

11:40 Garbage and Recycling System Facilities Plan Values and Outcomes Endorsement

[22-5723](#)

Presenter(s): Marta McGuire (she/her)
Estee Segal (she/her)
Luis Sandoval (he/him)

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

12:25 Chief Operating Officer Communication

12:30 Councilor Communication

12:35 Adjourn

**FY 2022-23 Budget Work Session – Discussion of Budget
Amendments and Notes**

Work Session Topics

Metro Council Work Session
Tuesday, May 31st, 2022

STAFF REPORT

FY 2022-23 COUNCIL DISCUSSION OF PROPOSED BUDGET AMENDMENTS AND BUDGET NOTES

Date: April 26, 2022

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

Department: Finance and Regulatory Services

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

Meeting date: May 31, 2022

Length: 45 minutes

ISSUE STATEMENT

This work session will provide Council the opportunity to discuss department and Council proposed requests for amendments to the FY 2022-23 budget. Additionally, Council can discuss Council proposed budget notes.

ACTION REQUESTED

Determine, on May 31, 2022, if Council will vote on proposed budget amendments and budget notes en bloc (all together) or individually at the June 2, 2022 Council meeting. Final consideration and vote on the proposed budget amendments and budget notes will occur at the June 2, 2022 Council meeting.

IDENTIFIED POLICY OUTCOMES

Compliance with Oregon Budget Law

POLICY QUESTION

- Does Council require any additional information related to the proposed amendments?
- What are Council preferences for consideration at the June 2, 2022 Council meeting for:
 - Department and Council proposed requests for amendments (en bloc or individually).
- Does Council want to alter any of the proposed budget notes after discuss?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council consideration of the budget amendments and budget notes should occur prior to the adoption of the FY 2022-23 budget.

STAFF RECOMMENDATIONS

Discussion and consideration of department and Council proposed budget amendments that align with Council priorities. Discussion and consideration of proposed budget notes.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The budget amendments and budget notes discussed will be voted on by Council on June 2, 2022. Financial Planning staff have reviewed the amendments brought forth and have determined that

they fall within the limitation defined by Oregon Budget Law, which states that the increases to expenditures, after approval of the budget, are limited to no more than 10 percent of any fund's expenditures.

Amendments adopted on June 2, 2022 will be incorporated into the FY 2022-23 Adopted budget, amending Resolution 22-5262. Consideration of Resolution 22-5262-A (amended), adopting the FY 2022-23 budget, is scheduled for June 16, 2022.

Consideration of Resolution 22-5263, adopting the Five Year Capital Asset Plan (CIP) is also scheduled for the June 16, 2022 Council meeting. The CIP details five years of planned projects with the first year of the plan appropriated in the FY 2022-23 budget. Amendments that impact the FY 2022-23 CIP, will be incorporated into the Resolution 22-5263 and the plan, prior to the vote for adoption.

The annual re-adoption of the agency's financial policies is also included in Resolution 22-5263.

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

Scheduling time to thoroughly discuss the budget amendments and budget notes for the FY 2022-23 approved budget to help finalize the development of an adopted budget that will focus on programming related to Metro's guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

Known Opposition: None known.

Legal Antecedents: Oregon Budget Law requires adoption of the FY 2022-23 budget no later than June 30, 2022 in order to have legal authority to spend money beginning on July 1, 2022.

Anticipated Effects: Amended the FY 2022-23 budget, if needed, prior to the vote for adoption on June 16, 2022, providing Metro legal authority to fund agency programs and functions beginning July 1, 2022.

Budget Impacts: Budget amendments and budget notes considered on May 31, 2022 and approved on June 2, 2022, will be incorporated into the FY 2022-23 budget, scheduled for adoption on June 16, 2022.

BACKGROUND

Oregon Budget Law requires local governments to prepare their annual budgets in three legislatively defined stages: Proposed, Approved, and Adopted. The agency's current processes and calendar allow the agency to meet this requirement.

ATTACHMENTS

- Packet of proposed budget amendments and budget notes for consideration to incorporate into the FY 2022-23 Adopted budget.



METRO FY 2022-23 BUDGET

Summary of Proposed Budget Amendments
and Budget Notes for the FY 2022-23 Budget

Council Work Session Date: May 31, 2022

Budget Amendments and Budget Notes
Vote Date (Public Hearing): June 2, 2022

Prepared by Patrick Dennis, Budget Coordinator

Reading This Report

The **Report Summary** section provides a high-level overview of the report.

The **General Fund Summary** highlights changes to General Fund and other notable fund changes.

The **Budget Amendments and Capital Improvement Plan Changes** displays all of the proposed amendments and changes to the Capital Improvement Plan (CIP), a brief description of each amendment or change, and the financial impact to the budget.

The **Councilor Budget Notes** document legislative intent before the programmatic specifics required to develop an amendment have been fully developed. Each proposed budget note is briefly described, with the full Budget Note texts following.

The **Attachments** are the Capital Improvement Plan (CIP) changes in detail.

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Report Summary

This report includes 15 proposed budget amendments and changes to the capital improvement plan (CIP), and three Councilor budget notes.

The different types of budget amendments are:

- Substantive Amendments that may change appropriation in a fund or alter FTE.
- Technical Amendments that include carry forwards for unspent FY 2021-22 funds. Others refine the budget to best reflect anticipated activities in FY 2022-23, but do not change appropriations or FTE.

The following proposed budget amendments would *increase* appropriations to the:

- **General Fund** by \$558,425
- **General Asset Management Fund** by \$499,000
- **Metropolitan Exposition Recreation Commission (MERC) Fund** by \$300,000
- **Oregon Zoo Asset Management Fund** by \$800,000
- **Solid Waste Fund** by \$1,355,636
 - **Total Appropriation** Increase: \$3,513,061

The following proposed budget amendments request an *additional 3.2 FTE*:

- **Human Resources:** 1.0 FTE – Limited Duration Recruiter to 12/31/2023
- **Waste Prevention and Environmental Services (WPES):**
 - 1.0 FTE – Sr. Program Analyst – new addition
 - 0.2 FTE – Program Manager – increase back to 1.0 FTE from 0.8 FTE
 - 1.0 FTE – Program Coordinator – extend Limited Duration one year to 06/30/2023

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

- **General Asset Management Fund** increase of \$499,000 (Attachment 1)
- **Oregon Zoo Asset Management Fund** increase of \$800,000 (Attachment 2)
- **Parks and Nature Bond Fund** increase of \$50,000 (Attachment 3)

This report includes three proposed budget notes that can be found starting on page 8.

General Fund Summary

The fiscal year 2022-23 budget fully funds the reserve at the target levels, including the proposed amendments. Three of the fifteen amendments result in changes to non-departmental General Fund resources (either contingency or fund balance). These include the following changes:

- \$50,000 transfer from General Fund Contingency to Council to increase funding for the Keller Scoping project (#518)
- \$300,000 transfer from General Fund Contingency to the MERC Fund to support staffing needs (#519)
- \$147,687 transfer from General Fund Contingency to Human Resources for staffing and tracking system needs (#521)
 - This included a request for 1.0 FTE for an 18-month Limited-Duration Recruiter

In addition, there are numerous technical adjustments in the General Fund that result in changes between the General Fund and subfunds, or are related to technical carryovers from FY 2021-2022.

Notable Changes in Other Funds:

- Solid Waste Fund is increasing FTE by 2.2 FTE:
 - Adding 1.0 FTE for a new position
 - Increasing a Position by 0.2 FTE, from 0.8 FTE to 1.0 FTE
 - Extending a 1.0 FTE Limited-Duration Position by 1 year
- Solid Waste Fund
 - Carry forward \$1,075,000 in unspent project funding
- General Asset Management Fund
 - Carry forward \$499,000 in unspent project funding
- Oregon Zoo Asset Management Fund
 - Refined project scoping resulting in \$800,000 appropriation increase request

Budget Amendments and Capital Improvement Plan Changes

Below is a list, by department, of each proposed budget amendment. Associated CIP changes can be found as attachments.

Central Services

<ul style="list-style-type: none"> • #Position 1210-FY23 Substantive Office of Metro Attorney 	<p>No additional budget appropriation is requested, however OMA is requesting that a limited duration Legal Counsel (Position 1210) be converted to regular status. The position had originally focused on Parks local option levy, but has expanded to other services areas and is a necessary part of OMA's on-going operations.</p>
<ul style="list-style-type: none"> • #503 Substantive Information Services and CIP 	<p>Information Services has unspent project funding to carry over into FY22-23 in the General Asset Management Fund (Capital Subfund-612 and IS R&R Subfund-616).</p> <p>This request seeks a carryover of unspent funds to FY22-23 Beginning Fund Balance of \$499,000 and an increase in appropriations to the General Asset Management Fund.</p> <p>Additionally, this request amends the 5-year CIP plan to reflect the timing of these projects, see Attachment 1.</p>
<ul style="list-style-type: none"> • #519 Substantive Interfund Transfer: General Fund to MERC Fund 	<p>Transfer \$300,000 from the General Fund contingency by way of Interfund Transfer to the MERC Fund to support Expo staffing. This has a net-zero effect on the General Fund appropriation, but increases the MERC Fund appropriation by \$300,000 (see #519 Substantive – Expo Center below).</p>
<ul style="list-style-type: none"> • #521 Substantive Human Resources 	<p>HR is requesting \$133,687 for a limited-duration Recruiter (program specialist classification) to assist in the significant increase in hiring activity at the agency. The need for additional recruitment assistance is expected to last the next 18 months. The expected end date for this position is December 31, 2023.</p> <p>Additionally, HR has begun implementing a Case Management tracking system for labor and employee relations investigations, grievances, and complaints. To maximize our benefit from the software, HR is requesting additional on-going costs of \$14,000 to fully implement the reporting features.</p> <p>These requests require a transfer from General Fund contingency of \$147,687 to increase Human Resources appropriations.</p>
<ul style="list-style-type: none"> • #493 Technical Communications and Office of the Deputy Chief Operating Officer 	<p>Moves \$114,597 in Personnel Services requirements from Communications to the Office of the Deputy Chief Operating Officer (DCOO) to align with the related position's reporting structure.</p>
<ul style="list-style-type: none"> • #499 Technical 	<p>In FY22-23, the ADA program is moving from under the DCOO office and will now reside within DEI (shift within the</p>

Office of the Deputy Chief Operating Officer and DEI	<p>Council Department). This amendment moves budgeted program costs for personnel and materials & services to DEI.</p> <p>Additionally, an account number coding correction is being made for the DEI capacity building program in this amendment.</p> <p>Total being moved \$402,229 within Council Department, but no additional appropriation is being requested.</p>
<ul style="list-style-type: none"> • #514 Technical Capital Asset Management 	<p>Moves the revenue and expenditure of the following contracts from FY 2021-22 to FY 2022-23, due to timing:</p> <ul style="list-style-type: none"> • \$170,000 for Construction Careers Pathway program for Workforce Funding contract with Woksystems Inc. • \$12,425 related to Contract No 041719 with Terex USA, LLC for a scissor lift which has an expected deliver in 2023. • \$10,000 for contracts 933718/933719 with Blankinship & Associates for contracted work related to Metro’s Sustainability Program Toxics Reduction project. <p>This request will increase appropriations by \$192,425.</p>
<ul style="list-style-type: none"> • #515 Technical Office of the Chief Operating Officer 	<p>Moves the revenue and expenditure of the following contracts from FY 2021-22 to FY 2022-23, related to Expo DOS, due to timing:</p> <ul style="list-style-type: none"> • \$50,000 related to Contract No 936226 Amendment 1 with Crossroads Consulting. • \$138,000 related to Contract No 936319 Amendment 4 on PO 49256 with Cascadia Partners LLC for consulting services. <p>These requests increase appropriations by \$188,000.</p>
<ul style="list-style-type: none"> • #516 Technical Government Affairs and Policy Development 	<p>GAPD, within the Council department, is requesting the following carryover of unspent FY21-22 funds to FY22-23:</p> <ul style="list-style-type: none"> • Regional Investment Strategies (RIS) carryover of \$100,000 related to qualitative research (focus/discussion groups) not completed during FY21-22 due to timing considerations and staff/contractor capacity constraints. • \$50,000 related to Contract No 936691 with Morel Ink for a Parks levy mailer not completed during FY21-22.

	This request will move budget to FY22-23 and increase appropriations by \$150,000.
<ul style="list-style-type: none"> • #517 Technical Human Resources 	<p>Human Resources is requesting the following carryover of unspent FY21-22 budget to FY22-23:</p> <ul style="list-style-type: none"> • \$28,000 related to Contract No 937716 with Peck, Rubanoff & Hatfield for legal services related to labor negotiations. <p>This request will move budget to FY22-23 and increase appropriations by \$28,000.</p>
<ul style="list-style-type: none"> • #518 Technical Office of the Chief Operating Officer 	Transferring \$50,000 from the General Fund contingency (Council Opportunity Fund) to the Office of the Chief Operating Officer to increase the budget of the Keller Scoping project from \$150,000 to \$200,000.

