

Council meeting agenda

Thursday, June 23, 2022

10:30 AM

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

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This work session will be held electronically.

You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or 929-205-6099 (toll free)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4pm the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 22-5270, For the Purpose Confirming
Appointment of Community Representatives to the Metro
Central Community Enhancement Committee

[RES 22-5270](#)

Attachments: [Resolution No. 22-5270](#)
[Staff Report](#)

3.2 Consideration of the April 21, 2022 Council Meeting Minutes [22-5736](#)

Attachments: [042122 Minutes](#)

3.3 Considerations of the April 14, 2022 Council Meeting Minutes [22-5741](#)

Attachments: [041422c Minutes](#)

4. Resolutions

4.1 Resolution No. 22-5275, For the Purpose of Adopting the Reimagining Policing, Security, and Incarcerated Labor Vision for Justice and Belonging [RES 22-5275](#)

Presenter(s): Marrissa Madrigal (she/her), Metro,
Puneh Abdolhosseini (she/her), Metro,
Reed Brodersen (he/him)

Attachments: [Resolution No. 22-5275](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

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

Presenter(s): Jon Blasher (he/him), Metro
MG Devereux (he/him), Metro
Brian Moore (he/him), Metro

Attachments: [Resolution No. 22-5269](#)
[Staff Report](#)
[Attachment 1](#)

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

[RES 22-5259](#)

Presenter(s): Cinnamon Williams (she/her), Metro

Attachments: [Resolution No. 22-5259](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

[Attachment 2](#)

[Attachment 3](#)

5. Ordinances (Second Reading and Vote)

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

[ORD 22-1479](#)

Presenter(s): Tim O'Brien (he/him), Metro

Attachments: [Ordinance No. 22-1479](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

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

[ORD 22-1480](#)

Presenter(s): Tim O'Brien (he/him), Metro

Attachments: [Ordinance No. 22-1480](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Agenda Item No. 3.1

**Resolution No. 22-5270, For the Purpose Confirming Appointment of Community
Representatives to the Metro Central Community Enhancement Committee**

Consent Agenda

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 22-5270
APPOINTMENT OF GABE EVANS TO THE)
METRO CENTRAL STATION COMMUNITY) Introduced by Councilor Mary Nolan
ENHANCEMENT COMMITTEE (MCSCEC)

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

WHEREAS, Metro Code Chapter 2.19.120, “Metro Central Station Community Enhancement Committee (MCSCEC),” provides for the MCSCEC; and

WHEREAS, Metro Code Chapter 2.19.120(b)(1) sets forth representation criteria for membership on the committee; and

WHEREAS, a vacancy has occurred in representation of persons from the Cathedral Park Neighborhood; and

WHEREAS, the Council President has appointed Gabe Evans a resident of the Cathedral Park Neighborhood, and who maintains a deep connection the local community, is subject to confirmation by the Metro Council; and

WHEREAS, Metro Code Chapter 2.19.030 states that advisory committee members are limited to two consecutive two-year terms; and

WHEREAS, Gabe Evans is a member in good standing and her appointment is supported by the Committee Chair; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointment of Gabe Evans to Metro’s Metro Central Station Community Enhancement Committee.

ADOPTED by the Metro Council this 23rd day of June 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF GABE EVANS TO THE
METRO CENTRAL STATION COMMUNITY ENHANCEMENT COMMITTEE (MCSCEC)

Date: June 9, 2022
Department: Waste Prevention and
Environmental Services
Meeting Date: June 23, 2022

Prepared by: Noelle Dobson
Presenter(s): Councilor Mary Nolan and
Noelle Dobson
Length: Consent

ISSUE STATEMENT

A vacancy has occurred in the Metro Central Station Community Enhancement Committee (hereinafter referred to as MCSCEC) membership. The vacancy in the MCSCEC membership currently exists due to the Cathedral Park Neighborhood Association representative moving out of state.

ACTION REQUESTED

Lynn Peterson, Council President, and Councilor Mary Nolan, chair of the MCSCEC recommend adoption of this resolution to confirm the appointment of Gabe Evans to serve on the MCSCEC.

IDENTIFIED POLICY OUTCOMES

With adoption of this resolution, Gabe Evans will be appointed to one, two-year term on the MCSCEC with the option to serve a second, two-year term.

STAFF RECOMMENDATIONS

Staff recommends adoption of this resolution to appoint Gabe Evans to the MCSCEC to represent the Cathedral Park Neighborhood Association. Gabe has lived in Cathedral Park for 24 years and is aware of the strengths and weaknesses of the community through his daily engagement with community members and business owners. He is a self-employed homeowner, dog owner, car owner and artist who connects with his community on a day to day basis and has worked with groups from many countries and backgrounds through his business and numerous public art projects.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How does this advance Metro's racial equity goals?
The grant committee scores grant applications on several criteria, including how well a proposal benefits communities of color and underserved populations and the applicant organization's commitment to advancing equity and diversity in their operations.
- How does this advance Metro's climate action goals?

Some projects funded by the Metro Central grant committee are directed toward restoration of natural habitat in the grant boundary.

- **Known Opposition/Support/Community Feedback**
There is no known opposition to appointment of Gabe Evans to the MCSCEC.
- **Explicit list of stakeholder groups and individuals who have been involved in policy development.**
Mary Nolan, Metro Councilor District 5
Noelle Dobson, Metro Community Enhancement Grant Manager
- **Legal Antecedents**
Chapter 2.19 of the Metro Code Relating to Advisory Committees; Section 2.19.120 provides for a Metro Central Station Community Enhancement Committee and sets forth guidelines for representation.
- **Anticipated Effects**
Adoption of this resolution would confirm the appointment of Gabe Evans to the MCSCEC.

BACKGROUND

The MCSCEC is charged with helping develop plans to administer grant funds, solicit and review grant applications, and select for funding improvement projects that benefit the area directly affected by the Metro Central transfer station, including portions of Northwest and North Portland.

Mary Nolan, Councilor of Metro district 5, chairs the committee. Metro Code 2.19.120 directs that each neighborhood association within the grant boundary area may nominate a representative for the committee. Since 2021, Barb Erlich has represented the Cathedral Park Neighborhood Association but must step down because they are moving outside of the Portland area. The neighborhood association nominated Gabe Evans to replace Barb Erlich on the committee. After meeting with Gabe staff recommends Gabe Evans for the Cathedral Park Neighborhood Association committee seat.

