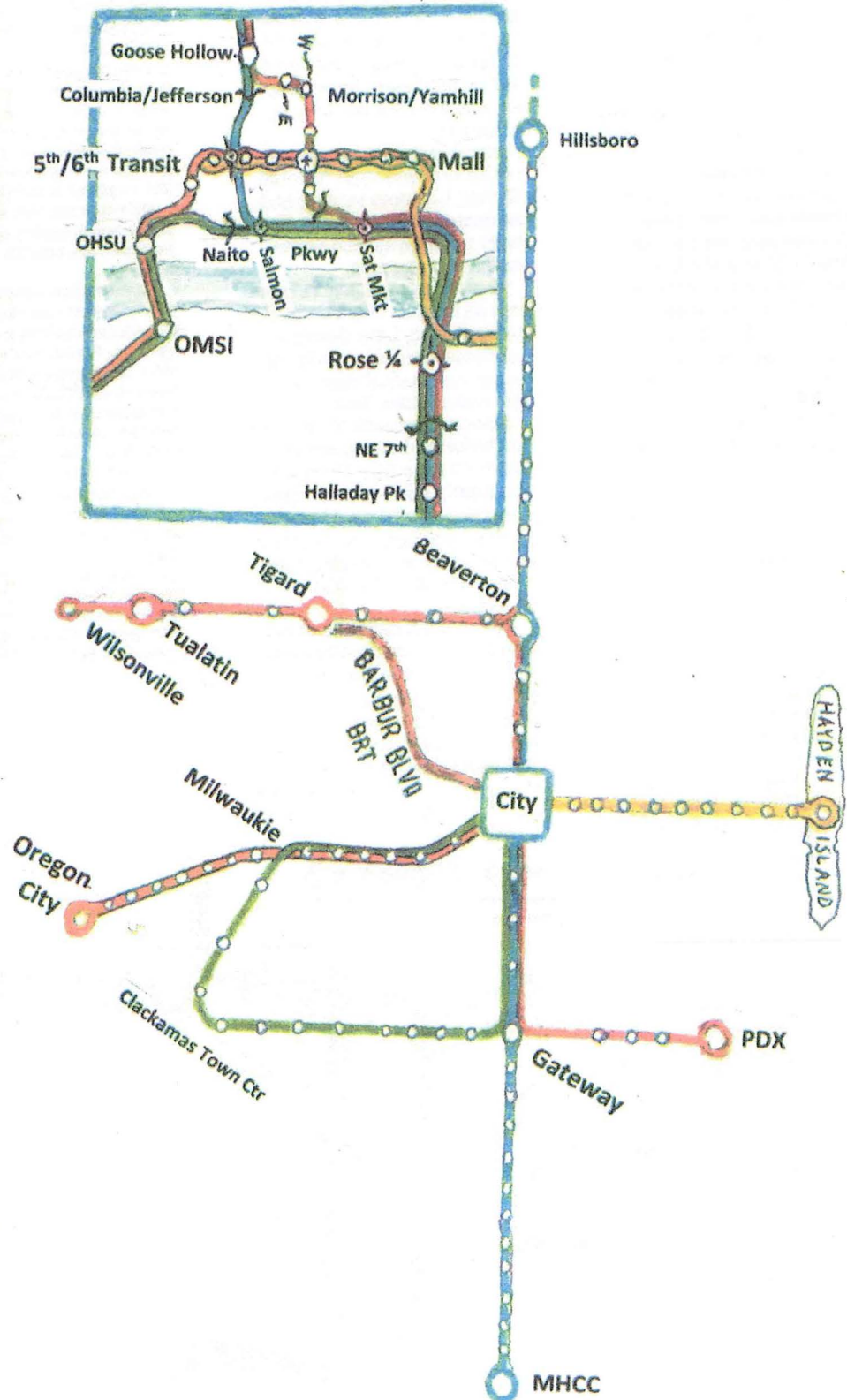
A face-saving suggestion I've offered Metro is to authorize an "independent" study of bus rapid transit on Barbur and the WES corridor for MAX to Wilsonville.

Obsolete, uncomfortable, roaring rattletrap, diesel-spewing buses are best suited for electric on routes like Barbur.

We are decades overdue for truly modern buses built from the ground up for electric and hybrid/electrics. TriMet's new subway proposal is likewise poorly engineered.

Art Lewellan
Northwest Portland

New thinking needed for mass transit options



A case for underground light rail

Jim Howell's Sept. 13 My View commentary, "MAX still growing into a mature system," reminded me of fellow AORTA member Ray Polani's similar article "It's time for Underground MAX" from several years ago and my rebuttal "Subways have no place in Portland," whose main point was that an Express MAX subway creates a commute pattern that directs development away from suburbs that need it to diversify their economy and thus reduce long-distance commuting by creating jobs and occupations closer to home.