Metropolitan Exposition Recreation Commission

<ul style="list-style-type: none"> • #519 Substantive Expo Center from General Fund 	Expo Center is requesting to add \$300,000 to the FY22-23 budget for additional staffing support. This would increase personnel services at Expo Center, and be funded by a transfer from the General Fund contingency. This increases the MERC Fund appropriation by \$300,000. See the above (#519 Substantive – Interfund Transfer: General Fund to MERC Fund).
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Parks & Nature

<ul style="list-style-type: none"> • #512 Technical Carry Forwards 	<p>Operations placed orders for security gates, golf carts and kiosks that have since had shipping or contractor delays. The amounts related to the delayed equipment, \$289,777, is being carried forward from FY21-22 to FY22-23.</p> <p>Parks Planning initiated a feasibility and permit analysis for Farmington Paddle Launch that the engineers did not have time to complete during FY21-22 as originally planned. As a result, the contracted funds, \$42,901, are being carried forward.</p> <p>No appropriation change.</p>
<ul style="list-style-type: none"> • #512 Technical Carry Forwards and CIP 	<p>Oxbow is putting in a generator to aid in fire suppression during power outages. The generator itself will not arrive until August 2022 due to shipping delays. The amount related to the generator purchase and install, \$50,000, is being carried forward from FY21-22 to FY22-23 as a result. This affects the CIP, see Attachment 3.</p> <p>The TerraTrak developer, Sitka, has not completed as much work as originally scheduled and budgeted for FY21-22. Funds from the FY21-22 budget for TerraTrak, \$50,000, are being carried forward to FY22-23 as a result.</p>

	No appropriation change.
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Waste Prevention and Environmental Services

<ul style="list-style-type: none"> • #519 Substantive FTE and Carry Forwards 	<p>This amendment contains requests for program staff FTE as well as one-time carry forwards of program funding due to the timing of project completion, total appropriation increase for this amendment is \$1,355,636. No change to CIP.</p> <ul style="list-style-type: none"> • At the request of the COO, a new Sr. Program Analyst position will be added to WPES, \$154,214 appropriation increase. • Add 0.2 FTE to a Program Manager position (1281) to return it to 1.0 FTE, no appropriation increase. • Extend limited duration Program Coordinator position (1524) to 06/30/23, \$126,422 appropriation increase. • One-time carry forward requests \$1,075,000: <ul style="list-style-type: none"> ○ Facility System Plan funding \$350,000 ○ Policy and Programs funding for access to service payments and containers related to the implementation of Commercial Food Scraps requirement \$130,000 ○ Community Waste Prevention funding for decal printing and application \$105,000 ○ Community Waste Prevention funding for regional refresh fund grants for cleanup partnerships with community partners \$25,000 ○ Investment and Innovation grant fund payments \$290,000 ○ Employee wraparound services funding \$175,000
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Oregon Zoo

<ul style="list-style-type: none"> • #510 Substantive CIP 	<p>Increased scope for Zoo Administrative building upgrade project, requiring additional funding and adjustment to CIP project. Project now includes wall removal & reconfiguration, restroom upgrades, ADA improvements, and other various upgrades such as flexible workspace and improved conference rooms.</p> <p>This increases the Oregon Zoo Asset Management Fund appropriation by \$800,000 – see Attachment 2 for CIP change.</p>
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Councilor Budget Notes

Budget Note #1 (Councilors Gonzalez and Hwang):

Create a framework for staff to envision, develop, implement and coordinate a regional climate justice and resilience strategy across Metro's service areas and programs.

Sponsored by: Councilor Gonzalez

Co-Sponsored by: Councilor Hwang

Budget Note #2 (Councilor Hwang and President Peterson):

Create a limited-duration position, the Partnerships and Community Investment Program Manager, within the Council Office to provide comprehensive match-making and leverage opportunities for community based organizations seeking public, philanthropic, and private funding for a range of project types and sizes.

Sponsored by: Councilor Hwang

Co-Sponsored by: Council President Peterson

Budget Note #3 (Councilor Lewis):

Housing Staff Capacity: identify urgency in new hires and the capacities that the department should have, once the complete team is onboard.

Sponsored by: Councilor Lewis

The full text Budget Notes are included in the following pages (9-14).

**FY 2022-23 Council Proposals
For Budget Note Discussion
BUDGET NOTE #1**

Sponsor: Councilor Gonzalez

Co-Sponsor: Councilor Hwang

Budget Note Title:

Create a framework for staff to envision, develop, implement and coordinate a regional climate justice and resilience strategy across Metro's service areas and programs.

Budget Note Narrative:

During FY 2019-2020, Councilor Gonzalez proposed a budget note requesting the Chief Operating Officer to create a work plan and identify the employee capacity necessary to create a coordinated, regional strategy to mitigate climate change. This work plan was to include:

- Creation of an inventory on the current climate change mitigation work being done both at Metro and at our partner jurisdictions
- An evaluation of opportunities for new climate mitigation work through Metro's external-facing programs
- Working with local jurisdictions to determine their climate needs and identify ways in which Metro can support their work
- Developing multi-jurisdictional benchmarks for greenhouse gas reduction in key timelines (eg. 2030, 2050) and a regional strategies and a roadmap to meet those goals.
- Identifying regional climate goals for the impacts of Metro's external-facing work and what progress looks like for Metro
- Effectively communicate our strategy and our successes

Since the adoption of the FY 2019-2020 budget, staff have completed work to address the budget note including developing an inventory of internal climate mitigation work, resources allocated at the time and a proposal of future resources needed to implement this body of work. But, like many priorities at Metro, further work to begin internal coordination and implementation of a region wide strategy to address climate change was postponed due to changes in budgetary prioritization. At the same time, in addition to the on-going pandemic; national events sparked a reemergence of social action and movement which called on government agencies to take proactive steps to address a long history of racism and disinvestment, BIPOC and other marginalized communities experience.

As the region begins to heal from the negative impacts of the pandemic, climate change continues to cause widespread negative impacts, manifesting in the Metro region in the form of deadly heat waves, destructive wildfires and severe drought. BIPOC and other marginalized communities bear the brunt of the effects of climate change. Metro has a unique and powerful role and opportunity to advance climate and racial justice in tandem, in alignment with the guiding principles in Metro's Strategic Framework. Climate leadership is one of Metro's desired outcomes for the region, and Metro has also committed to climate goals in our own operations. Yet, Metro lacks a framework and process for implementing these commitments agency-wide that integrates our racial equity lens.

Council directs the Chief Operating Officer to create a work plan and identify the employee capacity necessary to renew the effort to create a coordinated, regional strategy to mitigate climate change in alignment with Metro's Racial Equity Strategy, including but not limited to:

- Creating a platform for Metro to convene internal staff in developing a Climate Justice and Resilience Task Force to envision, implement and coordinate climate justice and resilience work across Metro's service areas and programs. Efforts of the task force should include:
 - Deepen our collective understanding of climate justice and resilience: what do we know and what can we learn from others?
 - Vision and thought leadership: what could it look like for Metro to be a leader in fostering climate justice and resilience?
 - Identify key principles or pillars: what are essential elements to integrate climate justice and resilience, racial equity, and shared prosperity that should guide Metro's work?
 - Identify areas to leverage Metro's existing racial equity and shared prosperity initiatives to build a climate workforce that is diverse, skilled, and growing.
 - Operationalize Metro's commitment to climate justice and resilience: how do we integrate this as a key operating framework for decision-making across Metro?
 - Create accountability mechanisms: how can we track progress and outcomes of climate justice and resilience-related initiatives across the agency?
 - Specify the resources, capacity, and tools departments need to achieve these outcomes.

Supporting the resources, capacity and tools that departments need to achieve outcomes including funding of the Emergency Management Program Coordinator 1.0 FTE and Sustainability Planner 1.0 FTE and funding resources to bring in thought partners to share best practices and strategies for consideration.

COO will report back to council on the proposal no later than November 2022 to allow for potential budget implications for a mid-FY 22-23 budget amendment or for inclusion in the FY 23-24 budget.

**FY 2022-23 Council Proposals
For Budget Note Discussion
BUDGET NOTE #2**

Sponsor: Councilor Hwang

Co-Sponsor: Council President Peterson

Budget Note Title:

Create a limited-duration position, the Partnerships and Community Investment Program Manager, within the Council Office to provide comprehensive match-making and leverage opportunities for community based organizations seeking public, philanthropic, and private funding for a range of project types and sizes.

Budget Note Narrative:

Purpose and Need

Community partners in our region have clearly demonstrated that, when properly resourced, they provide innovative solutions to our societal problems. However, in providing these services, nonprofits often face roadblocks in using public dollars due to restrictions and the “color of money.”

Metro has the staff and investment power to help create the opportunities for innovative, community-led projects to grow in our region. However, community based organizations (CBOs) need additional support and capacity to maneuver and manage private and public funding sources to get their projects off the ground. There is no one Metro staff person currently dedicated to assisting these organizations and building the partnerships needed. By creating a new Partnerships and Community Investment Program designed to facilitate funding partnerships among community based organizations, public agencies, philanthropy, and private funders, Metro can help organizations access flexible funds while bolstering community participation in decision-making.

Increased staff support to work collaboratively with government agencies and external funders to develop funding plans for projects can help our regional CBOs better serve community priorities. The Partnerships and Community Investment Program Manager will forge collaborative funding strategies to resource CBO projects and provide consistent, multisector experience to free up CBO resources for greater focus on innovation. The program will be seeded through partnerships with key foundation partners, who will provide flexible startup funds to begin this process.

Program Scope

The Partnerships and Community Investment Program will, at a minimum, provide comprehensive match-making and leverage opportunities for community based organizations seeking public, philanthropic, and private funding. Funding sources will include federal, state, regional, and local dollars, along with foundation support and other private funders.

Project size will be determined through community input and guidance from funders and the Program Manager. The scale of the program should be determined in partnership with community needs, but it could range from a focus on smaller-scale neighborhood projects that support cultural identity and community placemaking, such as the Portland Mercado, or it could focus on catalytic funding partnerships that accelerate social change, like the Los Angeles Black Worker Center. Projects of all sizes may be eligible to leverage Metro funding from other programs;

transformational projects may be candidates for funding from Large Scale Community Visions program under the 2019 Parks and Nature Bond.

The program will be housed in the Council Office to provide the necessary flexibility to support a broad range of community priorities.

Program Administration

Community will be in the driver's seat in identifying the types of projects that are most in need of flexible funding, leverage opportunities, and staff support. The Program Manager will collect this feedback through strategies such as in-depth interviews or community surveys. The Program Manager will also convene stakeholders, including philanthropic partners, to develop a needs analysis and to co-create a work plan that meets identified community needs.

Funding priorities will then be determined through a robust partnership process, including community members and organizations, private funders, and Metro Council. This approach borrows from a trusted model: Project Turnkey, which will administer approximately \$125 million in funding to supply units of shelter and emergent housing, is funded by the Oregon State Legislature and administered by Oregon Community Foundation.

Community input could highlight a number of priorities that would benefit from additional funding, more flexible funding, or the opportunity to put up matching funds to attract federal, state, local, and private investment. These priorities may include projects providing affordable childcare, bolstering the availability of affordable commercial space for small businesses, increasing access to arts and culture, providing culturally specific services, and workforce development projects that connect to housing. In developing priorities into proposals and projects, the projects should align with Metro's stated goals to advance racial equity and/or climate justice.

Community feedback may also show support for projects within Metro's existing service lines, such as affordable housing developments, community placemaking, and parks and natural areas. In the case of Metro programs, funds from the Partnerships and Community Investment Program will be strictly additive and will not backfill existing services; for example, leveraging new investments from private funders to support commercial retail or childcare space on the ground floor of a new housing development.

Metro will fund the Partnerships and Community Investment Program Manager position, and other funds collected from foundations and philanthropic partners will be held by a separate, nonprofit fiduciary partner to ensure dollars remain as flexible as possible.

Partnerships and Community Investment Program Manager Position

The new Partnerships and Community Investment Program Manager will bring deep connections to philanthropic organizations, particularly to private funders and foundations in key investment industries. The Program Manager will have a track record of engaging communities of color in

decision-making, with an emphasis on projects that support self-determination. Ideally, this person will have experience leading projects that result in increased generational wealth.

Upon hire, the Program Manager will assess operation needs and barriers to accessing funding in the community. The Program Manager will consider examples of successful partnerships from other states and identify opportunities for innovative pilots.

The Program Manager will compile possible funding streams at the federal, state, and regional level, alongside foundation and private support, an effort that may include an asset map of these resources. The Program Manager will then develop an engagement committee to determine priorities for investment. The Program Manager may also catalogue successful strategies employed by local CBOs to implement large projects.

Why Metro

As the only directly-elected regional government in the U.S., Metro is best positioned to take a comprehensive view of the systematic problems within both private and public processes and programs. Metro is also the most adaptable, innovative government in the state with experience providing flexible dollars and staff support to fill gaps in public services.

Metro has invested in multisector innovation for many years, by partnering with economic development agencies, investing in organizational capacity for CBOs, and by working with private firms to develop new policies. For example, the Construction Careers Pathways framework and toolkit, developed in partnership with industry partners, community stakeholders, and local jurisdictions, sets forth policy and funding strategies for advancing racial equity in the trades.

Metro can also leverage the impact of its own grant-making by becoming better aligned with philanthropic organizations and funding opportunities at partner jurisdictions.

Costs and Timeline

Metro anticipates launching the Program with 1.0 FTE at a salary of approximately \$110,000, plus benefits, to fulfill the position of the Program Manager. The position will be considered limited duration and reconsidered after two years. Over time, a staff of 2.0 FTE may be appropriate to provide adequate administration of the Program, including conducting research and fostering connections.

Metro Council will vote to adopt its FY 22-23 budget this June. The approved budget will include \$170,000 for a Program Analyst classification to perform the duties of the Program Manager. Hiring could begin as early as July 2022.

Funding for projects would be collaborative and would include both public and private donations. Fundraising goals will support projects of a size that can make meaningful progress toward Program goals (advancing racial equity and climate action).

**FY 2022-23 Council Proposals
For Budget Note Discussion**
BUDGET NOTE #3

Sponsor: Councilor Lewis

Budget Note Title:
Housing Staff Capacity

Budget Note Narrative:

Metro's Planning and Development Department has stretched and grown in remarkable ways for a government over the past 5 years to develop capacity and expertise on housing. With the passage of the 2018 Housing Bond and 2020 Supportive Housing Services Measure, the staff has stood up new programs with urgency using a start-up operations approach. For both measures, we have core responsibilities for tax administration, oversight, and data. Our focus is on working closely with partner agencies for implementation and technical expertise and we should resist the temptation to duplicate systems or services already provided by partner cities and counties. However, as the programs mature it is important for the agency to ensure a broader set of capacities and competencies rooted in communicating with stakeholders beyond other local government staff.

This budget includes a handful of new FTEs dedicated to housing. This budget note is intended to identify urgency in these hires and the capacities the department should have once the complete team is onboard.