Agenda Item No. 3.2

Consideration of the April 21, 2022 Council Meeting Minutes

Consent Agenda

Metro Council Meeting
Thursday, June 23rd, 2022

Metro

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



Metro

Minutes

Thursday, April 21, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)

Council meeting

1. Call to Order and Roll Call

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

Deputy Council President Lewis moved Ordinance 21-1467 and Resolution 22-5234 by unanimous consent to the April 26th Council Meeting.

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

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

2. Public Communication

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

There were none.

4. Consent Agenda

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

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

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

Excused: 2 - Council President Peterson, and Councilor Gonzalez

- 4.1 For the Purpose of Confirming the Appointment of David Martinez to the Metropolitan Exposition Recreation Commission

5. Resolutions**5.1 For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and the Regional System Fee for FY 2022-23**

Deputy Council President Lewis called on Brian Kennedy, and Cinnamon Williams (she/her), Metro to present to Council.

Staff pulled up the Solid Waste Fee Adoption presentation to present to Council.

Cinnamon explained the proposed fees for FY 2022-23, contents in attachment B, and attachment F.

Council Discussion:

Councilor Rosenthal asked for clarification on transaction fees.

Brian Kennedy explained the transaction fee is part of the minimum load charge.

Councilor Rosenthal asked if clean up fees require special permits.

Cinnamon responded yes and that the cleanup materials accounted for 230 ton.

Deputy Council President Lewis question when the last time the excise tax decreased instead of increased.

Cinnamon recalled that last time it decreased was about 3-4 years ago and the tax depends on the rate of waste disposal on an annual basis.

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

A motion was made by Councilor Rosenthal, seconded by Councilor Hwang, that this Resolution was adopted. The motion carried by the following vote:

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

Excused: 2 - Council President Peterson, and Councilor Gonzalez

6. Chief Operating Officer Communication

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

- Earth day and Metro's commitment to continuous progress.

7. Councilor Communication

- Councilor Rosenthal updated Council on King Cities retired Mayor, Mayor Gibson and the award ceremony/ celebration that was held to honor him and his time of service.
- Councilor Craddick updated council on the monthly JPACT meeting

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 11:00 am.

Respectfully submitted,

Brianna Dolbin

Brianna Dolbin, Legislative Assistant



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting action update

Thursday, April 21, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar
ID: 615079992) or 888-475-4499 (toll free)

1. Call to Order and Roll Call

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

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

2. Public Communication

3. Presentations

3.1 Natural Areas and Capital Program Performance Oversight Committee Year One Report Presentation

4. Consent Agenda

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

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

Excused: 2 - Council President Peterson and Councilor Gonzalez

4.1 **Resolution No. 22-5253**, For the Purpose of Confirming the Appointment of David Martinez to the Metropolitan Exposition Recreation Commission

Ordinances (Second Reading)

- 5.1 **Ordinance No. 22-1477**, For the Purpose of Amending Metro Code Chapter 2.19.150 to Clarify the Purpose and Membership Information of the Investment Advisory Board

This item was postponed until the May 5, 2022 Council meeting.

- 5.1.1 Public Hearings for Ordinance No. 22-1477

- 5.2 **Ordinance No. 21-1467**, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project

This item was postponed until the April 26, 2022 Council meeting by unanimous consent.

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

Excused: 2 - Council President Peterson and Councilor Gonzalez

6. Resolutions

- 6.1 **Resolution No. 22-5234**, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1)

This item was postponed until the April 26, 2022 Council by unanimous consent.

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

Excused: 2 - Council President Peterson and Councilor Gonzalez

- 6.2 Resolution No. 22-5260**, For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and the Regional System Fee for FY 2022-23

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

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

Excused: 2 - Council President Peterson and Councilor Gonzalez

7. Adjourn

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

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 20, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	4/21/2022	Resolution 22-5260 Slides	042122c-01

Agenda Item No. 3.3

Consideration of the April 14, 2022 Council Meeting Minutes

Consent Agenda

Metro Council Meeting
Thursday, June 23rd, 2022

Metro

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



Metro

Minutes

Thursday, April 14, 2022

10:30 AM

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:16 a.m. **Councilors Nolan, Hwang, and Rosenthal** were not present when roll was called.

2. Public Communication

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

Paul Savas testified regarding the I-205 Tolling plans. They believe ODOT's timeline is overly optimistic, and are concerned that the plan lacks measures to address increased commuter diversion caused by tolling.

Chris Peterson testified in support of an investment grade analysis of the IBRP earlier in its project timeline, in order to determine the factors that will limit traffic. They also testified in support of preserving the natural ecology of West Hayden Island.

Stacey Wayneright requested that Council sign a safety request to Washington County, to bring 2018 Metro RTP Project ID 11581 up to county roadway standards.

Christa McDermott testified regarding WPES' recent budget presentation, in support of modernizing its recycling facilities and special considerations for the informal waste management work force.

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

3. Presentations

3.1 Budget Committee Meeting- Council Deliberation on Proposed Budget; Discussion of Questions and Budget Committee Changes

[Council President Peterson called on [Marissa Madrigal] [she/her/ella], Metro Chief Operating Officer, and Brian Kennedy [he/him], Metro Chief Financial Officer to present to Council.

Staff pulled up the [*FY 2023 Proposed Budget Council Deliberation and Public Hearing*] to present to Council. Staff provided Council with an overview of the budget presentations that have been presented. Each presentation included three main topics: the strategic framework, equity outcomes and metrics, and major new investments/changes to the budget.

Council Discussion:

Councilor Nolan asked if the budget for Supportive Housing Services included funds for conducting regular censuses of homeless populations.

Marissa did not have the answer at the time, and promised to follow up with Councilor Nolan at a later time.

Councilor Craddick asked about Staff's plans to modernize WPES' facilities.

Marissa acknowledged Councilor Craddick's question, and recommended that the topic be discussed in more detail at a future work session.

Councilor Rosenthal asked whether WPES and Parks & Nature had enough staff to meet their FY 23 goals and facilities plans, and specifically mentioned the Cornelius facilities. They also asked how the proposed budget accounts for the Atlantic Cove project.

Marissa explained that WPES is fully staffed and capable of implementing its facilities plan, including Cornelius. Paul explained that the Atlantic Cove project currently has

staffing, and is underway. Council had previously allotted \$10 million to the project and, if more is required, staff would facilitate future discussions around acquiring more funding.

Councilor Hwang asked if the additional 1 FTE in the Parks & Nature budget and 1 FTE in the GAPD budget is enough to meet Metro's goals of increasing outreach and collaboration with Tribal Governments, and what that collaboration will look like.

Marissa invited **Katie McDonald** to talk about Parks and GAPD's joint efforts to increase engagement with Tribal Governments. Katie explained that both departments would designate specific Tribal liaisons, with plans to add more similar positions in future budget years.