Expensive subways also direct funds away from basic MAX expansion such as converting WES to a MAX corridor and extensions of the Blue Line to MHCC, the Green Line to Milwaukie, the Orange Line to Oregon City, the Yellow Line to a Jantzen Beach Junction to C-tran BRT.

Following principles established in Portland's 2040 Regional Plan, I'm able to support only a "least length" subway proposal whose east portal is at Northeast Sixth on Holladay and its west portal at the rail low point beneath the Morrison westside bridgehead, about 1.3 miles, half the length of the

AORTA proposal. Blue/Red/Green Lines enter the subway. Yellow/Orange lines remain on the Steel Bridge without the bottleneck. A Convention Center/Rose Quarter subway station vastly improves access to all venues. The only other station at Saturday Market narrowly squeezes in below Naito Parkway to form a soil-stabilizing wall that could save downtown buildings from worst damage predicted in earthquakes.

In principle, this shortest, least disruptive, least expensive subway proposal improves transit specifically for the central city and does not detract from my confidence that the current building boom is balanced with complementary regional development plans necessary to reduce cross-county commuting and driving for all purposes within the entire maturing metropolitan area Portland becomes.

10-6-16 Northwest Portland
TMB

Light rail: ideal vs. practical

Through my years supporting light rail, I've learned to make distinctions between the ideal and the practical. Last September, the Tribune published a My View commentary about why a Bus Rapid Transit bus-system for Barbur Boulevard is more ideal than MAX.

("Light rail, BRT best for sustainable future"). So I was disheartened to read the July 14 editorial, "Tigard should vote 'yes' on light rail," because it was less informative in its endorsement.

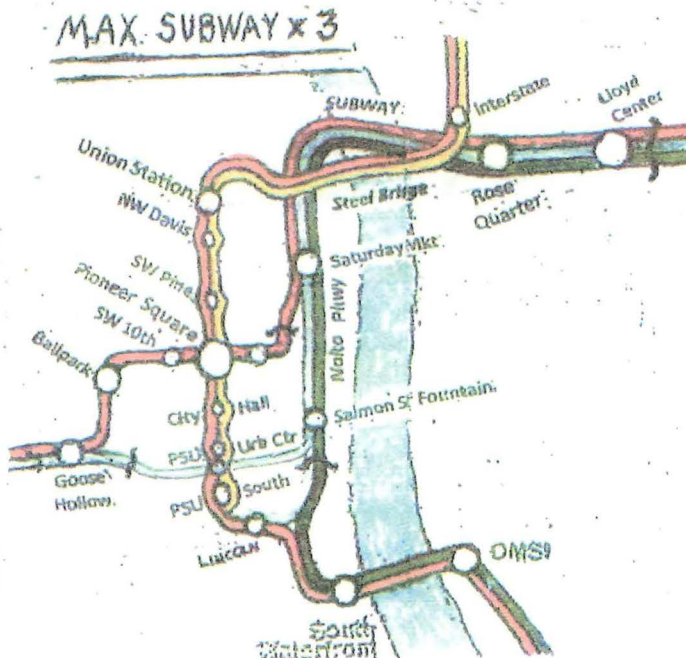
Campaign rhetoric such as "critics are loud" and "elected officials, business leaders and residents favor light rail" divisively misinforms and leaves readers uninformed.

Those who regularly ride bus lines on Barbur or between Tualatin, Tigard, Lake Oswego and Beaverton can rightly call the service "better than average" rather than "lousy."

Among opponents of the 1990s South/North MAX expansion plan were advocates like myself who rightly believed better plans were possible and would readily generate support, even as proponents sternly warned that voter rejection would "stop light rail in its tracks."

Better MAX light-rail expansion projects are possible and needed. However, the Barbur corridor is clearly more suitable for BRT if only in the sense that political posturing will make it as clear as mud.

3-16 Northwest Portland
Art Lewellan



Light rail, BRT best for sustainable future

Jim Redden's Sept. 1 article (*Light rail connects city's past and future*) posed the question whether another MAX line ever will be built in the region. To answer, we ought to place the question of funding lower on a list of concerns, lower than reducing the hazards of traffic, lower than what we could call its egregious impacts, lower than the anxiety of political bickering that divides and misinforms, lower than whether a modern economy so utterly dependent on long-distance travel and transport is sustainable.

We might ask first whether a future higher quality of life and livelihood are possible without light rail.

That said, bus rapid transit on the Southwest Corridor avoids tunnels and the high impact of widening Barbur Boulevard. A MAX line replacing WES from Beaverton to Tualatin instead offers more transit-oriented development potential. An extension of the MAX Yellow Line to Jantzen Beach would increase patronage, yet from there, BRT would reach Vancouver Mall more productively in its first phase.