- (1) HR Recruitment will prioritize the posting, assertive engagement of potential candidates, and review of applicants for each housing position in Planning and Development.
- (2) The Planning and Development Department will determine individuals and process for a "front desk" capacity for constituent services related to housing. Metro needs to be ready to field calls that will ultimately result in referrals to service providers and other local governments as well as requests for information.
- (3) The housing staff in the Planning and Development Department will identify individuals who can provide technical expertise to service providers and developers interested in responding to RFPs and RFQs from our local government partners.
- (4) The Planning and Development and Communications Departments will continue to collaborate on how we are communicating progress on this work. They will provide either a briefing or written memo to Council in winter 22/23 with a mid-budget update on housing communications tools and programs.
- (5) Finally, this budget note should be understood to represent the grave urgency of doing more on housing, both within our two measure-funded programs and with other tools and agency leadership. The Planning and Development Department WILL come to Metro Council with any budget, FTE, or program request related to housing mid budget year and will not put such requests off for the next year's regular budget process.

**Approved-to-Adopted FY 2022-23 Budget
Capital Improvement Plan (CIP) Detail Changes**

Financial Planning Use

Attachment 1

Information Services

Total Changes 499,000

Resolution 22-5262

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2022-23			FY 2023-24 CIP Amended	FY 2024-25 CIP Amended	FY 2025-26 CIP Amended	FY 2026-27 CIP Amended	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended					
N	17001I	Microsoft Exchange Upgrade	579000	616	00441	356,000	80,000	436,000	-	-	-	-	Carryover of unspent funds
N	01326	Council Chambers Broadcast Video	579000	616	00441	125,000	55,000	180,000	-	-	-	-	Carryover of unspent funds
N	17002I	Cloud Strategy Review	579000	616	00441	-	114,000	114,000	-	-	-	-	Carryover of unspent funds
N	14004E	E911	579000	616	00441	-	70,000	70,000	-	-	-	-	Carryover of unspent funds
N	13008U	Drupal 8 Refresh	579000	616	00441	-	50,000	50,000	-	-	-	-	Carryover of unspent funds
N	13008U	Drupal 8 Refresh	579000	612	00441	100,000	50,000	150,000	-	-	-	-	Carryover of unspent funds
N	14003I	MRC Technology Upgrades	579000	612	00441	550,000	80,000	630,000	-	-	-	-	Carryover of unspent funds
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82nd Avenue Transit Steering Committee Formation

Work Session Topics

Metro Council Work Session
Tuesday, May 31st, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND) RESOLUTION NO. 22-5257
APPOINTING MEMBERS OF THE 82ND)
AVENUE TRANSIT PROJECT STEERING) Introduced by Chief Operating Officer
COMMITTEE) Marissa Madrigal in concurrence with
) Council President Lynn Peterson

WHEREAS, Metro’s adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region’s land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety and congestion; and

WHEREAS, the 2018 RTP identifies the 82nd Avenue Corridor as a future Enhanced Transit Corridor on the 2027 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, this corridor has higher than average regional population of communities of color and people living below the poverty line; and

WHEREAS, TriMet’s Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system and its daily boardings exceed the number of boardings on two of TriMet’s six light rail lines; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit dependent riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2017 High Injury Corridors and Intersections Report and there were 196 serious injuries and fatalities on this corridor between 2007 and 2017; and

WHEREAS, the City of Portland and the Oregon Department of Transportation has transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from State to City ownership, and the City of Portland will begin investing in safety and maintenance on 82nd Avenue and developing a plan to envision this part of the corridor; and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of a preferred alternative for bus rapid transit on the 82nd Avenue Corridor; and

WHEREAS, an 82nd Avenue Equitable Development Strategy will be written and produced by the local community and the Steering Committee membership will review and support the Strategy’s production and acknowledge the Equitable Development Strategy upon completion; and

WHEREAS, Steering Committee membership should include elected officials, representatives of project partner agencies and community members creating an Equitable Development Strategy; and

WHEREAS, the Metro Councilors from District 2 and District 6 will serve as the Steering Committee co-Chairs; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 18 months; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Establishes the 82nd Avenue Transit Project Steering Committee to fulfill the charge set forth in Exhibit A; and
2. Designates the represented positions listed in Exhibit B and requests that those organizations appoint their representative members to serve on the 82nd Avenue Transit Project Steering Committee; and
3. Directs the 82nd Avenue Transit Project Steering Committee to meet at project milestones, with administrative and technical support from Metro staff; and
4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless expressly terminated, but not to exceed three years; and
5. If a Steering Committee member steps down or can no longer serve as an appointed representative prior to the end of a term, the organization shall appoint a new member.

ADOPTED by the Metro Council this ____ day of June 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

82nd Avenue Transit Project Steering Committee – DRAFT Charter

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the 82nd Avenue Transit Project develops a transit design that has community support and can be implemented.

The Steering Committee will make decisions on project milestones and recommend a locally preferred alternative to the adopting bodies. The Steering Committee is anticipated to meet approximately ten times between July 2022 and August 2023. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, agency executives and members of the 82nd Avenue Equity Coalition.

The project will be informed by a robust community engagement process that is built upon the extensive engagement and analysis that has already occurred in the corridor. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people that rely on transit to meet their daily needs.

A technical work group comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the City of Portland, Clackamas County, the Oregon Department of Transportation, TriMet, Multnomah County and Metro. The Port of Portland will participate as part of the technical working group, but will not participate in the Steering Committee.

Steering Committee charge

The Steering Committee is charged with recommending a locally preferred alternative for high capacity transit in the 82nd Avenue corridor by the end of June 2023.

They may also be interested in the process to develop the Equitable Development Strategy (EDS) in the 82nd Avenue corridor, but their approval or involvement is not required. They will also need to be aware of and coordinate with City of Portland project work around jurisdictional transfer of seven miles of the corridor, and any other major considerations for the other jurisdictions. The Steering Committee will receive updates through the EDS development and the City of Portland efforts and share feedback. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish a purpose and need statement and goals for the project
 - Advance a range of transit alternatives for analysis and community consideration

- Narrow for further consideration the transit alternatives that best meet the project's goals and community needs
- Concur on a transit alternative to advance as a locally preferred alternative
- **Recommend a Locally Preferred Alternative (LPA):** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between summer 2022 and summer 2023, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

Contact information

Elizabeth Mros-O'Hara, Project manager
elizabeth.mros-ohra@oregonmetro.gov

Christine Lewis, Metro Council, District 2
christine.lewis1@oregonmetro.gov

Duncan Hwang, Metro Council District 6
duncan.hwang@oregonmetro.gov

EXHIBIT B TO RESOLUTION NO. 22-5257

Members of the 82nd Avenue Transit Project Steering Committee

Metro: District 2 Councilor and District 6 Councilor

City of Portland

Clackamas County

Oregon Department of Transportation

TriMet

Multnomah County

Equitable Development Coalition: up to four members

82ND AVENUE TRANSIT PROJECT PRESENTATION

Date: May 26, 2022
Department: Planning, Development and
Research
Meeting Date: May 31, 2022

Prepared by: Elizabeth Mros-O'Hara
elizabeth.mros-ohara@oregonmetro.gov
Presenter(s): Elizabeth Mros-O'Hara
(she/her), Metro, and Jamie Snook
(she/her), TriMet
Length: 20 minutes

ISSUE STATEMENT

The purpose of the 82nd Avenue Transit Project is to improve transit mobility, reliability, travel times, safety, and access in one of the most important transit corridors in the region for residents, employees, and visitors, in particular, communities of color and low-income communities who have historically lacked access to quality public transit in the region.

ACTION REQUESTED

On June 2, 2022, the Council will be asked to consider a resolution creating a Steering Committee to guide the project toward the identification of a preferred transit design for the 82nd Avenue Corridor. It is anticipated that JPACT and Metro Council will be asked to consider adopting a locally preferred transit alternative into the Regional Transportation Plan (RTP) in the second half of 2023.

The Steering Committee will include representatives from each jurisdiction along the corridor and members of the Equitable Development Coalition (yet to be formed). The Equitable Development Coalition will lead the development of an equitable development strategy for the corridor.

Steering Committee membership includes:

- Metro District 2 Councilor and District 6 Councilor
- City of Portland
- Clackamas County
- Oregon Department of Transportation
- TriMet
- Multnomah County
- Up to four members of the Equitable Development Coalition (to be created by staff)

IDENTIFIED POLICY OUTCOMES

The RTP and the 2018 Regional Transit Strategy identify 82nd Avenue as a future Enhanced Transit Corridor on the 2027 Financially Constrained project list with the potential for a higher level transit improvement.

Metro's Transportation Funding Task Force designated 82nd Avenue as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer term corridor investments.

POLICY QUESTION(S)

The proposed 82nd Avenue Transit Project Steering Committee includes elected and community representatives together at the decision making table. Does Council have any concerns about this approach?

Does Council have questions about the Steering Committee role?

STAFF RECOMMENDATIONS

Staff recommends Council consider approving the creation of the 82nd Avenue Transit Project Steering Committee to guide the development of a preferred transit alternative to support the needs of people who live, work and study along the 82nd Avenue.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?
This project is a collaboration between Metro, community and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2018 Regional Transportation Plan. Corridor planning is central to Metro's core mission in land use and planning for the region's public transit system.
- How does this advance Metro's racial equity goals?
This project advances two of the five strategic goals in Metro's Strategic plan to advance racial equity, diversity and inclusion.

Goal A: Metro convenes and supports regional partners to advance racial equity
This project is a collaboration of regional partners focused on their mutual interest in the betterment of this important regional corridor.

Transit in the 82nd Avenue corridor currently experiences significant delay, which is very costly for the high number of transit-dependent riders. The delay disproportionately impacts people of color and low income people who make up a higher percentage of the residents in the corridor than in other parts of the region. In comparison to the Portland Metropolitan region, communities in the corridor have above average concentrations of low-income populations, people of color, and low car ownership.

Goal B: Metro meaningfully engages communities of color

Community members will lead the Equitable Development Strategy creation for this corridor. Metro will work with partners to create an Equitable Development Coalition for the 82nd Avenue Corridor, comprised of advocates, community representatives, funders, housing and service providers authoring their own plans for addressing corridor needs. This important aspect of the project will ensure that broader community economic and housing development needs are prioritized in the transit project's corridor. The transit project will serve these catchment areas but will not be able to provide for all the needs the community will identify. The final transit design concept will reflect input from the community, both from engagement and through the input of the community members that will be leaders of the project on the 82nd Avenue Transit Project Steering Committee.

- How does this advance Metro's climate action goals?
This project will support two policy areas in Metro's Climate Smart Strategy.

The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan, which helps to implement the 2040 Growth Concept and the Regional Framework Plan.

Also, by improving the travel experience and efficiency of a highly used transit line, this project will make transit convenient, frequent, accessible and affordable.

- Known Opposition/Support/Community Feedback
There is significant support from the agencies and local jurisdictions involved in this project. Metro's partners on this work include TriMet, ODOT, the City of Portland, Clackamas County and the Port of Portland.

Past planning and visioning projects in the corridor indicate that the community values safe, reliable, faster, and accessible transit.

- Explicit list of stakeholder groups and individuals who have been involved in policy development.
Participating jurisdictions were consulted on the formation of the 82nd Avenue Transit Project Steering Committee, its role and their agency's participation in the group. The reception has been positive and participation is expected to be robust.

Metro staff is also in discussions with community-based organizations about the Equitable Development Strategy, the Equitable Development Coalition (yet to be formed) and participation of coalition members in the Steering Committee.

- Legal Antecedents
The creation of the Steering Committee is consistent with Metro Code 2.19.060 (Task Forces) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan (December 6, 2018).

Resolution No. 18-4892, For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan (December 6, 2018).

Resolution No. 21-5165, Governance and Policy - Governance Management - Metro Council Ordinances, Resolutions, Orders, and Indices - 21-5165: For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements.

- **Anticipated Effects**
The 82nd Avenue Transit Project Steering Committee will contribute valuable guidance toward completion and adoption of a transit locally preferred alternative conceptual design. The Steering Committee will meet throughout the project's life at key milestones and offer a recommendation(s) to JPACT and Metro Council.
- **Financial Implications (current year and ongoing)**
Funding for the transit planning and equitable development work is funded within planned department resources. Metro also applied for a grant from the Federal Transit Administration in August 2021 to further support this work.

BACKGROUND

This project will provide the public transit components of initial corridor planning for the 82nd Avenue Corridor located in Clackamas County and Multnomah County. The corridor passes through the City of Portland and unincorporated areas of Clackamas County and includes the Clackamas Regional Center and the Lents Town Center. The corridor also serves seven census tracts that are identified as areas of persistent poverty by the U.S. Department of Transportation.

The 82nd Avenue Transit Project will provide transit improvements between Clackamas Town Center and a terminus to the north yet to be defined. The corridor is currently served by TriMet's Line 72 running between Clackamas Town Center and Killingsworth on 82nd Avenue before heading west to Swan Island. Line 72 is the highest ridership bus line in the entire TriMet system with higher ridership than two MAX lines, yet it is subject to frequent delay making it difficult for riders to get to their destinations on time. The line provides a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd

Avenue MAX station. The line not only connects major destinations like the Clackamas Town Center, Portland Community College, McDaniel High School, the Montavilla Community Center, and well as many restaurants and shops; it serves many essential neighborhoods, low income areas, and some of the most racially-diverse portions of the region.

The corridor was once the major north-south highway for the region before the Interstate 205 was opened just ten blocks to the east in 1983. Since then, the throughway function of 82nd Avenue was diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry significant freight and auto traffic, as well as buses, pedestrians, and bicycles. Recognition of this change has led to a desire to transfer the jurisdiction of the roadway from ODOT to the City of Portland to reflect its more urban function. The roadway is recognized as a high injury corridor with many serious crashes, including pedestrian fatalities. Of the 181 high injury corridors identified in the 2018 RTP, 82nd Avenue had the 10th highest number of serious crashes per mile.

The 82nd Avenue Transit Project will need to be closely coordinated with other planned investments to improve safety and access in Portland and Clackamas County, as well as reflecting community desires. In particular, the 82nd Ave Transit Project must be closely coordinated with the City of Portland's Building a Better 82nd Avenue project, which is focusing critical near-term investments and longer term planning on the area between SE Clatsop Street and NE Killingsworth Street where the City of Portland is taking over the jurisdiction of the roadway from ODOT as of June 1, 2022. The jurisdictional transfer is resulting in a major investment (\$185 million) in the corridor and provides an opportunity to rethink how 82nd Avenue functions on a seven-mile stretch through Portland.