3.1.1 Public hearing

Seeing no further discussion on the topic, Council President Peterson opened the public hearing on the proposed budget.

There was no public testimony.

4. Consent Agenda

A motion was made by Councilor Craddick, seconded by Councilor Lewis, that this was approved as amended. The motion carried by the following vote:

Yes: 7 -

Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

- 4.1 Consideration of the January 6, 2022 Council Meeting Minutes
- 4.2 Consideration of the March 31, 2022 Council Meeting Minutes
- 4.3 Consideration of the March 31, 2022 Council Work Session Minutes
- 4.4 Resolution No. 22-5251, For the Purpose of Amending Existing or Adding to the 2021-26 Metropolitan Improvement Program (MTIP) Nine Projects in Support of Completing Various Federal Delivery Requirements (MA22-09-MAR)

5. Resolutions

5.1 Resolution No. 22-5250, For the Purpose of Approving Acquisition Target Area Refinement Plans for the 2019 Parks and Nature Bond Measure

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

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

Council President Peterson called on [MJ Deveraux] [pronouns], Dan Moeller [he/him], Shannon Leary, and Judy BlueHorse Skeleton, Bob Sallinger, and Doug Menke to present to Council.

Staff pulled up the [*Parks and nature: target area refinement plans April 14, 2022*] to present to Council.

Staff presented on the scope of the proposed \$475 million investment, and the six program areas of the bond.

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 22-5250.

Public Hearing:

Ted Lavi testified in support of the nature bond measure, and protections for natural environments within the UGB, including West Haven Island.

Council Discussion:

Council expressed their appreciation for Staff's hard work and celebrated the passing of the bond.

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

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 22-1477, For the Purpose of Amending Metro Code Chapter 2.19.150 to clarify the purpose and membership information of the investment advisory board

Assigned to Council; second reading scheduled for April 21, 2022

7. Ordinances (Second Reading and Vote)

- 7.1 Ordinance No. 22-1476, For the Purpose of Annexing to the Metro District boundary approximately 8.16 acres located at 25190 SW Grahams Ferry Road, Wilsonville

Council President Peterson stated that the first reading and public hearing for **Ordinance No. 22-1476** took place on Thursday, November 7.

Council President Peterson called on [Margi Bradway] [she/her], Metro Deputy Director of Planning, to present to Council.

Staff pulled up the [*I-205 Toll Project (PE Phase) RTP Amendment: JPACT and MPAC Recommendation to the Metro Council*] to present to Council.

Margi provided an overview of the RTP Amendment process, JPACT's recommendation to Council, and MPAC's recommendation to Council.

Councilor Nolan referred back to a suggestion they made regarding tolling on I-5 and I-205. They also acknowledged that ODOT seeks FHWA authority to toll the VPP and not under Section 129.

Council President Peterson called on [Della Mosier] [she/her], ODOT, and Mandy Putney [she/her], ODOT, to present to Council.

Staff pulled up the [*I-205 Toll Project: Regional*

Transportation Plan (RTP) Amendment] to present to Council

The ODOT Presenters outlined their past work with regional stakeholders, ODOT's commitment to regional partners, and a brief timeline of the tolling project.

Councilor Hwang wanted assurance that ODOT's commitment to equity included a low-income mitigation program. He also reiterated his hope that communication between regional partners is timely.

Mandy explained that ODOT's Equity and Mobility Advisory Committee plans to submit legislation to the legislature in September. That legislation is the foundation for their equity and low-income mitigation strategy. She also offered to come back and present regarding JPACT and MPAC's role in the tolling project.

Margi added that communication with OTC and ODOT should be seen in conjunction with JPACT and MPAC, not just Council.

Councilor Lewis asked two questions: Are we still on track to meet the July window, despite cost over runs? Regarding ODOT's commitment to enhancing the connection between the RMPP and I-205 Toll Project, how realistic is the 1 year window gap?

Regarding Councilor Lewis' first question, Della explained that extreme steps have been taken to keep the project going and accommodate the Metro processes. She also explained that they also hope to accelerate the RMPP and I-205 project. She believes that ODOT's 6 new commitments will help strengthen inter-governmental relations and speed things up.

Councilor Rosenthal had multiple comments and questions:

- They remained unconvinced that the \$30 million is necessary to complete the project. They also believed that ODOT's goals and commitments were closer to the RTP's.

- When will Council get traffic projections that show how much congestion mitigation the added lanes and bridge will provide?
- When will Council get estimates for the costs of construction?

Mandy answered that they are currently going through the process of looking at the congestion impacts of the project, and will submit a draft report for review by this summer. They will also have additional traffic and revenue analyses, which will also be available this summer.

Councilor Gonzalez acknowledged the hard work of ODOT staff, and asked what the user experience on the I-205 in 2030 will be like.

Della explained that tolling on the I-205 would be used to generate revenue and mitigation congestion. They plan to utilize variable rate pricing for the I-205 and RMPP. Put more simply, ODOT staff used the phrase, “you pay for the trip you take.”

Councilor Craddick expressed her desire to see more specificity regarding ODOT’s 6 commitments, and worries that they do not reflect all of Council’s questions and concerns. She emphasized that she expects stronger words and commitments.

Margi acknowledged that many discussions with OTC and ODOT that need to occur. Staff will report to Council again next week.

Councilor Rosenthal asked if Staff has considered tolling for 217 and 26, through the tunnel.

Mandy explained that they are currently looking at I-5 and I-205, and tolling for 217 and 26 is not currently within the scope of this project, but are issues that ODOT is looking into.

A motion was made by Councilor Craddick, seconded by Councilor Lewis, that this item be postponed until the April 21, 2022 Council meeting. The motion passed by the following vote:

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

7.2 Ordinance No. 21-1467, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project

A motion was made by Councilor Craddick, seconded by Councilor Lewis, that this item be postponed until the April 21, 2022 Council meeting. The motion passed by the following vote:

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

8. Resolutions

8.1 Resolution No. 22-5234, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1)

A motion was made by Councilor Craddick, seconded by Councilor Lewis, that this item be postponed until the April 21, 2022 Council meeting. The motion passed by the following vote:

Yes: 7 -

Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Minutes

Council meeting

April 14, 2022

9. Chief Operating Officer Communications

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

- COO Marissa Madrigal updated Council on her “Best Practices Trip” to Nashville, TN.

10. Councilor Communication

Deputy Council President Lewis postponed Council Communications until the next Council meeting.

11. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 1:32 p.m.