An extension of the Blue Line from Gresham to Mt. Hood Community College would increase patronage. An extension of the Green Line from Clackamas

Town Center to Milwaukie and an extension of the Orange Line to Oregon City can in the broadest sense of directing transit-oriented development, reduce car dependency, enable convenient walking and safe bicycling while preserving residential neighborhoods.

BRT is likely the most appropriate use of the current fleet of 40-foot buses whose chassis are configured to handle full capacity plus standees, maintain higher speeds with the least stop/start operation and limited maneuverability. Municipal transit agencies are long overdue to replace para-transit vans with easy boarding low-floor, ideally low-emission plug-in hybrid models especially important for seniors, disabled and all transit patrons. These vans could replace many jostling/jolting shuddering/shaking rattletap buses operating less than half full most of the time, many on circuitous start/stop routes. Private organizations could operate these low-maintenance vans and make connections to streamlined municipal transit systems that must incorporate convenient transfers. Though these vans may fill that need capably, no other component of Portland's transit system has done more than MAX light rail to offer a vision of a sustainable future.

9-15-15

Art Lewellan
Northwest Portland

Rethink suburbs, transit

Randy Gragg's final article, "Running on Empty" (May 20), could have depicted Portland's future brighter than doom and gloom. Big picture planning here could surpass successes of the big-ticket efforts of Houston, Denver and Phoenix.

The idea that most needs should be met closer to home and neighborhood is not an anachronism.

Another Sunday article, "Mess transit: A two-hour slog," decries the woeful condition of suburb-to-suburb commuting by transit. Within the framework of Portland's 2040 Regional Plan is the impetus for the development of regional centers and townships. This planning goal creates more opportunities for suburban residents to secure their occupations and livelihoods closer to home.

Poorly developed suburban communities force residents to travel afar, no matter what transit system or freeway is put in place. Tackling this most fundamental development problem is Portland's leading objective.

MAY 26, 07
OREGONIAN

ART LEWELLAN
Northwest Portland

"Big Mistakes"

Almost every project has some element that's counter-intuitive on the surface begging to be explained. For instance, What went wrong with the CRC I-5 Bridge replacement fiasco? How much of the \$200 million, 8-year planning effort was salvageable?

The CRC Commission of Agencies led by Wsdot included ODOT, both Ports, Counties, Cities of Vancouver and Portland, Hayden Island Business and Neighborhood associations. The first 4 years 2004-2008 studied one bridge type "single-deck." The basic pier location and foundation studies are finished. By 2010, ODOT finished Marine Drive X-change and the local bridge from Expo to Hayden Island; fine designs completed first for later construction staging.

In 2008, "single-deck" was dropped for "double-deck," the main Big Mistake. Four 'double-deck' bridge designs followed. The first in 2011 was peer-reviewed and declared "Structurally Unsound." The following 3 bridge designs, even the final and simplest were likewise structurally unsound, like balancing a bowling ball on a golf tee.

Double-deck design located transit and walk/bikeway on the lower deck. Big mistake. Single-deck design locates them in 3-lanes on the same level furthest westside of new bridge. As such they form an emergency access corridor that would work better with buses than with light rail. The Coast Guard ceremonially killed the project in 2013 for not meeting their minimum river clearance standard of 125' though a 'single-deck' bridge would have met it.