The 82nd Avenue Transit Project will also need to be heavily coordinated with a parallel and related Equitable Development Strategy which is just getting underway. The Equitable Development Strategy will be a community-led effort to identify community priorities in the corridor besides transit and develop strategies to implement them.

The 82nd Avenue corridor has seen significant engagement and transit analysis over the last ten years. Consequently, the project will build on past community feedback and technical planning work for transit in the corridor. While needing to confirm past efforts and ensure comprehensive engagement where it may have been missed, the project team can build on the momentum from past analysis and community engagement. Consequently, the 82nd Avenue Transit Project anticipates being able to arrive at a transit solution in mid-2023 with a Locally Preferred Alternative defining the bus route, termini, general station locations, location and extent of laneway transit priority treatments, frequency of service, and likely transit network changes to improve the system connectivity.

Improving the performance of transit service throughout this corridor with a focus on providing equitable economic and housing development support through transit investments allows the region to achieve key strategies, goals and outcomes of the Regional Transportation Plan.

ATTACHMENTS

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Areas of Persistent Poverty Map – 82nd Avenue Transit Corridor
 - Get Moving 2020 Corridor Equity Analysis – 82nd Avenue



"Because I don't have a car or any other method, that's why I always use the bus or the MAX. In my area the bus comes every thirty minutes which is a little bit long for me. It should be a shorter time."

Victo



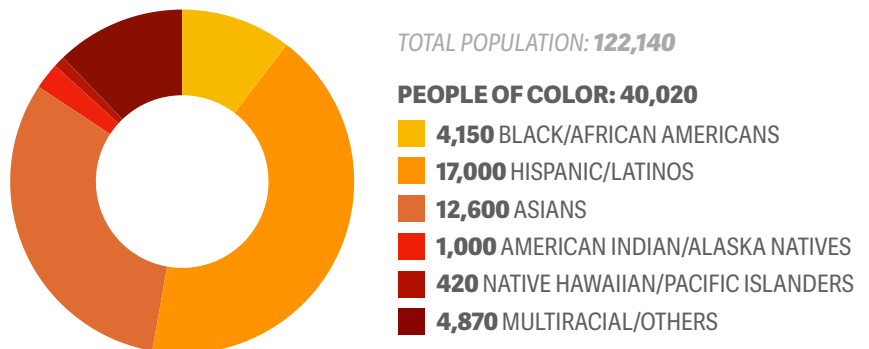
"As I drive I fear the black spots—it's hard to tell if someone is causing the black spots. The other thing is when the bike lane is not indicated sometimes you have to pay attention to that."

Alexander

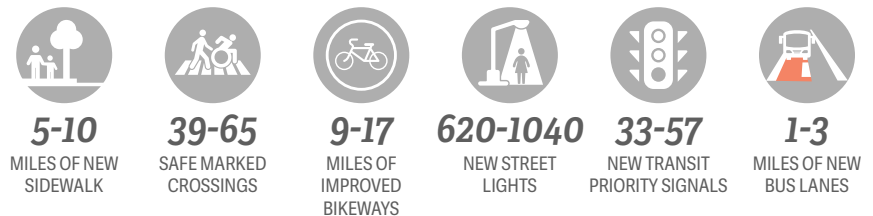
82nd Avenue

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves **one of the most diverse populations** in the region. 82nd Avenue also has the **highest bus line ridership** in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities including the **Jade District**—one of the most racially diverse areas in the State and an **important cultural hub for the Asian-American community**. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city's busiest, widest, and most prominent streets.

Who lives along 82nd Ave?



Proposed Get Moving 2020 Investments



82nd Ave

Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.

PP ODOT

Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.

PBOT ODOT

Airport Way Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.

PP

AREA OF FOCUS: CULLY

AREA OF FOCUS: EAST MONTAVILLA

AREA OF FOCUS: LENTS/ POWELLHURST

AREA OF FOCUS: HARMONY POINT

MAX Station Access Planning 82nd Ave Station

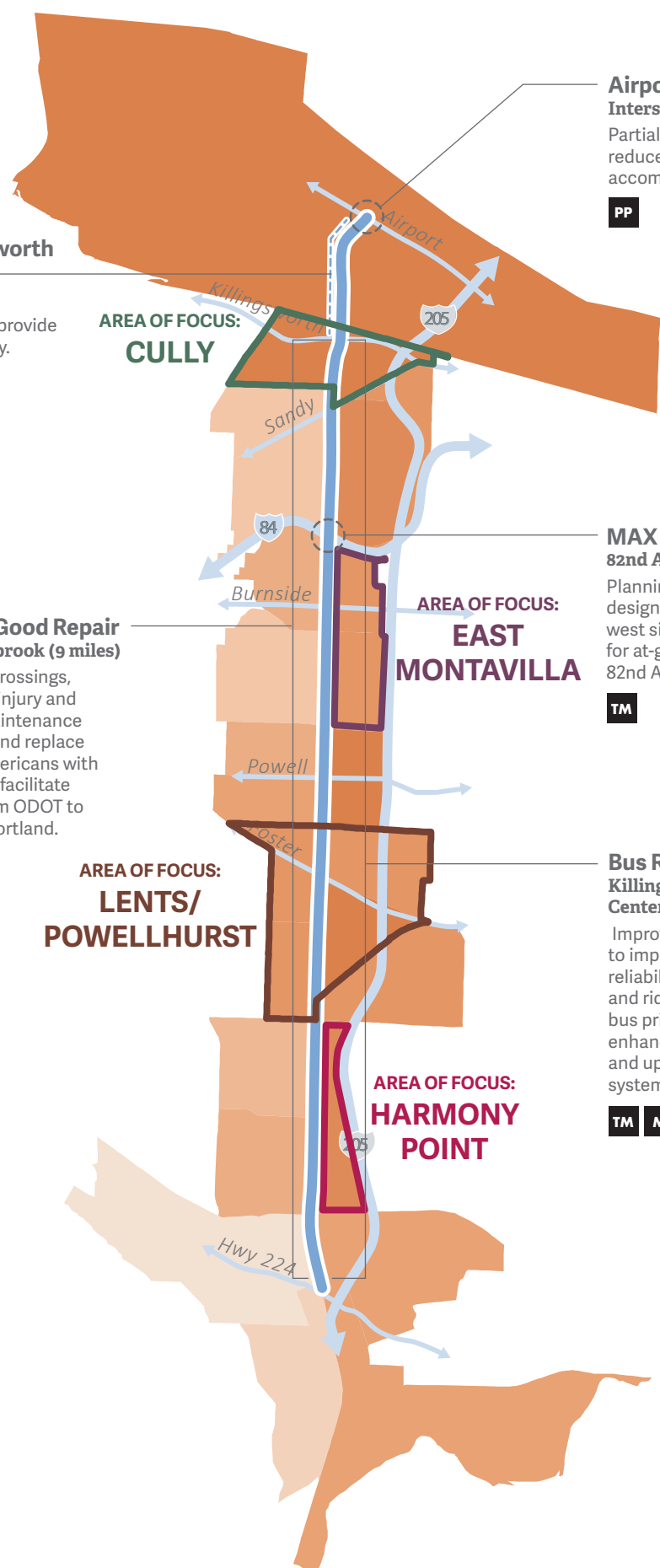
Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.

TM

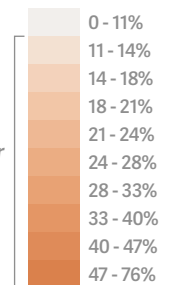
Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.

TM M



% PEOPLE OF COLOR



corridor range

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

82nd Avenue is home to racially and ethnically diverse communities with large Asian and Hispanic populations. Across most of the corridor, however, median incomes are lower than the region's and rates of poverty are higher.

82nd Ave Corridor

Figures in RED represent average or median conditions in the corridor.

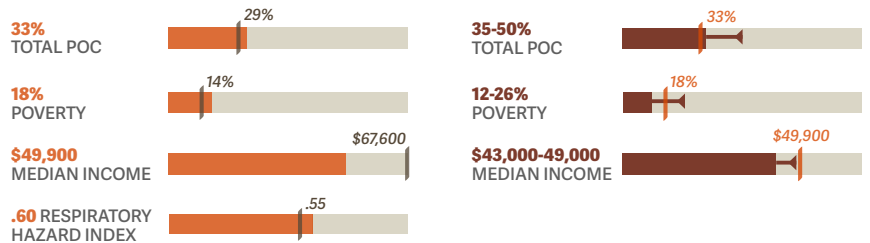
These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

AREA OF FOCUS:

Lents/Powellhurst

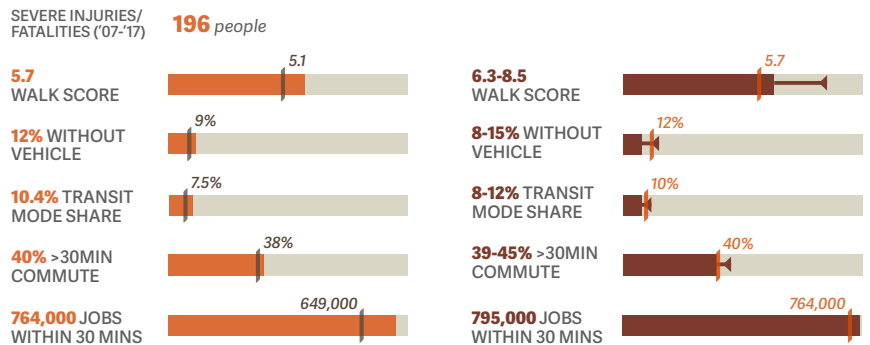
The Lents neighborhood has large populations of Asian and Hispanic people and has experienced significant development in recent years, potentially accentuating displacement.

Notable conditions are shown in BROWN. These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



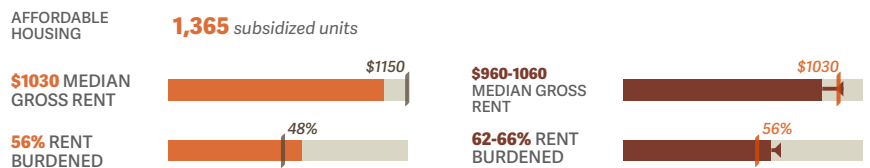
MOBILITY

Residents who live along the corridor have higher than average access to low and middle-wage jobs, and slightly higher transit access to major employers. People who live along the corridor are more transit dependent, with car ownership rates lower than the regional average and transit usage higher.



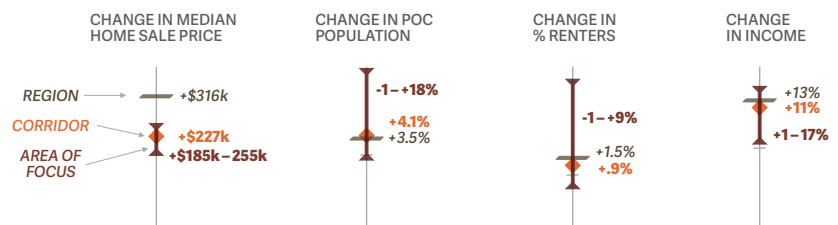
HOUSING

Median rents along the corridor are slightly lower than the regional median, but renters are cost-burdened at higher rates. Renters in some neighborhoods, like Lents/Powellhurst, are especially cost-burdened.



DISPLACEMENT INDICATORS

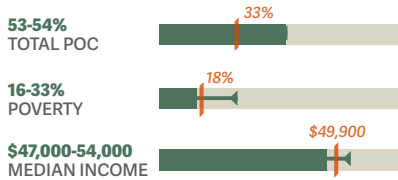
At the corridor level, displacement indicators demonstrate a mix of signals. Displacement of people of color between 2000 and 2017 appears low. Incomes and home prices are growing, though less quickly than the region overall. However, specific neighborhoods such as Cully show stronger signs of displacement.



AREA OF FOCUS:
Cully

Cully is home to a large Hispanic population and many low-income families. The Cully neighborhood has seen active displacement of people of color in recent years.

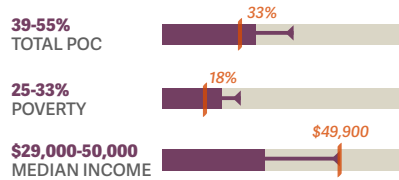
Notable conditions are shown in GREEN.
These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



AREA OF FOCUS:
East Montavilla

East Montavilla is home to many thriving Asian communities and has become increasingly diverse in recent years.