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

Minutes

Council meeting

April 14, 2022

Respectfully submitted,

Nathan Kim

Nathan Kim, Legislative Assistant

Agenda Item No. 4.1

**Resolution No. 22-5275, For the Purpose of Adopting the Reimagining Policing,
Security, and Incarcerated Labor Vision for Justice and Belonging**

Resolutions

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 22-5275
REIMAGINING POLICE, SECURITY, AND)
INCARCERATED LABOR VISION FOR JUSTICE AND) Introduced by Chief Operating
BELONGING) Officer Marissa Madrigal with the
) Concurrence of Metro Council
) President Lynn Peterson

WHEREAS, Black and brown communities are disproportionately impacted by police violence and incarceration; and

WHEREAS, Black, brown, Indigenous, queer, trans/non-binary, immigrant, people with disabilities and people with other marginalized identities have been systematically denied stability and prosperity, which are the primary foundations of safety for these communities (hereafter, “Community” or “Communities”);

WHEREAS, when a community’s basic needs are met, there is a reduction of interactions with law enforcement and criminal legal systems; and

WHEREAS, Reimagine Oregon has called on, among others, the leadership of the Metro region to make permanent structural changes to public safety systems to protect the lives and safety of black people and promote prosperity; and

WHEREAS, to continue to be a leader in advancing Racial Equity, Metro must listen to Community and commit to accountability; and

WHEREAS, Metro has touch points with Police, Security and Incarcerated Labor, and it is important that Metro be accountable for past and current harm done to Communities by said touch points; and

WHEREAS, Metro has listened to and wishes to respond constructively to Black Caucus and People of Color Employee Resource Group letter of September 2020 demanding Metro accountability and change; and

WHEREAS, Metro is uniquely positioned to work towards upstream solutions by investing in community stability; and

WHEREAS, Goal D of Metro’s Strategic Plan to Advance Racial Equity calls Metro to create safe and welcoming services, programs and destinations. This means ensuring that Black, brown, Indigenous, queer, trans/non-binary, immigrant, people with disabilities and people with other marginalized visitors and program participants feel safe and welcome and are free from harassment and discrimination; and

WHEREAS, the guiding principles of Metro’s Strategic Framework call for Metro to build back better guided by the values of Safety, Public Service, and Resilience. Metro will embody these values through the following guiding principles: Racial Justice, Climate Justice and Resilience, and Shared Prosperity; and

WHEREAS, Metro’s Reimagining Policing, Security and Incarcerated Labor Project (the “Project”) was initiated by the Chief Operating Officer on August 2020 and is led by queer staff and staff of color, involved over 50 Metro staff working across the agency, including frontline workers, security personnel, members of the Black, POC and PRIDE Employee Resource Groups, members of the Committee of Racial Equity, and numerous culturally-specific community based organizations, to cultivate and conceive the VISION FOR JUSTICE AND BELONGING (the “Vision”); and

WHEREAS, the Project works to advance the values of collective care, liberation, restoration, accountability, prosperity and leadership; and

WHEREAS, the Project proposes the Metro Council adopt the VISION FOR JUSTICE AND BELONGING as written in Attachment A; and

WHEREAS, the Project will work to implement the VISION FOR JUSTICE AND BELONGING through new Metro policies, programs and practices that will reduce the harm of policing, security, and the use of incarcerated labor on Black, Indigenous, and other communities and staff of color.

BE IT RESOLVED that the Metro Council adopts the VISION FOR JUSTICE AND BELONGING (as seen in Attachment A), directing the Chief Operating Officer to implement the Vision and apply it to the operations of Metro, prioritizing the participation and leadership of Black, brown, Indigenous, queer, trans/non-binary, immigrant, people with disabilities and people with other marginalized identities throughout its implementation.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 22-5275, FOR THE PURPOSE OF REIMAGINING
POLICING, SECURITY AND INCARCERATED LABOR VISION FOR JUSTICE AND BELONGING

Date: June 6, 2022

Department: Office of the COO

Meeting Date: June 23, 2022

Prepared by:

- Punneh Abdolhosseini,
Community Education and
Stewardship Manager, Parks and
Nature
(punneh.abdolhosseini@oregonmetro.gov)
- Reed Brodersen, Equity Analyst,
DEI(reed.brodersen@oregonmetro.gov)

Presenter:

Marissa Madrigal (she/her), Chief
Operating Officer
Punneh Abdolhosseini (she/her), Parks
and Nature
Reed Brodersen (he/him), Diversity,
Equity and Inclusion
Length: 30 minutes

ISSUE STATEMENT

The Reimagining Policing and Security project is informed by the calls for advancing racial justice by Reimagine Oregon and other Black community leaders during a time of increased social awareness of the violence towards, and killings of Black and Brown people across the United States at the hands of police. Metro is committed to our own reimagining process in line with these demands – rethinking our relationships with the criminal legal system and approaches to policing, security, and incarcerated labor to ensure our practices live Metro’s commitments to racial equity, minimize harm and advance a more just and prosperous greater Portland.

Staff are presenting to Council to request the adoption of Metro’s Vision for Justice and Belonging. The Vision charts a new path forward for Metro in the realm of public safety and the use of incarcerated labor. If adopted, it will set the foundation for Metro’s operations moving forward and constitute a new lens for our work. If adopted, the Vision will guide departments and venues in creating work plans with short, mid-range and long-term actions that bring Metro in alignment with the Project’s values and vision.

ACTION REQUESTED

Adopt resolution 22-5275 for reimagining policing, security and incarcerated labor vision for justice and belonging.

IDENTIFIED POLICY OUTCOMES

Council adoption of the Vision for Justice and Belonging will direct the Chief Operating Officer to:

- Reduce the harm of our touchpoints with Police, Security, and Incarcerated Labor, align our practices with Black, brown, Indigenous, queer, trans/non-binary, immigrant, people with disabilities and people with other marginalized identities and staff needs, and create more inclusive and welcoming spaces and safe and stable communities.
- De-center fear, intimidation, and violence as the primary tools for creating safety and security across Metro spaces.
- Respect the rights and dignity of everyone who works with us and stop benefiting from exploitive labor but affirmatively provide people experiencing or formerly experiencing incarceration opportunities for economic stability and agency.
- Center community stability and safety for, and as defined by, Black, trans and other marginalized communities in our plans, policies, programs, investments, and code.

POLICY QUESTIONS

- Should Council Adopt the Vision for Justice and Belonging by resolution?
- How would the Council like to be kept updated on the Implementation of the Vision for Justice and Belonging?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Metro Council could:

- a) Adopt the Vision for Justice and Belonging as presented. The benefits of this are that the Vision is identical to the Vision developed through staff and community engagement.
- b) Adopt the Vision with changes. If substantive changes are desired, staff recommend further engagement with BIPOC staff and community partners before Council adoption.
- c) Request that staff continue working on the Vision and consider additional elements or conduct additional engagement.