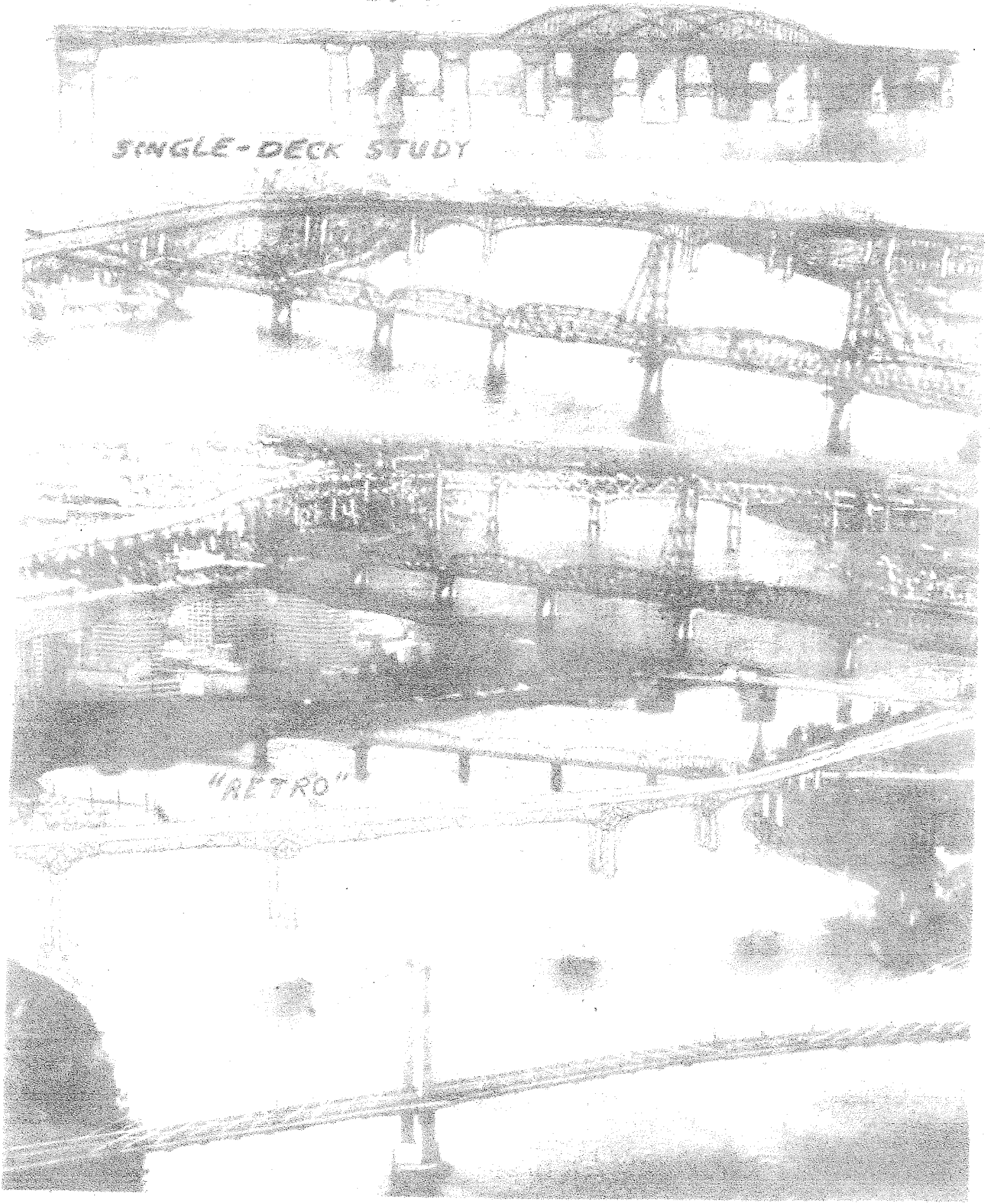
The other big mistake was the extremely hazardous Access ramp design for Hayden Island called Concept 'D'. ODOT produced a workable alternative called Concept #1 Off Island Access. That was supportable but Wsdot overruled ODOT and tried to defer finishing Marine Drive X-change while continuing to fund study of their five X-changes in Washington. That act showed which agency is most to blame, namely Wsdot. To trim the project back a bit, Wsdot need only finish access ramps to downtown Ft Vancouver and Hwy 14. The 3 other Washington State interchange rebuild proposals are most likely fine as they are. Extend MAX just to Hayden Island with BRT (Bus Rapid Transit) from there all the way to Vancouver Mall. Marine Dr X-change needs replacement most and Oregon has the funds for that priority. Another Hayden Island Access design dubbed "Low-Level" is ready to replace the unacceptably hazardous Concept 'D' that Wsdot tried to foist on Hayden Island Oregon.

The Big Mistakes made with the CRC are comparable to the entirely Big Mistake Barbur MAX proposal. Barbur Blvd is a 35-45mph corridor that will remain 4-lanes, plus MAX median plus curbside bus stops plus enough left and right turn lanes that crosswalks are made less safe, a concern that planners choose to ignore. Development potential is entirely exaggerated, laughably at the "Tigard Triangle" as the next Pearl District overlooking its prominent Walmart, Costco, Winco, Regal Cinema, assorted big box store parking lots and Ford dealer. Delightful! The Barbur MAX project went over budget \$500 million recently. The mayor of Tualatin had a cow fearing it wouldn't reach trendy Bridgeport Shop-o-rama "Vill-ahg Garage" end of the line. Barbur Blvd is perfect for low-impact, low-cost BRT. The alternate MAX route via the WES corridor could reduce cost by at least a billion, but shouldn't stop at Bridgeport Village when it could reach the Amtrak Cascades HSR closer to Wilsonville.

the "GEMSTONE BRIDGE"

SINGLE-DECK STUDY

"RETRO"



Even though it's not yet approved, light rail plan is millions over budget

By **BILL CALLAGHER**
Pamplin Media Group

The Southwest Corridor Project to bring light rail to Southwest Portland is full of surprises.

Surprise one: Barbur Boulevard may lose one traffic lane in each direction despite significant opposition to doing so.

Surprise two: The 12-mile line may not actually go all the way to Bridgeport Village in Tualatin from downtown Portland.