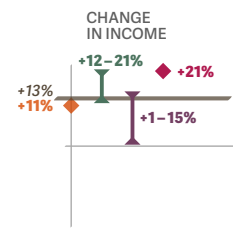
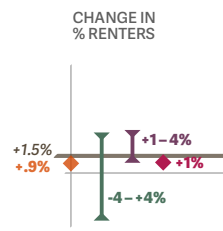
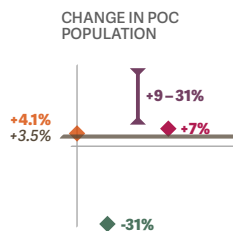
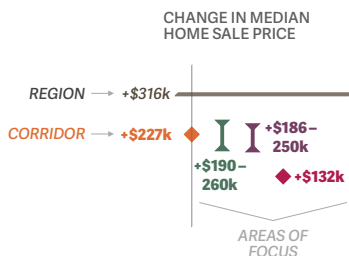
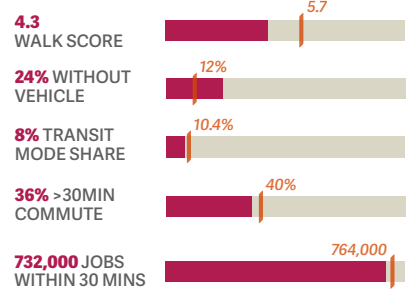
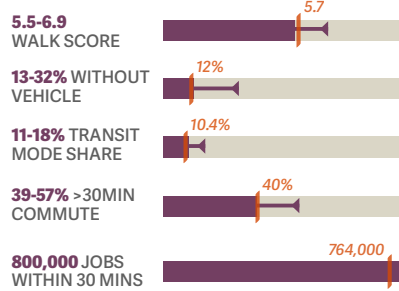
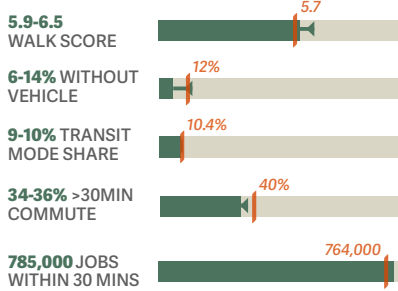
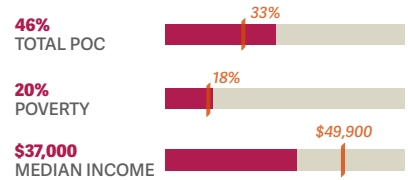
Notable conditions are shown in PURPLE.
These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



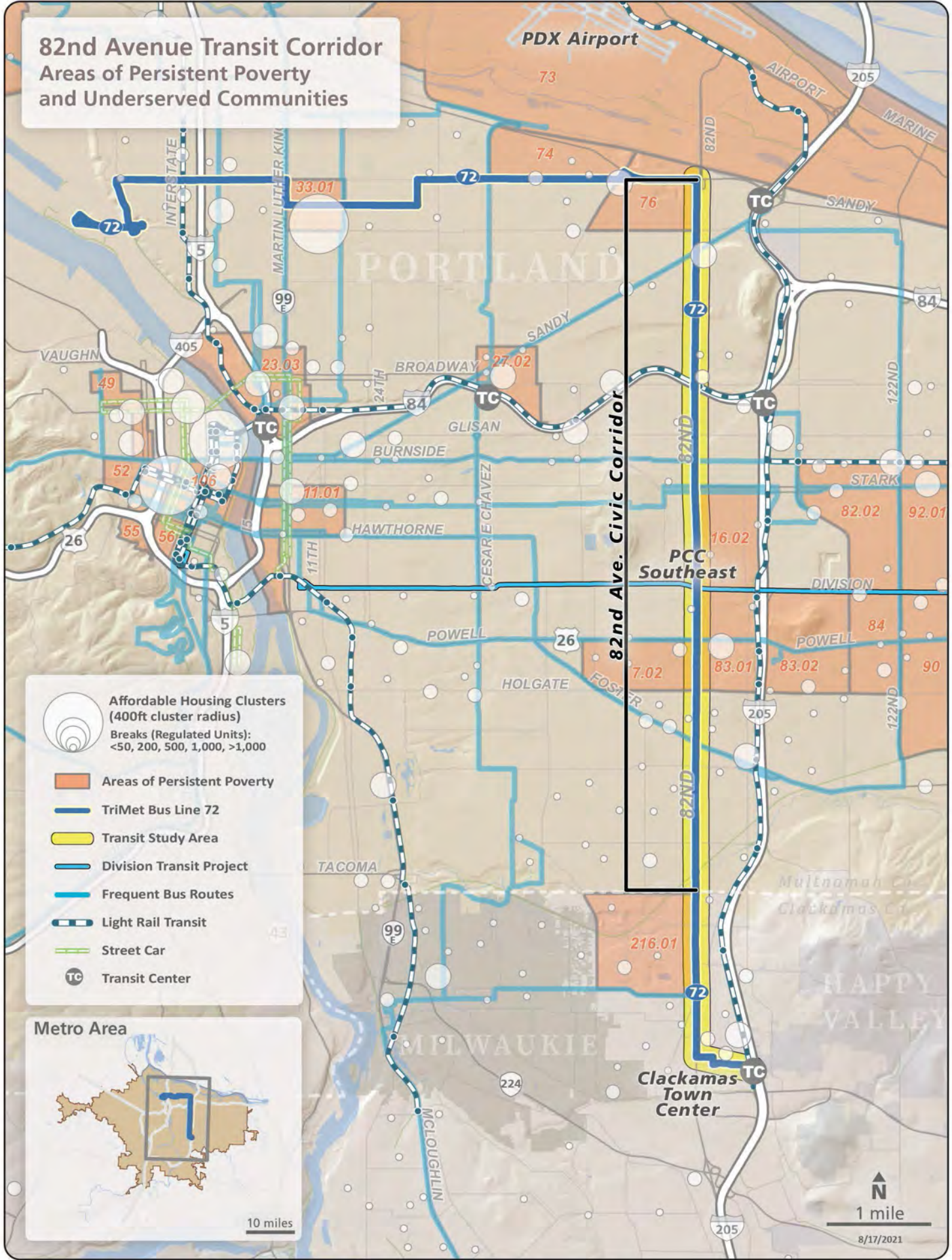
AREA OF FOCUS:
Harmony Point

Harmony Point is one of Clackamas County's most racially and ethnically diverse communities and also has many families experiencing poverty.

Notable conditions are shown in PINK.
These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



82nd Avenue Transit Corridor Areas of Persistent Poverty and Underserved Communities



Affordable Housing Clusters
(400ft cluster radius)
Breaks (Regulated Units):
<50, 200, 500, 1,000, >1,000

- Areas of Persistent Poverty
- TriMet Bus Line 72
- Transit Study Area
- Division Transit Project
- Frequent Bus Routes
- Light Rail Transit
- Street Car
- Transit Center

Metro Area



10 miles

1 mile

8/17/2021



"Because I don't have a car or any other method, that's why I always use the bus or the MAX. In my area the bus comes every thirty minutes which is a little bit long for me. It should be a shorter time."

Victo



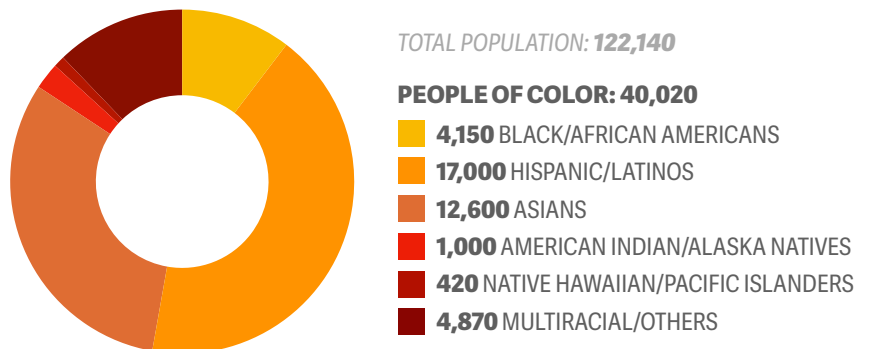
"As I drive I fear the black spots—it's hard to tell if someone is causing the black spots. The other thing is when the bike lane is not indicated sometimes you have to pay attention to that."

Alexander

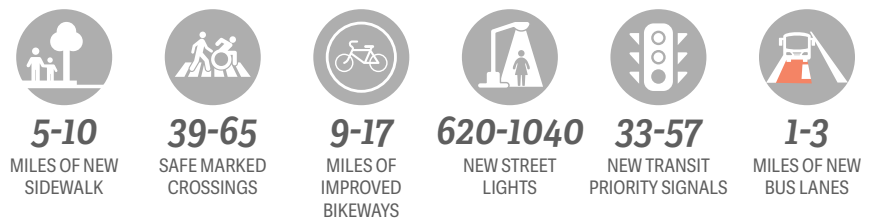
82nd Avenue

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves **one of the most diverse populations** in the region. 82nd Avenue also has the **highest bus line ridership** in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities including the **Jade District**—one of the most racially diverse areas in the State and an **important cultural hub for the Asian-American community**. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city's busiest, widest, and most prominent streets.

Who lives along 82nd Ave?



Proposed Get Moving 2020 Investments



The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

82nd Avenue is home to racially and ethnically diverse communities with large Asian and Hispanic populations. Across most of the corridor, however, median incomes are lower than the region's and rates of poverty are higher.

82nd Ave Corridor

Figures in RED represent average or median conditions in the corridor.

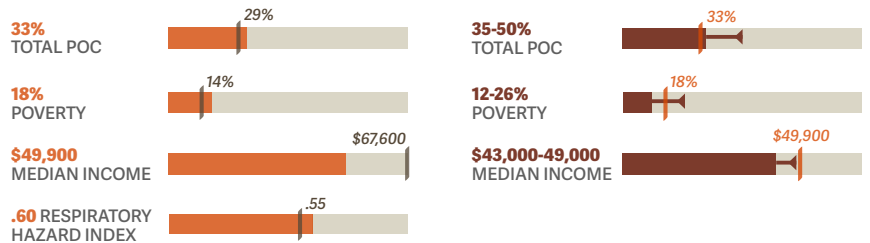
These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

AREA OF FOCUS:

Lents/Powellhurst

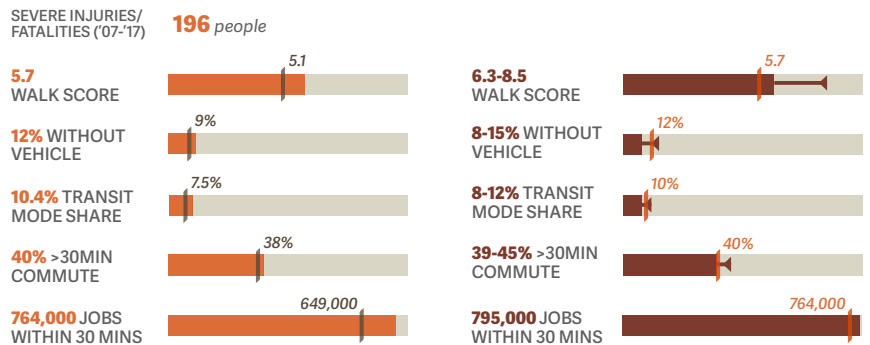
The Lents neighborhood has large populations of Asian and Hispanic people and has experienced significant development in recent years, potentially accentuating displacement.

Notable conditions are shown in BROWN. These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



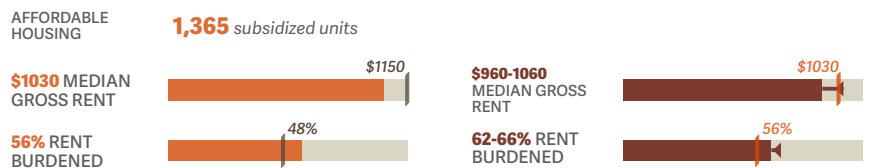
MOBILITY

Residents who live along the corridor have higher than average access to low and middle-wage jobs, and slightly higher transit access to major employers. People who live along the corridor are more transit dependent, with car ownership rates lower than the regional average and transit usage higher.



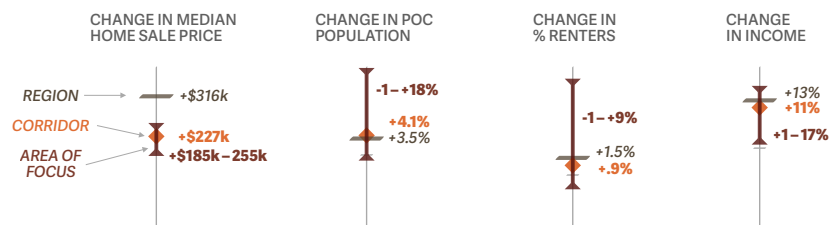
HOUSING

Median rents along the corridor are slightly lower than the regional median, but renters are cost-burdened at higher rates. Renters in some neighborhoods, like Lents/Powellhurst, are especially cost-burdened.



DISPLACEMENT INDICATORS

At the corridor level, displacement indicators demonstrate a mix of signals. Displacement of people of color between 2000 and 2017 appears low. Incomes and home prices are growing, though less quickly than the region overall. However, specific neighborhoods such as Cully show stronger signs of displacement.



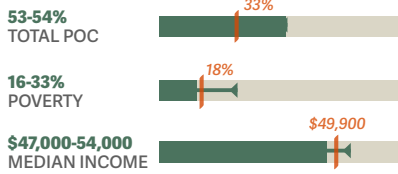
AREA OF FOCUS:

Cully

Cully is home to a large Hispanic population and many low-income families. The Cully neighborhood has seen active displacement of people of color in recent years.

Notable conditions are shown in GREEN.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



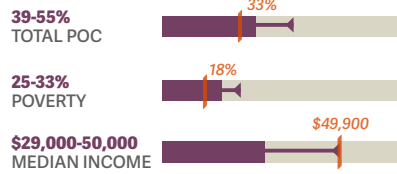
AREA OF FOCUS:

East Montavilla

East Montavilla is home to many thriving Asian communities and has become increasingly diverse in recent years.

Notable conditions are shown in PURPLE.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



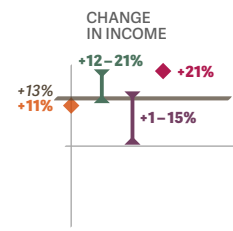
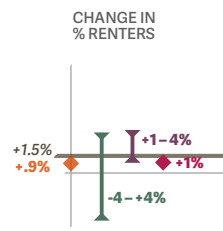
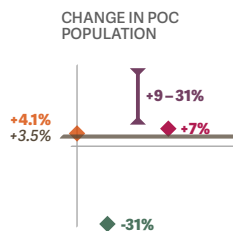
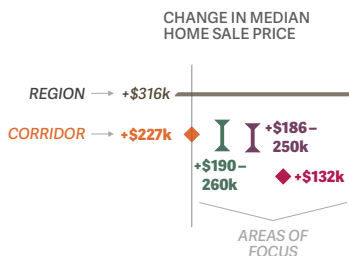
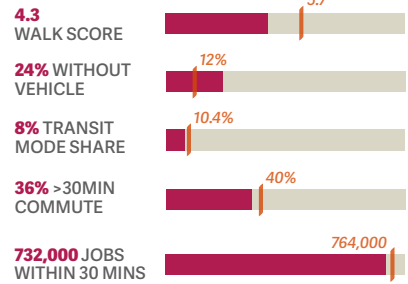
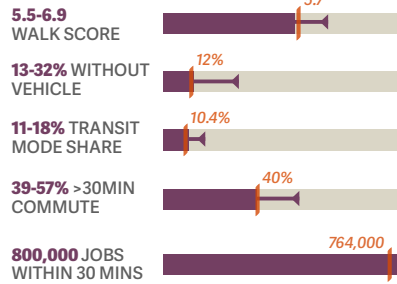
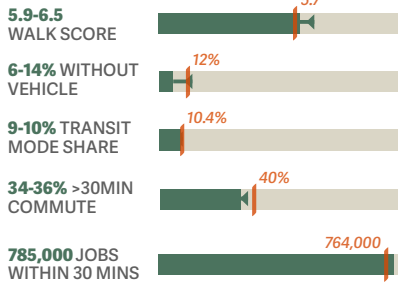
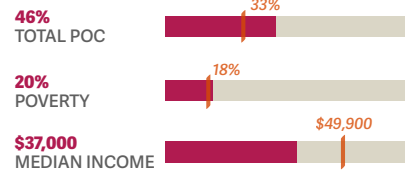
AREA OF FOCUS:

Harmony Point

Harmony Point is one of Clackamas County's most racially and ethnically diverse communities and also has many families experiencing poverty.