STAFF RECOMMENDATIONS

- The Chief Operating Officer recommends consideration and approval of Resolution 22-5275.
- The Chief Operating Officer recommends approval in response to calls from Reimagine Oregon, the Committee on Racial Equity, and the POC Employee Resource Group.
- The Chief Operating Officer recommends approval because the Vision was co-created by and represents the needs of BIPOC, trans and queer Metro staff, CORE and Community partners who represent communities most impacted by police violence, discrimination, and incarceration.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Alignment with past direction and current commitments

This project and the Vision for Justice and Belonging are aligned with a variety of Council-adopted plans, commitments and community feedback including:

Strategic Plan to Advance Racial Equity

Metro Council adopted the Strategic Plan to Advance Equity (SPAREDI) in 2016, which calls Metro into this space through the following goals:

1. Goal B: Meaningfully engage communities of color.
2. Goal C: Metro hires, trains, and promotes a racially diverse workforce.
3. Goal D: Metro creates safe and welcoming services, programs, and destinations.

Build Back Better framework

The guiding principles of Metro's Strategic Framework call for Metro to build back better guided by the values of Safety, Public Service, and Resilience. The Reimagining Policing and Security Project intends to re-think Metro's systems, policies, and spaces to make them work better for visitors and staff of color.

Reimagine Oregon

A group of Black leaders and community organizations came together in the summer of 2020 to work with elected officials across the State of Oregon to begin dismantling systemic racism in Oregon. Metro Council has been directly engaged with these conversations and has committed to delivering on a variety of investment and policy demands.

Committee on Racial Equity

On June 18, 2020, Metro's Committee on Racial Equity (CORE) drafted and collectively signed a letter to Metro Council calling on Council to advance safety and prosperity for the region's Black community. These agendas called for divestment in harmful systems, reinvestments in Black lives, and protection for BIPOC communities from violence.

Black Caucus & People of Color Employee Resource Group

In September 2020 the People of Color & Black Caucus employee resource groups (ERG) submitted a letter to Marissa Madrigal, COO titled "Demands to address systemic racism and white supremacy at Metro". These demands were based on a compilation of survey responses that the ERG received during the summer of 2020.

Staff and Community Feedback

Employee Resource Groups

Project team members met with the Black, POC and PRIDE employee resource groups and integrated their feedback into the Vision. Highlights of feedback received from these meetings include:

- Our solutions must be adaptable and flexible to meet a wide variety of needs at different work sites.

- We must recognize that the terms “violence” and “safety” have vastly different meanings for different groups, and we need to be more explicit to build a shared understanding.
- The Vision, while ambitious, should be paired with specific and actionable commitments.
- Metro should be using all our levers of influence to advance this Vision.
- This work is not just about harm reduction, but about joy, connection, and prosperity.
- Workforce development efforts to support people exiting incarceration is critical and needs to bring people into all levels of the organization.

Committee on Racial Equity (CORE)

Project team members met with interested members of the Committee on Racial Equity (CORE) to discuss their vision for public safety in the region and their feedback on Metro’s Vision for Justice and Belonging. Their feedback was directly integrated into the Vision.

Highlights from CORE members include:

- Workforce development must mean meaningful career ladders and/or family-sustaining wages.
- All staff should share the responsibility of creating spaces of belonging and compassionate treatment of people experiencing homelessness.
- We should prioritize the winding down of law enforcement contracts that are not meeting our needs.
- It’s important that we work to de-criminalize poverty and homelessness as part of this work.
- Creating minimum standards for procured goods and services (e.g. living wage standards) will be important to minimize use of exploitive labor.

Community frameworks

A variety of community plans and guiding documents were referenced in the creation of the Vision for Justice and Belonging, including:

- Reimagine Oregon’s [2020 Policy Platform](#)
- PAALF’s 2017 [People’s Plan](#)
- Urban League’s 2015 [State of Black Oregon](#)

BACKGROUND

The purpose of this project is to inform policies and practices that will reduce the harm of Policing, Security and Incarcerated Labor has on Black, Indigenous, and other communities and staff of color.

The Reimagining Policing, Security and Incarcerated Labor Project has worked over the last year to design and implement a process for this reimagining. The project team and dozens of Metro staff and leaders have engaged in shared learning and an assessment of Metro’s many touch points with the criminal justice system and security. Through this project, we seek to create deeper understanding about how government actions, including Metro’s

budget and policy decisions, have led to inequitable access, opportunities, and outcomes for black people in the greater Portland area. Since our last presentation to Council in the fall of 2021, the project team has worked to finalize the project vision, develop a framework for action plans, and create a decision-making framework that will support operationalizing the vision.

Since Metro is committed to taking action to dismantle racist systems, this is one of many necessary steps the agency can take to create more welcoming communities where Black, Indigenous and people of color in our regional can benefit equitably from public investments.

Project Conception

Metro COO Marissa Madrigal chartered the Reimagining Policing, Security, and Incarcerated Labor project in the summer of 2020 after the murder of George Floyd, subsequent calls for racial justice in greater Portland and across the nation, and demands from Metro partners like Reimagine Oregon, Metro's Committee on Racial Equity, and Black, Indigenous and staff of color.

Project Design

The project is led by an agency-wide committee and supported by four department action teams, from Waste Prevention and Environmental Services, Parks and Nature, Planning and Development, and the Visitor Venues and Metro Regional Center Operations. The internal-facing project works to center the voices of impacted staff and community members through research and engagement. The project also draws upon past and present work such as the Reimaging Oregon framework, PALF People Plan and other national conversations to guide project outcomes and direction.

Project Phases

- **Shared Learning through Reimagining Policing, Security, and Incarcerated Labor Learning Cohort** *(Completed)*

The learning cohort created space for participants to gain a deeper understanding of how the law enforcement and carceral systems connect with their work. More than 40 Metro staff participated in a four-part training series and continue to engage in monthly learning sessions.

- **Internal assessment of touch points** *(Completed)*

The internal assessment inventoried Metro's touch points with Police, Security and Incarcerated Labor within the Parks and Nature, Waste Prevention and Environmental Services, Venues and Planning and Development departments. This provides a necessary context that will guide the development of the department and agency action plans.

- **Project Vision and Decision-Making Framework** *(Completed)*

The Decision-Making Framework working group, made up of staff with personal and/or professional experiences relevant to this work, drafted the vision and direction for the project to support Metro Council and leadership as they make decisions to address our touch points with police, security, and incarcerated labor to bring our work more closely aligned with our values.