Surprise three: The effort to plan and build a multi-billion dollar light rail line like the MAX lines in other parts of the city is running about \$460 million over budget.

The Steering Committee of the project, made up of seven elected and appointed leaders from Portland and Washington County, meets Monday, Sept. 23, to consider these developments and the need to trim costs from a budget that will have to be approved by local voters and the Federal Transit Administration.

When members reconvene in October, they will decide where to cut the proposed budget; whether a line would go to Bridgeport or just Tigard; and what would happen to those traffic lanes on Barbur Boulevard.

Barbur surprise

After laying out the new options for a less-expensive project for members of the Citizens Advisory Committee on Sept. 5, TriMet program manager Kelly Betteridge said reducing traffic lanes on Barbur is under study.

"We're gathering technical information about a couple of sections on Barbur to see if it's technically feasible to go from two lanes in each direction to



PMR FILE PHOTO

Planners are grappling over the budget, length and automobile-traffic impact of the proposed Southwest Corridor.

one lane," she said.

Tigard Mayor Jason Snider predicts that removing traffic lanes on a route many of his constituents use is a deal breaker. Asked if he was concerned about that possibility, he wrote in an email, "If you're asking the Tigard City Council, and I've asked, yes, it's a concern. If you're asking city of Tigard residents, I've asked them, too: yes, it's a concern. If you're asking many of the other elected members of the steering committee, it's not a concern, as you heard them state at the July Steering Committee Meeting."

Mayor Snider said eliminating lanes so the line can run all the way to Bridgeport could be a deal killer. "We will be punished by the voters in this region for our stubbornness when the funding vote fails in November of next year," he wrote.

According to David Martin,

who chairs the Transportation Committee of the nearby neighborhood coalition Southwest Neighborhoods Inc., the removal of traffic lanes for light rail "is a huge issue for which inadequate time is available to assess the impact.

"From Day 1 the (Southwest Corridor) Project has figuratively held up their right hand and swore, 'We promise we will maintain two lanes on Barbur in each direction.' That promise has been repeated for years. But now, at the 11th hour with minimal time to conduct proper public outreach, the project has done a complete about-face and says, 'We can't actually afford to do that,'" Martin wrote in an email.

John Charles of the Cascade Policy Institute, which was involved in a campaign in Tigard against light rail, said Snider knows full well that voters ini-

tially rejected light rail for Tigard.

"Mayor Snider has said that narrowing Barbur to only one lane in both directions would be a serious problem for him because Tigard voters would be outraged. I think this option (removing lanes) would be fatal to the 2020 bond," Charles wrote in an email.

Charles is referring to a ballot measure scheduled to appear on the November 2020 ballot that is expected to raise \$850 million for light rail if passed. Such a measure is almost sure to include millions of dollars for funding other transit projects through the three-county region. Details currently are being drafted.

TriMet's Betteridge said removing traffic lanes from Barbur wasn't considered initially because TriMet didn't have enough traffic information.

"The other thing that has changed is that the city of Portland is having conversations throughout the city and region about the potential of reallocating space," she said, which is another way of saying removing traffic lanes.

Betteridge also laid out the possibility of not running trains right down the middle of Barbur Boulevard from Burlingame Fred Meyers to north of the Barbur Transit Center. Instead, trains would leave Barbur Boulevard and run in the area between Barbur and Interstate 5.

Bridgeport surprise

In July, Mayor Snider of Tigard began asking whether TriMet could afford to build a line that goes all the way to Bridgeport Village. Since then, TriMet has developed a series of options that include a line to Tigard rather than through Tigard to Tualatin.

"I continue to be surprised at the blinders that this project has on, and the lengths that project stakeholders are willing to go to stretch the project beyond what the region can afford. I would

have thought that, by now, people would accept that this project, if it gets built, is going to be a downtown Portland-to-downtown Tigard project," he wrote.

TriMet General Manager Doug Kelsey has said repeatedly that he's committed to a light rail line that goes all the way to Bridgeport Village. He calls Tualatin "the North Star" of the project.

Snider disagrees. "I predict that the Steering Committee will remain singularly focused on Bridgeport, taking lanes off Barbur to do so, and we will be punished by the voters in this region for our stubbornness when the funding vote fails in November of next year."

The alignment vote—to go all the way to Bridgeport; only as far as Bonita Road in Tigard; or only to Hall Boulevard in Tigard—will take place at the Steering Committee in late October.

"We've maintained all along, and continue to maintain, that a terminal station in downtown Tigard is actually the best possible place to end the line because of the enormous ridership potential that's there due to bus transfers, WES transfers and the redevelopment of our downtown properties into high density housing," wrote Snider.

WES is TriMet's Westside Express Service, a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville.