Notable conditions are shown in PINK.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



**Garbage and Recycling System Facilities Plan Values and
Outcomes Endorsement**

Work Session Topics

Metro Council Work Session
Tuesday, May 31st, 2022

STAFF REPORT

GARBAGE AND RECYCLING SYSTEM FACILITIES PLAN - VALUES AND OUTCOMES

Date: May 11, 2022
Department: Waste Prevention and Environmental Services
Meeting Date: May 31, 2022

Prepared by: Estee Segal, 503/753-9231, estee.segal@oregonmetro.gov
Presenter(s): Marta McGuire, Estee Segal, Luis Sandoval
Length: 45 mins

ISSUE STATEMENT

Metro Council approved the Garbage and Recycling System Facilities Plan Work Plan on March 3, 2022 and directed staff to develop draft values and outcomes to guide the planning and implementation of the plan. At this work session, staff will seek Council input and endorsement on the draft values and outcomes. Staff will also provide a general update on progress to-date in the first phase of the project.

ACTION REQUESTED

Review, discuss and endorse the plan's values and outcomes, the primary deliverable for Phase 1.



IDENTIFIED POLICY OUTCOMES

The Garbage and Recycling System Facilities Plan will be guided by a set of values and outcomes. These values and outcomes will guide the development of the plan over the next 1.5 years, as well as the implementation of the plan including building and improving facilities and infrastructure through 2030 and beyond.

POLICY QUESTION

Does Metro Council support the draft values and outcomes and project assumptions as the guiding framework for the Garbage and Recycling System Facilities Plan?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Endorse the Garbage and Recycling System Facilities Plan Values and Outcomes as drafted.
2. Provide changes to the Garbage and Recycling System Facilities Plan Values and Outcomes.
3. Direct staff to do further work on the Garbage and Recycling System Facilities Plan Values and Outcomes and return to Metro Council with an update.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Garbage and Recycling System Facilities Plan will be guided by the 2030 Regional Waste Plan values and racial equity principles. Together, these six values and three equity principles make up the values framework for the Garbage and Recycling Facilities Plan. Since the 2030 Regional Waste Plan was created before Metro had a dedicated Tribal Policy Advisor position and did not include a value, principle or goal related to Tribal consultation, one value has been added to reflect Metro's commitment to this approach.

The proposed draft outcomes were drawn from the 2030 Regional Waste Plan, Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion, and recent feedback and input received on the garbage and recycling system from the Metro South and Metro West Community Advisory Groups in 2019 and 2020.

The proposed values and outcomes were presented to the Regional Waste Advisory Committee and the Metro Policy Advisory Committee for review and input in March and April 2022. Their input was incorporated into the draft values and outcomes document. A summary of the major changes include:

- Adding an assumptions section (4 bullet points) to the introduction of the values and outcomes document to better clarify the context and scope of the plan, as well as to better define what is meant by "facility projects" in the outcomes.
- Adding a value and two outcomes related to consultation with Tribal governments and sovereign nations; and
- Noting the outcomes that have the highest potential to advance goals in Metro's Strategic Plan to Advance Racial Equity Diversity and Inclusion in the related policy guidance column.

Staff will also hold a discussion on the draft values and outcomes with a newly forming Garbage and Recycling Facilities Plan Community Advisory Group, on May 18, and Metro's Committee on Racial Equity, on May 19, however their input and feedback will be reflected in the Council presentation on May 31, rather than this report or the attachment, due to timing of document submission.

BACKGROUND

Metro Council approved Resolution No. 22-5248 on March 3, 2022, adopting the project Work Plan for the Garbage and Recycling System Facilities Plan.

Since adoption of the Work Plan, the project team has made significant progress on Phase 1 project tasks, summarized below:

- Staff issued a Request for Proposals (RFP) on March 10, 2022 for consultant teams to lead implementation of the project scope of work. Staff made an effort to identify and extrapolate contact information for over 200 COBID certified firms specializing in environmental planning, communications, engagement, and inclusion work to be able to alert them of the release of the RFP.
- The team received three proposals from consultant teams on April 21, 2022 and an eight-person evaluation committee reviewed and ranked the proposals. The committee was made up of a diverse group, including staff from Waste Prevention and Environmental Services, Finance and Regulatory Services, Communications, Capital Asset Management, as well as one local government jurisdictional partner from Washington County.
- Staff attended multiple meetings of three of Metro’s advisory committees to introduce the Garbage and Recycling System Facilities Plan project and discuss the draft values and outcomes for their review and input.
- The project team developed a framework for a new Community Advisory Group that will advise Metro and advance racial equity throughout all phases of the project and include eight members who represent diverse viewpoints and experiences from across the region. Communications staff led the effort to outreach and recruit members to ensure a diversity of ages, racial backgrounds, languages, abilities and experiences will be represented on the Community Advisory Group. The first meeting will be held on May 18.
- A [project overview flyer](#) and the [project website](#) were developed to provide basic information and a means for interested community members to stay apprised of project progress. In addition, the framework for a communications plan and an engagement plan have been developed, in preparation for input and further development once a consultant team has been selected. The engagement plan includes the outcomes of two “power mapping” sessions that helped to identify priority audiences to involve in outreach and engagement throughout the project, and as part of the project’s Racial Equity Framework.

There are two known items that might delay the overall project schedule.

- Selection of a consultant team should take place in mid-to-late May, however, negotiating a contract with the selected consultant team could delay the start of their work in Phase 1. There is a chance that the project team will want to review and amend the overall project schedule during negotiations with the selected consultant team, to ensure the timeline is realistic and achievable for both parties, and given the engagement goals in each phase.
- The project team is planning an approach to engage Tribal governments in this project. As Metro’s Tribal consultation policy is in development, and building rapport and relationships with Tribes takes time, there could be the need to build in more time to each phase of the project, pushing the overall project schedule out.

If the project team does in fact propose to delay the overall project schedule, there will be a project update notice provided to Council members.

ATTACHMENTS

- Garbage and Recycling System Facilities Plan – Project Values and Outcomes Draft
5/31/22

Is legislation required for Council action? Yes No

Garbage and Recycling System Facilities Plan Development

Proposed Values and Outcomes (Draft 5/31/22)

Overview

The Garbage and Recycling System Facilities Plan, to be adopted by Metro Council, will outline future infrastructure investments and services needed to fulfill the goals in the 2030 Regional Waste Plan. The planning process will assess the region's current public, private and non-profit garbage, recycling and reuse infrastructure, identify services gaps, and present potential approaches and a plan for future system investments. Specifically, the plan will include:

1. An overview of the facility-based garbage, recycling and reuse services necessary for achieving the goals of the 2030 Regional Waste Plan,
2. The current and anticipated gaps in those services,
3. Alternative scenarios for the public, private and non-profit sectors to fill the gaps or mitigate the need to fill them over the next 20 years, and
4. An implementation plan and financing options for Metro's role in advancing the plan and building new facilities.

Values and Outcomes

The Garbage and Recycling System Facilities Plan will be guided by the 2030 Regional Waste Plan values and racial equity principles. Together, these six values and three equity principles make up the values framework for the Garbage and Recycling Facilities Plan. This document presents the proposed plan's desired outcomes under that framework. Since the Regional Waste Plan was created before Metro had a dedicated Tribal Policy Advisor position and did not include a value, principle or goal related to Tribal consultation, one value has been added to reflect Metro's commitment to this approach.

The proposed values and outcomes were presented to the Regional Waste Advisory Committee and the Metro Policy Advisory Committee for review and input in March and April 2022. Their input has been incorporated into the proposed outcomes. Outcomes that relate to actions in the 2030 Regional Waste Plan and/or have the highest potential to advance racial equity goals in Metro's Strategic Plan to Advance Racial Equity Diversity and Inclusion, are noted. Each outcome is also noted as to whether it is expected to be achieved during the Garbage and Recycling Facilities Plan's planning process or the implementation phase as facilities are built out over the next 20 years.

Key assumptions to clarify the context and expectations for the plan outcomes include:

- The region's garbage and recycling system remains a hybrid system made up of a mix of public, private and non-profit providers.
- The plan will expand on the 2030 Regional Waste Plan actions specifically related to Metro's role in planning and building future facilities and infrastructure. Other actions, such as regulating or incentivizing private solid waste facilities, are outside the scope of this plan.
- The plan will clarify Metro's future role in providing facility-based services, including facilities to be built or renovated by Metro, or by Metro in cooperation with public, private and/or non-profit partners (referred to as "facility projects identified in the plan" in the outcomes below).
- The planning process may identify recommendations for how private and non-profit facilities could meet some of the identified gaps in the system and project outcomes, and these will need to be developed further outside of this plan.

Regional Waste Plan Values

1. Protect and restore the environment and promote health for all

Ensure that current and future generations enjoy clean air, water and land. Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment.

	Proposed Outcomes	Related Policy Guidance	Outcome type
A	The planning process identifies the design, technology and operational best practices to implement in facility projects identified in the plan in order to minimize human health, safety and nuisance impacts to employees, customers and neighboring communities.	Regional Waste Plan Goal 12 , Actions 12.1, 12.2, 12.3 Goal 16 , Action 16.3	Planning and Implementation
B	Facility projects identified in the plan that include new construction or major renovations adhere to Metro's proposed Sustainable Buildings and Sites policy update (expected to be reviewed by Metro Council by July 2022), which includes meeting the International Living Future Institute's Core Green Building Certification standard that addresses ecological and climate change impact, access to transit, water and energy reduction, human health, responsible building materials, accessibility, equity and inclusion, biophilic design & education.	Regional Waste Plan Goal 12 , Action 12.4 Goal 7 , Action 7.1	Implementation
C	Existing facilities owned or leased by Metro meet the operations and maintenance standards in Metro's proposed Sustainable Buildings and Sites Policy and reduce emissions of carbon dioxide, particulate matter, and other pollutants and toxins from on- and off-road vehicles, stationary equipment, and products and materials used onsite.	Regional Waste Plan Goal 12 , Actions 12.3, 12.4	Implementation
D	All facility projects identified in the plan develop good neighbor agreements with their host communities to lessen negative environmental and human health impacts from facility operations.	Regional Waste Plan Goal 13 , Action 13.3	Implementation

2. Conserve natural resources

Reduce the amount of energy, water and raw materials needed to make products. Manage materials to their highest and best use (reduce, reuse, recycle).

	Proposed Outcomes	Related Policy Guidance	Outcome type
A	The plan identifies high-priority materials to target for reuse, repair, recycling or composting and the infrastructure investments needed to manage those materials efficiently, at a regional scale.	Regional Waste Plan Goal 8	Planning
B	The planning process identifies opportunities for facility projects identified in the plan to provide workspace for business incubation, access to materials and other tools for supporting projects that reuse, repair and upcycle materials.	Regional Waste Plan Goal 8 , Actions 8.2, 8.5, 8.6	Planning and Implementation
C	The region's reuse and repair infrastructure is expanded to provide neighborhood scale opportunities to buy and donate reusable and repairable items throughout the region, particularly where those services are not currently available.	Regional Waste Plan Goal 8 , Actions 8.2, 8.4, 8.5, 8.6 Metro Racial Equity Strategy Goal D	Implementation

D	The siting process for facility projects identified in the plan gives preference to areas where reuse, repair and recycling businesses already exist or could locate in the future for potential colocation benefits.	Regional Waste Plan Goal 8	Implementation
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3. Advance environmental literacy

Facilitate life-long environmental learning for youth and adults. Increase knowledge of natural systems, and the human impacts on them, in order to foster civic responsibility and community empowerment.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Facility projects identified in the plan provide opportunities for youth and adults to learn about the recycling and garbage system, environmental justice and the connections between products, human health and nature, through tours, displays, exhibits, viewing rooms and events.	Regional Waste Plan Goal 6 , Actions 6.2, 6.3, 6.4 Goal 9 , Actions 9.1, 9.3 Metro Racial Equity Strategy Goal D	Implementation
B	Environmental education and programming offered at facility projects identified in the plan are developed in partnership with community-based organizations and non-profits focused on waste prevention, reuse, repair, recycling, composting, environmental justice, sustainable materials management, and toxics reduction.	Regional Waste Plan Goal 6 , Actions 6.2, 6.3, 6.4 Goal 9 , Actions 9.1, 9.3 Metro Racial Equity Strategy Goals B, D	Implementation

4. Foster economic well-being

Promote inclusive prosperity and living well for all residents of the region. Increase access to economic opportunities for all communities.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Facility projects identified in the plan offer jobs with living wages and benefits, as well as a safe work environment with on-site amenities for employees.	Regional Waste Plan Goal 3 , Action 3.2 Goal 12 , Action 12.1 Metro Racial Equity Strategy Goal C	Implementation
B	Facility projects identified in the plan are publicly operated to support implementation of Metro's workforce diversity and wages goals.	Regional Waste Plan Goal 3 , Action 3.5	Implementation
C	Metro implements all applicable strategies in the Construction Career Pathways Project Regional Framework to the construction, renovation and operation of facility projects identified in the plan in order to recruit, train and retain individuals who are underrepresented in the garbage and recycling industry, particularly women and people of color.	Regional Waste Plan Goal 4 , Actions 4.1, 4.2 Metro Racial Equity Strategy Goal C	Implementation
D	In partnership with workforce and community-based organizations, facility projects identified in the plan provide workforce development opportunities within the garbage, recycling, reuse and repair sectors for people with barriers to employment.	Regional Waste Plan Goal 4 , Action 4.5 Metro Racial Equity Strategy Goal C	Implementation