- **Agency and Department action plans** *(In Progress)*

With direction from the Decision-Making Framework working group and Department teams, the Policing Committee members will develop agency-wide and department specific action plans that address their department's touch points with a set of short-, mid- and long-term actions.

- **Coordinate a process for project transition to implementation** (*In Progress*)

The project team is committed to a smooth transition as the work moves to the implementation phase of the actions plans. The COO's office is exploring longer-term staffing and resource needs and will return to the Council in the fall for discussion.

Advancing racial justice and belonging at Metro and across the region

This project intends to advance racial equity outcomes by practicing the project values (Attachment B):

- Deploying *collective care* to support BIPOC, LGBTQ+ and disabled staff and community members in experiencing physical, emotional, and spiritual wellness and humanity.
- Advancing *liberation* so that people have more agency, self-determination, and opportunity in their lives.
- Practicing *restoration* to reduce harm, dismantle harmful systems and support repair and healing for individuals and communities.
- Demonstrating *accountability* to past and future generations and to Black and queer communities living today.
- Promoting *prosperity* by investing in safe and welcoming spaces, as well as stable, connected, and flourishing communities.
- Practicing *leadership* by leveraging Metro's role as convener, funder, partner, policy creator and regulator to advance justice across the region.

ATTACHMENTS

- Attachment A. Metro Vision for Justice and Belonging.
- Attachment B. Project Values - Reimagining Policing and Security Project.



Metro Vision for Justice and Belonging

Reimagining Policing, Security and Incarcerated Labor Project

This vision articulates Metro's desired future for the greater Portland's public safety and justice systems and defines Metro's role – as a convener, funder, employer, service provider, destination, policy-maker and planning agency- in creating more just systems and spaces of belonging. While our vision is for all people to thrive, and to have agency over their own lives – we recognize that Black, brown, Indigenous, queer, trans/non-binary, immigrant, youth in foster care, people with disabilities, people experiencing houselessness, and people with other marginalized identities have been particularly harmed by police violence, aggression, and discrimination, as well as incarceration and disinvestment. We center these communities as we work towards these visions.

Policing and Crisis Management

Our vision is that the region's public safety system is not predicated on state-sanctioned violence and fear, it de-centers police as a primary tool for creating safety, and it works for and is accountable to Black and brown communities at all intersections of identity. Metro manages crises using unbiased, de-escalatory and trauma-informed approaches and without the use of violence.

Safety and Security

Our vision is that all staff and visitors feel like they belong in Metro's parks, destinations and spaces and are safe from harm and discrimination. Security is relational, created through mutual respect and community relationships rather than intimidation. Safety personnel reflect and are accountable to the diverse communities they serve and have the tools, training and support they need to be successful. All staff share in the responsibility for promoting belonging and reducing harm.

Use of Incarcerated Labor

Our vision is that the region's justice system is rooted in restorative justice and healing. Metro does not benefit from exploitive labor but gives people exiting incarceration, and others impacted by the criminal legal system, opportunities for economic stability and agency. Metro uses our influence to improve the economic conditions of people experiencing incarceration. Metro respects the rights and dignity of everyone who works with us and works to provide them living wages and fair working conditions.

Houselessness and Criminalization of Poverty

Our vision is that all people in the region have safe and stable housing. Metro manages houselessness using a compassionate, trauma-informed approach, connecting people with the services and supports they need while minimizing further trauma and harm. Metro and the region de-criminalize poverty by minimizing the use of fines, tickets, fees, displacement and other unjust enforcement tools that disproportionately harm people experiencing poverty and create pathways to incarceration.

Prosperous and Stable Communities

Our vision is that the region builds long-term community safety through transportation, housing, parks and economic justice, rather than policing and incarceration. Metro uses its influence to dismantle historic and ongoing tools of oppression, like policing transportation and fare enforcement, and discriminatory code enforcement and unfair housing practices. Metro centers community stability, healing and generational joy for, and as defined by, Black, trans, and other marginalized communities in our plans, policies and investments across our housing, land use and transportation efforts.



Project Values

Reimagining Policing, Security, and Incarcerated Labor Project

These values serve as a basis for the project's goals and actions and will shape implementation. They were developed by the Decision-making Working Group in conjunction with the Reimagining Policing and Security Committee, and informed by Metro's Strategic Plan to Advance Racial Equity and community documents like [PAALF's People Plan](#).

COLLECTIVE CARE

We center the physical and emotional integrity and humanity of each individual. We commit to practicing and demanding respectful interactions because we understand that for BIPOC and LGBTQ+ communities especially, merely existing in society can be dangerous. We recognize that in order to center the humanity of every individual, we must participate in and work towards collective care both for Metro staff and for members of our communities. This requires honoring, supporting, and actualizing the social justice work that happens outside of our agency, amplifying their voices and experiences, and acting on our commitments to advance equity.

LIBERATION

A core purpose of our work is to make it possible for people to have more agency and efficacy in their lives. Public policy should support people in making their lives better and in increasing, rather than decreasing, that possibility. Shared liberation is not possible without centering each individual's agency and ability to make choices for themselves without the burdens and barriers of systemic oppression.

RESTORATION

We recognize that the systems (e.g. white supremacy, policing, colonialism, patriarchy) that harm our communities are not broken, but are working exactly as they were intended to. We see this work as replacing systems that were designed to harm, with policies and practices that center humanity and restore relationships with people. We want to focus on creating something new, repairing lives and sharing tactics around nonviolence. We commit to being part of a solution and acknowledge that active dismantling of oppressive systems must happen to reach a solution.

ACCOUNTABILITY

We are building toward a structure of trust, transparency, and accountability to the Black and brown communities we serve as well as to future generations. We commit to centering and sharing power with, Black, brown, queer, trans, disabled and undocumented greater Portlanders, and leading with the moral courage they ask of us. We will foster an authentic relationship with these communities that will build trust.

PROSPERITY

We work towards a safe and welcoming community for all, where safety is not predicated on fear and violence. We support BIPOC, LGBTQ+, disabled and undocumented people in belonging and accessing the resources they need to succeed, while experiencing stability and opportunity in their communities.

LEADERSHIP

We honor our ancestors and recognize that they set the foundation for us to engage in the work ahead. We listen to the calls of present generations who have asked for brave and collaborative leadership, and we center and work towards efforts to improve the conditions of future generations. We will lean into our roles as convener, researcher, funder, place-maker, and regulator as we support our government and community partners in advancing liberation across the region.