Budget surprise

Although the light rail project is more than a year from seeking voter approval, it's projected cost is currently \$462 million more than the money that TriMet is counting on to be available to build it. Initially, the cost was pegged at \$2.375 billion. But the latest estimate is \$2.84 billion.

So the Steering Committee will consider four approaches to cutting costs and raising revenue. TriMet claims to have found \$60 million in savings so far, leaving a \$400 million shortfall.

One approach would go all the way to Bridgeport, include lane reductions on Barbur and the need to raise another \$200 million from somewhere.

Another would only go as far as Bonita Road in Tigard, which is less than a mile east of Hall Boulevard. It would also mean fewer traffic lanes on Barbur Boulevard and not require any additional funding.

Two other approaches would leave all the lanes on Barbur Boulevard intact. One of them would go as far as Bonita Road and would require \$200 million more while the other would only go as far as Hall Boulevard in Tigard near the current city government offices. That one wouldn't require additional funding.

In short, the Steering Committee will be considering the length of a light rail line; the impact on Barbur Boulevard; and how to bring the proposed project in line with the proposed budget.

Here's the current funding scheme: TriMet is hoping to get the federal government to pay half the eventual cost of the project—currently estimated to be about \$1.25 billion—with the balance coming from the city of Portland (\$75 million), Washington County (\$75 million), TriMet (\$75 million), Metro (\$850 million if voters approve the funding measure) and the state of Oregon (\$150 million).

The region won't know for a couple of years whether this light rail line for Southwest Portland will even be built. If voters approve a regional transit funding measure in November 2020 and if the Federal Transit Administration agrees by September 2022 to pick up half the tab, the first train won't run until September 2027.

The SW Community Connection reported in August that TriMet and Metro already have spent \$36.27 million on the Southwest Corridor Project, the design of which is 15% complete.

Work-in-progress on SW MAX line hits speed bumps

Barbur Blvd MAX light rail concerns

1. Environmental impact. Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 30' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes. (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.

2. Impact on health. Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into clouds of pollution spread by wind and air flow of traffic.

3. Development potential. Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.

4. Rail + Bus duplicative service flaws. For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station whichever vehicle comes first. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations of BRT.

5. LRT to Tigard/Tualatin via the WES corridor. Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.

6. Development potential on the WES corridor. It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.

7. Bridgeport Village Terminus. This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

"The Walking Communities of 2040"

The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTI (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and, to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough: Their technological hurdles are plainly unsurmountable, they will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household backup power systems proven complementary.

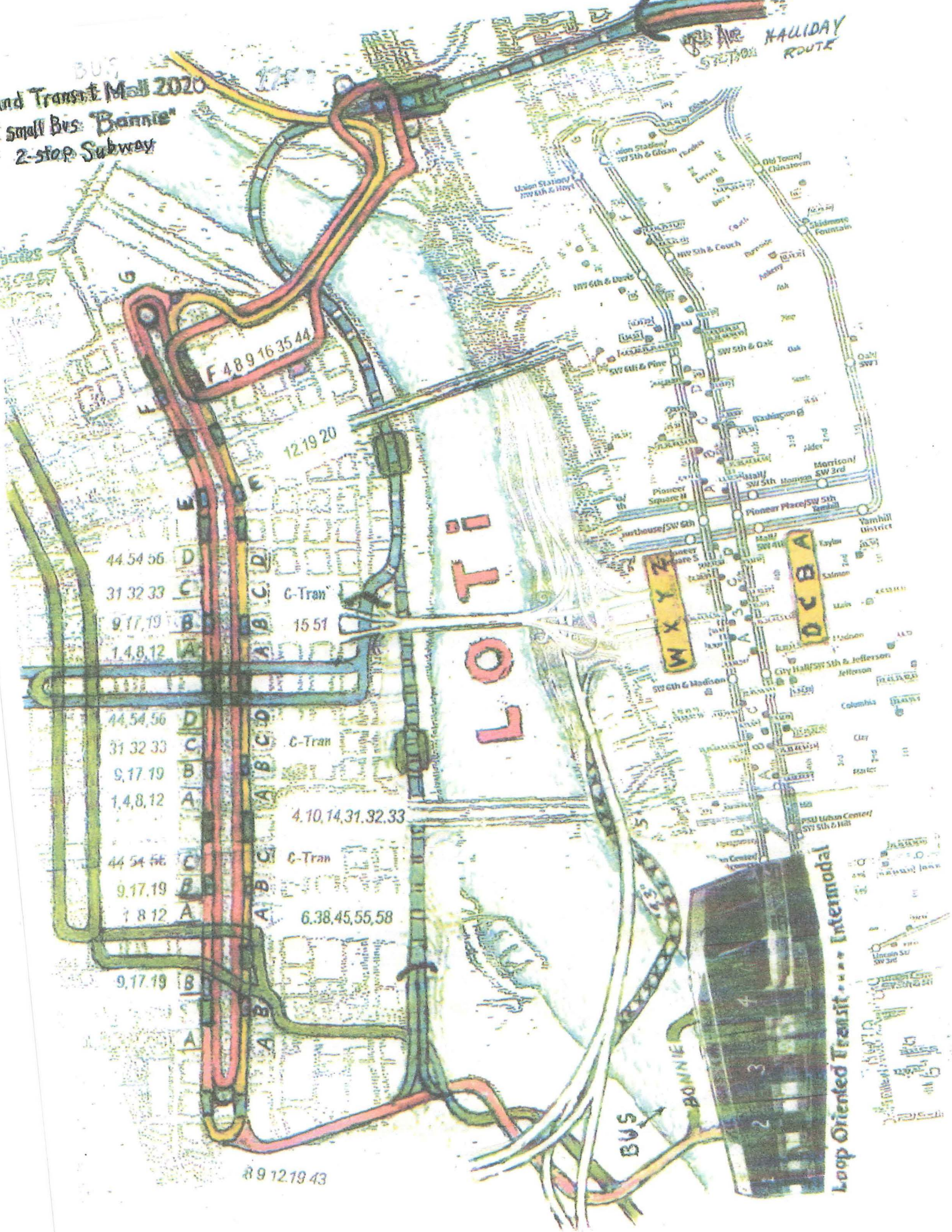
The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are the perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."