5. Ensure operational resilience, adaptability and sustainability

Maintain a regional system that is safe and responsive to changing conditions to ensure long-term viability. Prepare for recovery after natural disasters.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	The planning process evaluates and incorporates key elements of interrelated regional transportation and land use planning projects, such as the 2023 Regional Transportation Plan.		Planning
B	The planning process identifies funding options for the plan’s final list of facility investments that align with Metro Council’s solid waste rate and fee setting criteria, such as affordability, waste reduction, consistency and predictability.	Regional Waste Plan Goal 14 , Actions 14.2, 14.3, 14.6	Planning
C	Facility projects identified in the plan are designed for highly efficient and flexible operations, such as having flat tipping floors for better screening of materials for reuse/recycling, easier cleaning and faster unloading for customers.		Planning and Implementation
D	The plan identifies the earthquake, flood, and natural hazard performance standards to implement at facility projects identified in the plan.	Regional Waste Plan Goal 18 , Actions 18.4 18.5	Planning and Implementation
E	The plan identifies the investments needed to build redundant and resilient infrastructure, equipment and services into the garbage and recycling system for enhancing disaster resilience.	Regional Waste Plan Goal 18 , Actions 18.1, 18.4	Planning and Implementation

6. Provide excellent service and equitable system access

Ensure that high-quality and good-value programs, services and facilities are equitably accessible to all.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	The plan establishes direction for improvements to existing Metro owned or leased facilities, including such facilities as the Regional Illegal Dumping Deployment Center, MetroPaint, Metro South and Metro Central Transfer Stations, Metro West site.	Regional Waste Plan Goal 16 , Actions 16.6	Planning
B	The planning process considers developing retail-like facilities (such as stores and malls) that can serve both as collection points for certain recyclable and reusable materials and places where people can shop upcycled, used or repaired items and sustainable products.	Regional Waste Plan Goal 16 Metro Racial Equity Strategy Goal D	Planning
C	The plan outlines a preferred scenario for a future network of regional facilities to be built over the next 20 years consisting of a mix of smaller-scale facilities and large transfer stations, in order to maximize access to service, geographic equity and reductions in environmental and human health impacts.	Regional Waste Plan Goal 8 , Action 8.5 Goal 16 , Actions 16.1, 16.2	Planning and Implementation
D	When siting facilities designed to serve the general public, preference will be given to sites that are close to a major road or highway and public transit to increase accessibility for customers with or without cars.	Regional Waste Plan Goal 16 , Actions 16.1, 16.2 Metro Racial Equity Strategy Goal D	Implementation

E	Facility-based services that are identified in the plan are kept affordable for low-income customers through methods such as income-based sliding scale pricing or discounts.	Regional Waste Plan Goal 14 Metro Racial Equity Strategy Goal D	Implementation
F	Facility projects identified in the plan employ multilingual and culturally competent staff and use communication tools (flyers, signage, and wayfinding) that are simple and easy to understand by all.	Regional Waste Plan Goal 11, Action 11.1 Metro Racial Equity Strategy Goal D	Implementation
G	Facility projects identified in the plan are accessible and inclusive to people with disabilities.	Metro Racial Equity Strategy Goal D	Implementation

Regional Waste Plan Principles

7. Community restoration

Take action to repair past harms and disproportionate impacts caused by the regional solid waste system.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	The planning process evaluates the benefits and burdens of potential facility investments on historically marginalized communities, using a climate justice lens.	Metro Racial Equity Strategy Goal A	Planning
B	The planning process incorporates the viewpoints and needs of historically marginalized communities as they relate to garbage and recycling facilities and services.	Regional Waste Plan Goal 1 Metro Racial Equity Strategy Goal B	Planning

8. Community partnerships

Develop authentic partnerships and community trust to advance the plan's vision.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	The planning process is guided by a new Community Advisory Group, made up of members representing historically marginalized communities from throughout the region, who works alongside staff to review draft findings and develop plan elements, and creates leadership opportunities for members.	Regional Waste Plan Goal 1, Action 1.1 Metro Racial Equity Strategy Goal B	Planning
B	Metro actively involves local community based organizations in the siting, review, design and construction of facility projects identified in the plan.	Metro Racial Equity Strategy Goal B	Planning and Implementation
C	If facility projects identified in the plan provide business incubator or space for the reuse, repair and upcycle of materials, Metro seeks to partner with and support projects led by people, organizations and businesses from communities of color, immigrant communities and other historically marginalized groups.	Metro Racial Equity Strategy Goal E	Planning and Implementation

9. Community investment

Emphasize resource allocation to communities of color and historically marginalized communities.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Facility projects identified in the plan develop Community Benefits Agreements with their host community to ensure benefits and investments, such as Community Enhancement Grant funds, are equitably shared and help address the host community’s needs.	Regional Waste Plan Goal 13, Action 13.4 Metro Racial Equity Strategy Goal E	Implementation
B	Facility projects identified in the plan that are intended for residential customers provide community gathering opportunities through, for example, parks, meeting spaces and event venues.	Regional Waste Plan Goal 13 Metro Racial Equity Strategy Goal D	Implementation

New Proposed Value

10. Tribal consultation

Develop authentic relationships with sovereign Nations so that Tribal interests can be considered in Metro’s Waste Prevention and Environmental Services (WPES) projects and programs.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Tribes are sovereign nations who have interests that could be affected by development of this plan. Metro’s WPES Department seeks consultation and engagement with Tribal governments on how the plan can help advance shared priorities such as cultural and historic resource protection, environmental protection, addressing climate change and using resources sustainably.		Planning and Implementation
B	Through government-to -government engagement on this plan, Metro’s WPES Department seeks to establish new relationships, partnerships and builds trust with Tribes.		Planning and Implementation

Materials following this page were distributed at the meeting.



Metro

82nd Avenue Transit Project Introduction

Metro Council Work session

May 31, 2022

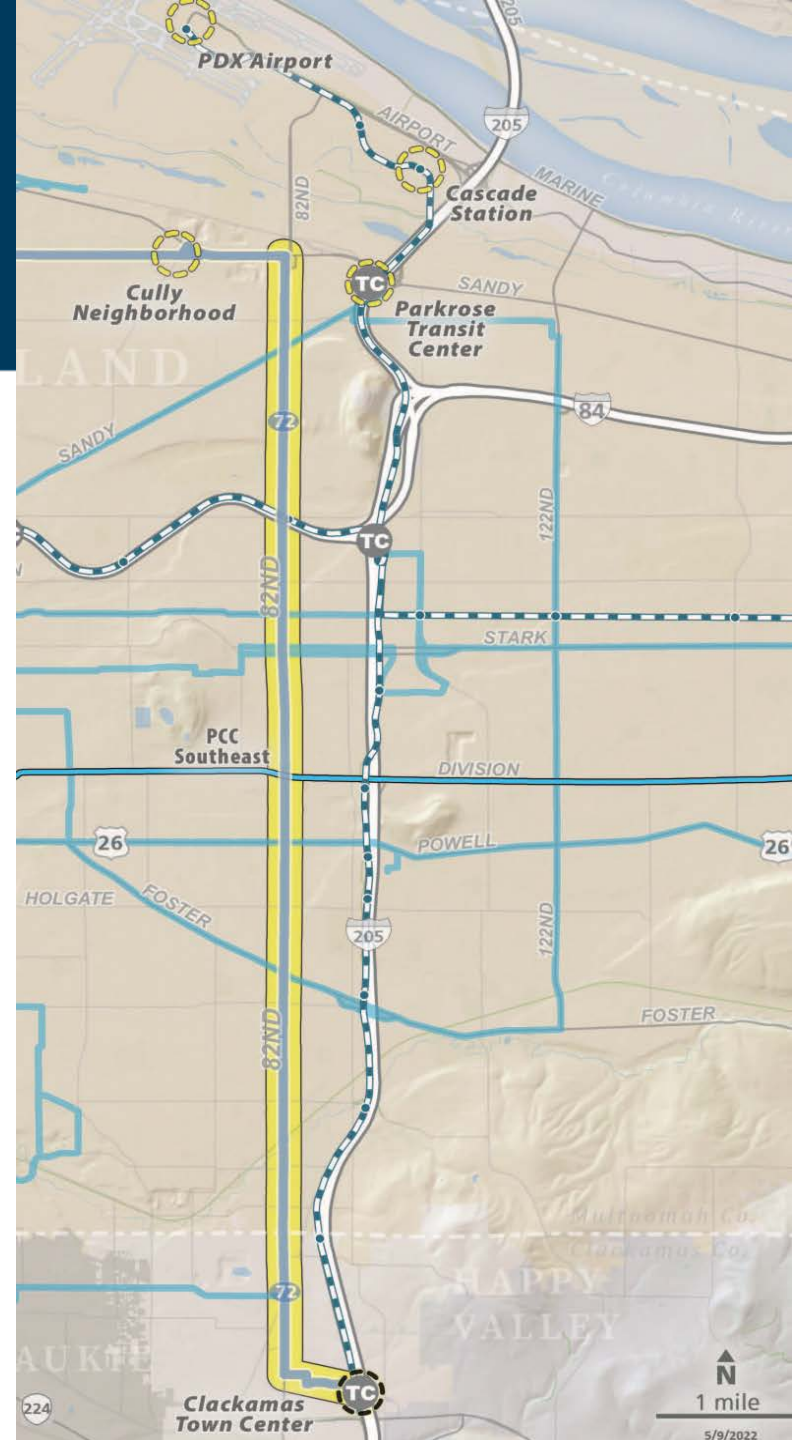
Coordinated efforts on 82nd

1. Transit planning
2. Equitable Development Strategy
3. PBOT roadway improvements



Transit planning

Further plans for the **bus rapid transit** components of the Get Moving 2020 concept for 82nd Avenue





Equitable development

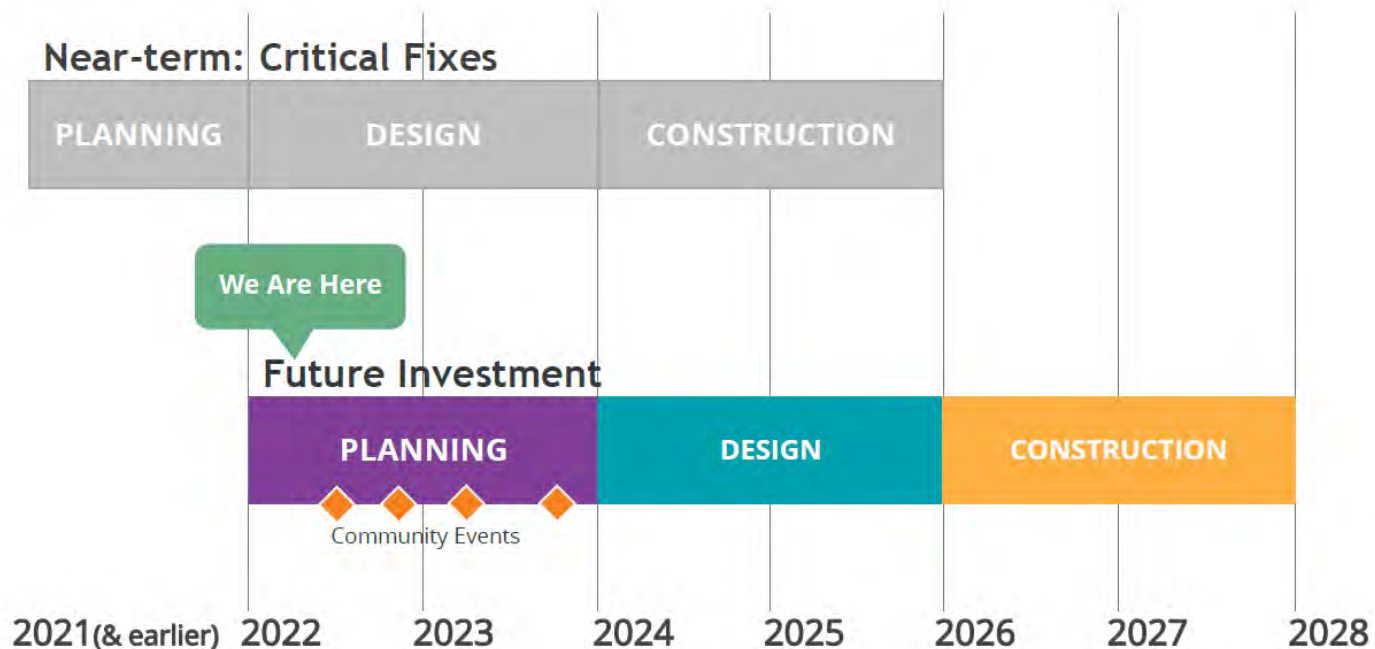
Ensure community **economic and housing development needs** are reflected.

Create a coalition of advocates, community representatives, funders, housing and service providers to participate in ongoing corridor efforts.

Key to ensuring that **existing community and future low-income resident's needs** are integrated in planning.