Agenda Item No. 4.2

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

Resolutions

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 22-5269
PARKS AND NATURE BOND LARGE SCALE)	
COMMUNITY VISIONS PROGRAM)	Introduced by Chief Operating Officer
HANDBOOK)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, the Metro Council has taken a leadership role in protecting water quality and natural areas in greater Portland and providing access to nature for people through an interconnected system of parks, trails and natural areas; and

WHEREAS, on June 6, 2019, the Metro Council referred to the Metro area voters a ballot measure authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home (the “Bond Measure”); and

WHEREAS, at the general election held on November 5, 2019, the Metro Area voters approved the Bond Measure, thereby creating a program under which a portion of the total Bond Measure proceeds would be allocated to funding large-scale projects that uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing and safe, reliable transportation (referred to hereafter as the “large scale community visions program” or the “Program”); and

WHEREAS, the Bond Measure requires the Metro Council to designate a proposal and project review process for the large scale community visions program; and

WHEREAS, Metro staff has drafted a large scale community visions program handbook (the “Handbook”) that identifies the types of organizations eligible to apply for the initial cycle of Program funding, criteria for investments, a process for project review and selection, and the desired outcomes for investments made; now therefore

BE IT RESOLVED, that the Metro Council hereby approves the criteria, processes and desired outcomes described in the Handbook attached hereto as Exhibit A and directs the Chief Operating Officer to implement the first cycle of funding for the Community Visions Program generally in accordance with the framework described in the Handbook.

ADOPTED by the Metro Council this 23rd day of June, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT: RESOLUTION NO. 22-5269, FOR THE PURPOSE OF APPROVING THE
PARKS AND NATURE BOND LARGE SCALE COMMUNITY VISIONS PROGRAM
HANDBOOK

Date: June 6, 2022
Department: Parks and Nature
Meeting Date: June 23, 2022

Prepared by: Brian Moore
Presenter(s): Jon Blasher
Length: 15 minutes

ISSUE STATEMENT

On November 5, 2019, voters in greater Portland overwhelmingly approved a \$475 million parks and nature bond, creating a program under which a portion of the bond funds would be allocated to supporting large-scale projects that uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing, and safe reliable transportation. The bond measure requires the Metro Council to designate a proposal and project review process for the large scale community visions program.

Staff has since prepared a pilot program handbook for the large scale community visions program (Exhibit A) that documents the goals and objectives of the program and establishes procedures to fund projects that meet the criteria of the program. This framework is intended to function as a pilot program, allowing staff, under the direction of Metro's Chief Operating Officer, to update and evolve the program in response to its effectiveness in the first year so that it may best serve the goals of the bond measure, Metro Council's direction and meet the needs of the community in the future.

Via Resolution, No. 22-5269, staff are presenting for Metro Council consideration and approval the pilot program handbook that articulates program structure, criteria, solicitation, and selection process. Council's approval of the pilot program handbook will allow staff to create a notice of funding availability (NOFA) to begin soliciting project ideas prior to fall 2022. Staff will work with Metro's Chief Operating Office to keep Metro Council updated on progress of the NOFA and projects that are submitted.

ACTION REQUESTED

Staff requests Metro Council's adoption of resolution No. 22-5269, for the purpose of approving the large scale community visions pilot program handbook.

IDENTIFIED POLICY OUTCOMES

Council direction has and will continue to shape the large scale community visions pilot program. The proposed program is developed from bond goals and objectives described in the 2019 parks and nature bond as well as program implementation experience gleaned from the 2019 bond's other grant and allocation programs. More detail about the proposed

program parameters can be found in Attachment A. Further, the program is intended to function as a pilot program that will be updated based on program successes and challenges in the first cycle.

Projects awarded under the program are expected to deliver on policy outcomes identified in the 2019 parks and nature bond which are to protect land and water and align with regional conservation goals, strengthen our region's climate resilience and benefit communities who haven't benefitted equitably from past investments. Projects awarded under this program will deliver significant capital investments that uplift communities by leveraging nature to improve jobs, housing, and safe transportation.

BACKGROUND

The 2019 parks and nature bond indicate that "Metro Council will designate a proposal and project review process" related to the large scale community visions program. The community visions pilot program handbook combines bond criteria, program activities, and detail with additional requirements intended to achieve the broad goals identified through specific community driven capital projects.

Over the last several months, Council helped shaped a working definition of the large scale community visions program as one that invests in habitat, connection to nature, and green infrastructure that plays a key role in supporting a community driven vision for equitable redevelopment that better connects housing, transportation, and nature. Council also emphasized the importance of identifying projects that are geographically distributed around the region and projects that demonstrate a true commitment to creating natural area. In addition, Council has asked about opportunities to explore lower mandatory matches and an acknowledgement that there are significant risks in these kinds of projects. The proposed program handbook has been shaped and reflects this direction.

On June 2, Council requested stronger emphasis on racial equity goals and workforce requirements, clarification that expanding the urban tree canopy is an important component of the program, and that ensuring long term sustainability of the improvements is a programmatic requirement. Staff has ensured that feedback is reflected in the pilot program handbook being presented for Council's approval.

ATTACHMENTS

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
- Large scale community visions pilot program handbook (Attachment A)



Metro 2019 bond measure to protect and connect nature and people

Large scale community visions pilot program handbook

2022-2023 Pilot Program Process

June 2022

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

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

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

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Lynn Peterson

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Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

PROGRAM SUMMARY

The Metro Council seeks to inspire innovative capital projects that improve the coordination of ecological restoration, provision of housing, and safety of transportation in the Metro region. This can be accomplished through the development or restoration of outdoor, natural spaces that are or will be in public ownership. The first funding cycle of the community visions program will make \$10 million available for funding for the community visions program is made possible thanks to the voter-approved 2019 parks and nature bond measure.

Eligibility requirements

Any project must fulfill the following minimum requirements to be eligible for funding:

- The project must be a capital project
- The project must have at least two contiguous components:
 - 1) Habitat restoration (“Component 1”); and
 - 2) Housing; and/or transportation; and/or commercial improvements (“Component 2”)
- The total project (Component 1 + Component 2) cost must be at least \$6,000,000.
- The total cost for Component 1 must be at least \$2,000,000.
- The project must have committed matching funding in the following amounts: Component 1 funding equal to or greater than the grant request and total project funding equal to or greater than five times the grant request.
- The project must be on publicly-owned property or result in a publicly-owned asset.
- The project must be within Metro’s jurisdictional boundary.
- The project must include public and community partners.
- The project must meaningfully engage with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities in planning and development of project.
- The project must prioritize needs identified by communities of color, Indigenous communities, low-income and other historically marginalized groups.
- The project must address climate impacts and resiliency.
- The project must meet detailed criteria herein.