Art Lewellan. Shouldn't GM & Ford be dragged to court to manufacture a better paratransit van? Do seniors and disabled deserve low-emission, low-floor entrance ramps and more comfortably stable rides as do all transit patrons?

Land Transit Mall 2020
 Small Bus: "Bonnie"
 2-stop Subway

STATION
 HALLIDAY
 ROUTE



F 489 16 35 44

12 19 20

44 54 56

31 32 33

9 17 19

1 4 8 12

44 54 56

31 32 33

9 17 19

1 4 8 12

44 54 56

9 17 19

1 8 12

9 17 19

C-Tran
 15 51

C-Tran

4 10 14 31 32 33

C-Tran

6 38 45 55 58

8 9 12 19 43

BUS
 BONNIE

Loop Oriented Transit ••••• Intermodal

Metro

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



Metro

Minutes

Thursday, August 1, 2019

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council meeting to order at 2:01 p.m

2. Safety Briefing

Council President Peterson called on Councilor Craddick to provide a safety briefing. Councilor Dirksen provided a safety briefing for the meeting including information on the location of emergency exits, fire extinguishers and automated external defibrillators.

Present: 7 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Council President Lynn Peterson, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

3. Public Communication

Art Lewellan, City of Portland: Mr. Lewellan stated that his testimony was both for Council and members of the public that were viewing the meeting from home. He discussed his proposed subway design and identified differences from TriMet's subway proposal. Mr. Lewellan expressed concern about spending tax dollars for salaries and operations at Metro. He discussed the Southwest Corridor project and his intention to file a legal suit to stop the project. (Mr. Lewellan submitted written documents as part of his testimony; see the August 1 meeting materials.)

Councilor Stacey responded that throughout his tenure as a Metro Councilor TriMEt had consistently engaged communities along the Southwest Corridor.

4. Consent Agenda

A motion was made by Councilor Craddick, seconded by Councilor Dirksen, that these items be adopted. The

motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

4.1 Resolution No. 19-5005, For the Purpose of Authorizing the Chief Operating Officer to Grant a Trail Easement to the Oregon Department of Transportation

4.2 Consideration of the Council Meeting Minutes for July 25, 2019

5. Resolutions

5.1 Resolution No. 19-5003, For the Purpose of Endorsing Paid Parental Leave for Metro Employees

Council President Peterson called on Mr. Julio Garcias, Metro Human Resources Director, to provide a brief presentation on the resolution. Mr. Garcia explained that the resolution would put into effect a generous paid parental leave policy for Metro until the State of Oregon's parental leave policy comes into effect in 2023. He discussed the impacts on the benefits to both employees and the organization of the paid parental leave policy and noted broad benefits to the community. Mr. Garcia thanked Metro's human resources department, the office of the Chief Operating Officer and the office of the Metro Attorney for their work in developing the policy. He introduced Ms. Angie Bond, Human Resources staff, to answer questions.

Councilor Dirksen stated his support of the policy and asked about the anticipated financial impact. Ms. Bond explained that the anticipated financial impact was \$250,000 a year, noting that Metro was already incurring this cost as employees often used paid vacation and sick leave during parental leave events.

Council President Peterson called on Ms. Hila Ritter, Ms. Yuliya Lee and Ms. Elizabeth Goetzinger, Metro staff, and

Ms. Stacey Chamberlin, Executive Director of Oregon AFSCME to provide a brief statement on the resolution.