PBOT roadway improvements

Jurisdictional transfer on June 1, 2022:
NE Killingsworth to NE Clatsop



Leveraging investments

- Division BRT
- Orchards of 82nd
- Affordable housing opportunities



Corridor needs

Line 72 on 82nd Avenue and NE Killingsworth is **TriMet's busiest bus line**

- connects major destinations
- serves low income areas and some of the most racially diverse portions of the region
- over 690 hours per weekday of delay and over-crowding



Corridor needs

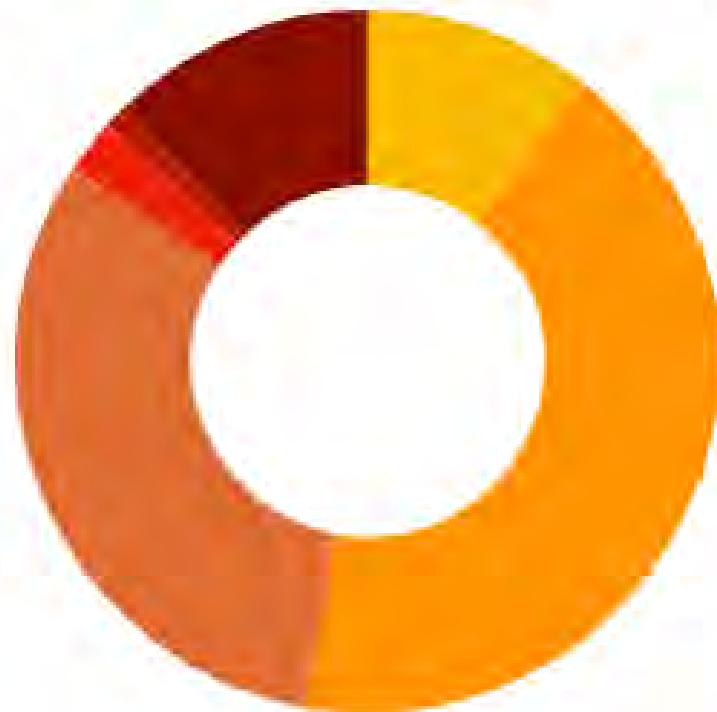
82nd Avenue is a **high injury corridor**

- 196 serious injuries and fatalities on this corridor between 2007 and 2017



Corridor communities

Who lives along 82nd Ave?



TOTAL POPULATION: 122,140

PEOPLE OF COLOR: 40,020

4,150 BLACK/AFRICAN AMERICANS

17,000 HISPANIC/LATINOS

12,600 ASIANS

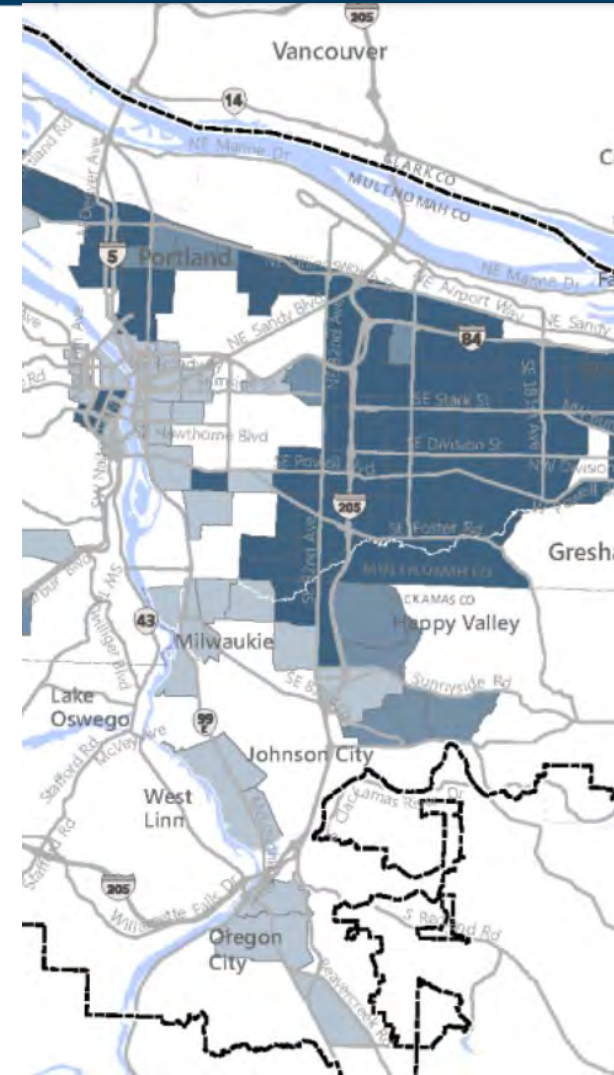
1,000 AMERICAN INDIAN/ALASKA NATIVES

420 NATIVE HAWAIIAN/PACIFIC ISLANDERS

4,870 MULTIRACIAL/OTHERS

Corridor communities

- 74% of the corridor is in equity focus areas
- Over 764,000 jobs within 30 minutes
- \$50,000 median income



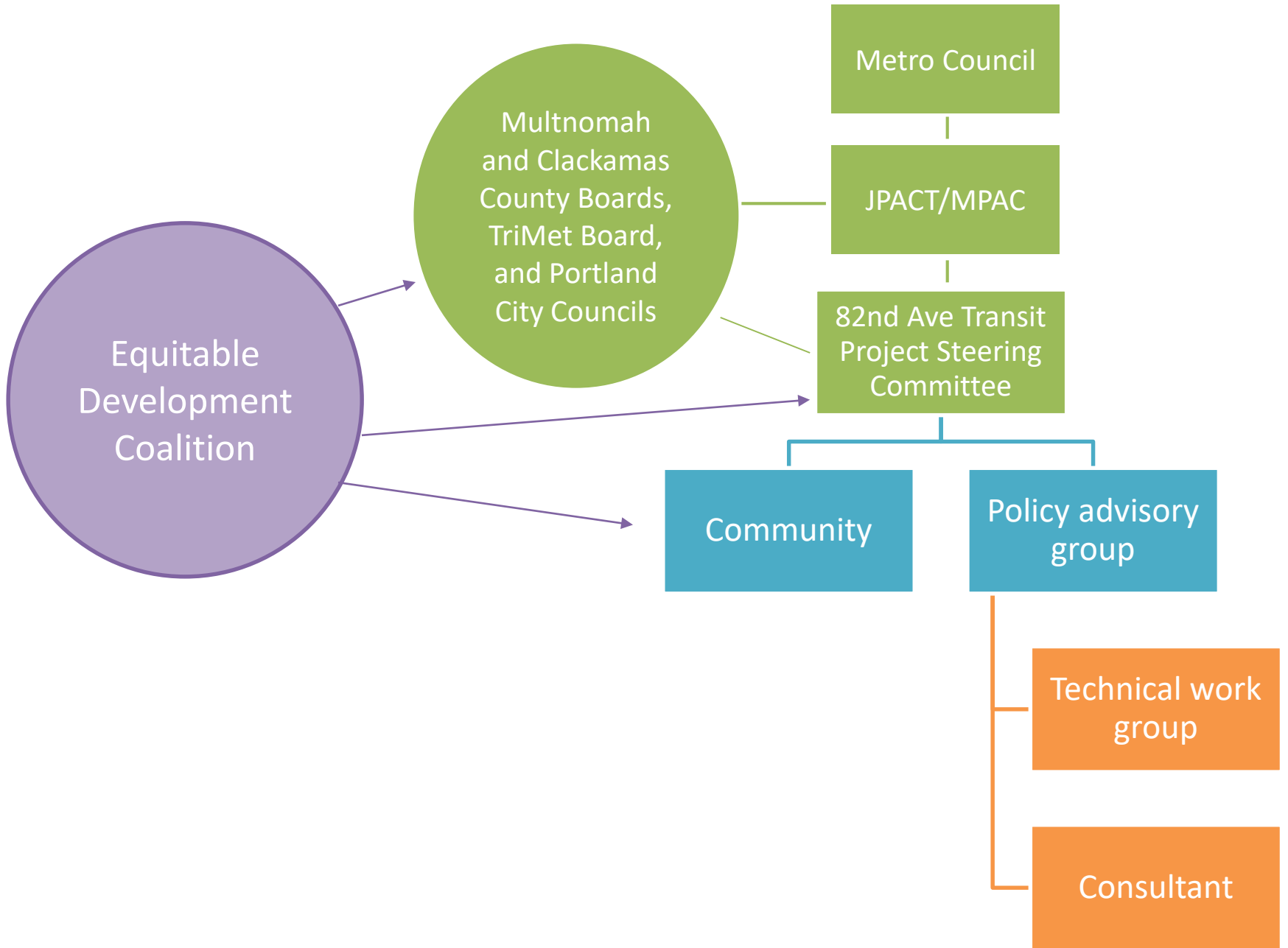
Committee structure

Groups in formation:

1. Staff groups
 - Technical working group
 - Policy advisory group
2. Equitable Development Coalition
3. Steering Committee

Partners

- Metro
- TriMet
- City of Portland
- ODOT
- Clackamas County
- Multnomah County
- Port of Portland
- Community-based organizations





Timeline: Transit LPA

Steering Committee will recommend locally preferred alternative (LPA) in Summer 2023:

- bus route
- termini
- general station locations
- transit priority treatments

Metro Council role

- Create and convene the 82nd Avenue Transit Project Steering Committee
- Support a community-led equitable development strategy
- Consider adopting the locally preferred alternative recommended by the Steering Committee

Questions

Thank you for your participation in this important work.

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Metro

FY22-23 Budget Amendments

May 31, 2022



Budget Amendments and Notes

- 14 Department budget amendments
- 3 Councilor budget notes

Substantive Budget Amendments

- Metro Attorney – convert 1 limited-duration position to regular status
- HR recruitment position & case management system support
- Additional 1.2 FTE in WPES, extend one limited duration position

Technical Budget Amendments

- Carry forwards (considered substantive)
- Capital Improvement Plan updates

Budget Notes

- Climate justice and resiliency strategy (Councilors Gonzalez and Hwang)
- Partnerships and Community Investment Program Manager (Councilor Hwang and President Peterson)
- Housing Staff Capacity (Councilor Lewis)

Next Steps and Questions

- Consideration of budget amendments June 2nd
- Budget adoption scheduled for June 16th
- Questions?



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

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Garbage & Recycling System Facilities Plan Phase 1: Values and Outcomes

Council Work Session
May 31, 2022



Today's Agenda

Provide overview and plan context

Update on progress in Phase 1

Review draft values and outcomes

Consider endorsing values and outcomes



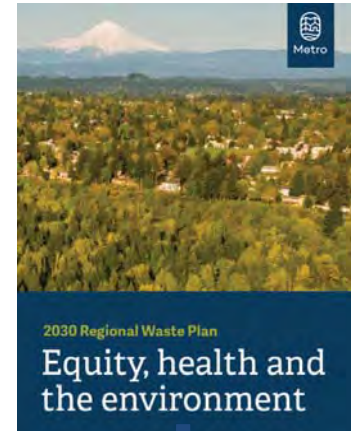
Garbage and Recycling System Plan Overview

An overview of the facility-based garbage, recycling and reuse services necessary for achieving the goals of the 2030 Regional Waste Plan

Current and anticipated gaps in those services

Alternative scenarios to fill them over the next 20 years

An implementation plan and financing options for Metro's role in advancing the plan and building new facilities



Garbage and Recycling System Facilities Plan

Project timeline and recap



Updated Timeline

Phase 1 Policy Direction and Values

March 2022 – July 2022

Develop a shared understanding of existing policy guidance and commitment to values that will guide the development of the plan.

Metro Council endorses values and assumptions that will guide plan development.



Phase 1 Accomplishments

Issued Request for Proposal for consultant; negotiating scope of work

Drafted engagement plan

Drafted Tribal consultation approach

Drafted and solicited input on values and outcomes

Engagements with Metro Council advisory committees

Formed Community Advisory Group and held two meetings

Community Advisory Group

Members	County	Affiliations
Alondra Flores Aviña	Multnomah	RWAC member; Trash for Peace
Sharetta Butcher	Multnomah	RWAC member; NxNE
Jamila Dozier	Multnomah	RWAC member; I&I Capital Grant Review Committee
Bun Kong	Washington/Clackamas	RWAC member; Metro South CAG
Milka Mendez	Washington	Metro West CAG
Awaz Muhammad	Clackamas	Metro South CAG; I&I Capital Grant Review Committee
Irene Perezchica	Washington	Referred by Community Partners for Affordable Housing
Lanelle Rowe	Clackamas	Referred by Red Lodge Transition Services

Plan Values

Regional Waste Plan Values

- Protect and restore the environment and promote health for all
- Conserve natural resources
- Advance environmental literacy
- Foster economic well-being
- Ensure operational resilience, adaptability and sustainability
- Provide excellent service and equitable system access

Regional Waste Plan Principles

- Community restoration
- Community partnerships
- Community investment

New Project Value

- Tribal consultation

Plan Outcomes

35 plan outcomes

18 outcomes with highest potential to advance Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion goals

Outcomes may be relevant to planning process or during plan implementation, or both

Assumptions to clarify the plan's context, expectations and scope

Review and input

Project Steering Team, (Feb – May)

Regional Waste Advisory Committee (Feb, March, April, May meetings)

Metropolitan Policy Advisory Committee (April meeting)

Committee on Racial Equity (April, May meetings)

Community Advisory Group (May, two meetings)

Input from the Regional Waste Advisory Committee (RWAC) and Metro Policy Advisory Committee (MPAC)

Outcomes

- Add concept of reasonableness of cost and fiscal responsibility

General

- Concern that high costs of infrastructure will impact/burden residents
- Question on how plan will account for differing jurisdictional approaches to providing services
- Desire for local government and elected officials to be engaged in plan
- Interest in Metro regulating private facility rates

Input from the Committee on Racial Equity (CORE)

Outcomes

- Education-related outcomes are important and should focus on providing information in multiple languages

General

- With large project and tight timeline, staff should not stop prioritizing input from marginalized communities
- Question about what checks and balances project has to minimize errors and waste of time
- Encourage staff to discuss project openly with CORE, including challenges and barriers

Input from the Community Advisory Group

Outcomes

- Language of outcomes could be simplified and provide examples
- Emphasize system access and affordability of services (recycling, repair)
- Highlighted support for outcomes that advance environmental literacy and create economic opportunities.

General

- Diversity of the consultant team assisting Metro staff
- Members are committed and interested in learning more about the garbage and recycling system

Next Steps

June to August Phase 2 Gap Analysis

Sept. to Dec. Phase 3 Scenarios Development

Questions and Discussion

- What questions do you have about the project status or next steps?
- What questions do you have on the values and outcomes, or what we heard from committee members?
- Do you endorse the values and outcomes (with changes/additions as discussed today) to guide plan development?