Ms. Ritter stated her support for the paid parental leave policy and discussed the challenges of adjusting to parenthood. She noted the benefits to families when parents had access to paid parental leave and shared her personal experience with taking unpaid parental leave.

Ms. Lee discussed the impact the paid parental leave policy would have on working parents. She highlighted misconceptions of new parenthood and the physical and emotional healing needed after childbirth and through a child's first year of life.

Ms. Goetzinger, President of AFSCME Local 3580, thanked Metro Council for its leadership in providing paid parental leave to workers at Metro. She highlighted the State of Oregon's recently passed parental leave legislation and discussed the outsized and unseen role of women, particularly indigenous, immigrant and women of color as caretakers in our society. Ms. Chamberlain thanked Metro Council for its leadership and shared her personal experience with parental leave.

Council Discussion:

Councilor Stacey stated his support for the resolution. Councilor Lewis expressed her appreciation for the testimony and thanked staff for their work. She stated the importance of acknowledging that parental leave was valued by Metro and noted that more work was needed to address health inequities of mothers upon returning to work. Councilor Craddick stated her support for the resolution shared her personal experience with parental

leave.

Councilor Gonzalez highlighted that paid parental leave was an equity issue across all communities, noting that the United States was the only industrialized country without a national paid family leave policy. He expressed his appreciation for Metro setting a bold vision for the region and its efforts for becoming an employer of choice.

Councilor Chase discussed the importance of paid parental leave for both parents and children and the benefit to the workforce. He thanked Councilor Lewis, AFSCME and staff for their work.

Council President shared her personal experience with women having to choose between career opportunities and a family. She discussed the importance of valuing parental leave both for the workforce and for families to make their own decisions.

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

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

6. Presentations

6.1 Housing Bond Local Implementation Strategies For the City of Beaverton and Washington County

Council President Peterson called on Ms. Emily Lieb, Metro staff, to provide a brief presentation on the housing implementation strategies. Ms. Lieb explained that this was an update on the two strategies as part of intergovernmental agreements with City of Beaverton and Washington County as part of the Metro affordable housing bond program. She noted that both strategies had been

reviewed by staff and unanimously recommended by the housing oversight committee.

Ms. Lieb then provided brief highlights from each of the strategies. She explained that the City of Beaverton was eligible for \$31 million of bond funding to create 218 affordable homes. Ms. Lieb noted that the City of Beaverton had conducted extensive community engagement on their strategy and stated that the plan included an aspirational goal of 20 percent equity contracting. She reviewed the oversight committee considerations for ongoing monitoring including a broad recommendation to further specify in the strategy measures related to racial equity.

Ms. Lieb stated the Washington County was eligible to receive \$116 million in bond funding to support the development of 814 affordable homes, noting the plan included a goal of 100 permanent supportive housing units and \$25 million set aside for small non-profits and community housing organizations. She highlighted the County's engagement work in coordination with the Cities of Hillsboro and Beaverton and discussed the County's minimum threshold of 15 percent equity contracting with an aspirational goal of 20 percent. Ms. Lieb reviewed the specific oversight committee considerations for the County's plan including a request for more clarity regarding intentions for geographic distribution and articulation of a plan to achieve the 20 percent equity contracting.

Council Discussion:

Councilor Craddick asked for the definition of permanent supportive housing and whether most of the housing units to be funded by the housing bond would be permanent supportive housing units. Councilor Lewis asked how these

strategies would leverage the investments of Metro's site acquisition plan. Councilor Gonzalez asked staff about lessons learned from the first two housing implementation strategies. Councilor Dirksen expressed his appreciation for the work of staff and the jurisdictions.

7. Chief Operating Officer Communication

Mr. Andrew Scott provided an update on the following events or items: welcoming Mr. Julio Garcias, Human Resources Director to Metro. Mr. Scott thanked Council for their leadership on the paid parental leave policy.

8. Councilor Communication

Councilors provided updates on the following meetings and events: the Willamette Falls Legacy Project Partners Table, the regional transportation investment measure local implementation team tour, the Tribal Nations Climate Change Summit in Spokane, WA. Councilor Gonzalez provided a project update on the Construction Career Pathways Project.

9. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council meeting at 3:14 p.m. The Metro Council will convene the next regular council meeting on September 5, 2019 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Sara Farrokhzadian, Legislative and Engagement
Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUGUST 1, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	8/01/19	City of Portland Bureau of Planning and Sustainability Gentrification and Displacement Assessment submitted by Robert Liberty	080119c-01
4.2.0	Minutes	8/01/19	Portland Light Rail Map with Proposed Changes submitted by Art Lewellan	080119c-02
6.1	Powerpoint	8/01/19	Housing Bond Local Implementation Strategies	080119c-03