Proposal and project review process and timeline

Interested parties can submit a letter of interest at any time between June 6, 2022 and August 31, 2022.

Full applications will be accepted by invitation only.

- Letters of interest accepted summer 2022
- Full applications deadline fall 2022
- Project funding recommendations and Metro Council awards winter 2023
- Grant agreements executed spring 2023
- Project completion dates will be determined based on individual project characteristics, and in all cases must demonstrate urgency and timeliness with project milestones.

Program outcome and purpose

All projects must demonstrate best efforts to meet or exceed the goals of the program: to uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing and safe, reliable transportation.

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Contact Metro's large scale community visions program Manager at LSCV@oregonmetro.gov to request hard copies of these documents.

Large scale community visions program manager
600 NE Grand Ave.
Portland, OR 97232
503-797-1700
LSCV@oregonmetro.gov

Application instructions and forms for 2022-2023 pilot program funding

- Letter of interest instructions
- Full application instructions will be sent to applicants upon invitation to submit
- Application cover sheet
- Line item budget form
- Matching resources form

Template documents include

- Conservation easement
- Sample agreement with a community group
- Sample IGA with local agencies
- Sample IGA with government sponsor

PROGRAM BACKGROUND

On November 5, 2019, voters across greater Portland approved [Metro's 2019 Bond Measure](#) to Protect and Connect People to Nature (the “bond measure” or the “2019 bond measure”), thereby creating six bond measure programs that fund natural area and water quality protection and connect people to nature.

The large scale community visions program is intended to provide funds to help deliver significant investment in habitat preservation, restoration, and access to nature in coordinated and visionary capital projects that achieve outcomes identified in the bond measure and inspire the Metro Council. Generally, a large scale community vision project is a capital investment that uplifts community by returning natural environment to a central role in projects that seek to address job opportunities, affordable housing and safe, reliable transportation. These projects are transformative local projects of regional significance that increase access to nature for people in urban areas and/or improve the resilience of urban natural areas. By leveraging other public and private investments, these capital projects will also support improvements in affordable housing and safe, reliable transportation.

Program updates

This handbook is intended to address a first year funding cycle with the goal of clarifying programmatic elements that best achieve the program goals. Aspects of the program as defined in this handbook will need to be updated from time to time to best reflect the needs of Metro and the community. The Metro COO shall, with consultation from the Metro Parks and Nature Director, approve updates to this program as necessary to ensure program effectiveness.

Project definition

The intent of the program is to fund large-scale capital improvement projects that address ecological restoration, housing affordability, transportation, and job opportunities. An eligible project must have two components. The first required component (“Component 1”) is a significant capital improvement project that meets the capital improvement project definition identified in “Types of capital projects funded” below. The second required component (“Component 2”) is a significant capital improvement project that addresses housing affordability; and/or transportation; and/or job opportunities. The “total project” is the combination of Component 1 and Component 2.

FUNDING AVAILABILITY AND MATCH REQUIREMENTS

The 2023 pilot program makes \$10 million available for eligible projects. While letters of interest are accepted until fall 2022, full applications are accepted by invitation only. Check the program website for application deadlines. Make sure to leave enough time between submitting the letter of interest and the full application deadline. Three months is recommended.

The minimum grant amount is \$1,000,000. All grants require a two-part match. Component 1 requires match of \$1 for every \$1 of Metro funding. The total project requires match of \$5 for every \$1 of Metro funding. These two match requirements intentionally overlap according to the following example:

Total project budget = Component 1 + Component 2

Metro funding = ½ Component 1 budget = 1/6 of total budget

	Project Match	Metro LSCV Grant	Total Budget
Component 1	\$1,000,000	\$1,000,000	\$2,000,000
Component 2	\$4,000,000	\$0	\$4,000,000
Total Project	\$5,000,000	\$1,000,000	\$6,000,000

An eligible project must have a total estimated project cost over \$5,999,999, to be considered for program funding. A maximum grant request of \$10,000,000 has been established for the pilot program. A recommended grant amount will be provided by staff. The final grant amount will be determined by the Metro Council.

Qualifying match

Metro funding awards will not exceed one-sixth the total project cost of successful applications. Requirements and limitations for matching funds are as follows:

- The match can be a combination of financial resources and staff time.
- The match needs to be identified and committed at the time of application.
- The value of donated or acquired property can be used as a match if the property was donated or acquired within one year of the grant application, as long as no Metro funds were used to acquire the property.
- Volunteer time should be valued based on the Independent Sector’s value of volunteer time. The most current information can be found at: <https://independentsector.org/resources/>
- Other Metro funding cannot be used as a match for Component 1.
- Metro funds or staff time from other programs may be used as a match for the total project.

It is recognized that some costs must be incurred to adequately prepare the full application. For that reason, the following costs can be included as match if incurred after Metro’s invitation to submit a full application:

- Professional services, agency staff time and volunteer time spent on the following activities: site planning, preliminary design, environmental assessment, preparation of cost estimates, construction drawings and specifications, building relationships with potential partners and similar tasks necessary for project preparation.
- When applicable, professional services, agency staff time and volunteer time spent on appraisals, survey, environmental evaluation costs, cultural and historic resource surveys, and building relationships with potential partners for site acquisition.

WHO CAN APPLY?

The following groups and organizations are eligible to apply: governmental agencies; nonprofit organizations; public educational institutions including primary and secondary schools, community colleges, colleges, universities and extension centers, and private real estate developers.

PUBLIC/PRIVATE PARTNERSHIP

The project must include public and private partners that will collaborate to deliver project. To be considered a “partner,” an entity must be financially invested in the project and responsible for at least

5 percent of the total project budget. Partners are actively engaged in leveraging financial or in-kind services to make the project a success.

TYPES OF CAPITAL PROJECTS FUNDED

Component 1 of the project must result in a publicly-owned capital asset within Metro's jurisdictional boundary or the region's urban growth boundary. The definition of a capital asset may vary depending on how the project will be accounted for by the public agency that owns or will own the property or easement being acquired or improved. To ensure that this requirement is met, the chief financial officer for the public agency must confirm that the line items funded by the capital grants shall be properly recorded as assets in the jurisdiction's audited financial statements and that the accounting treatment for this project is consistent with other similar transactions. Application instructions direct applicant to provide a resolution of support from the jurisdiction that includes these assurances.

There are three types of capital projects that may be funded through the large scale community visions program. Projects that take the place of required mitigation or penalty payments or are regulatory in nature are not eligible.

Capital improvement projects

Projects where Component 1 will result in the creation of a capital asset such as a park, trail, boardwalk or nature play area, with a discrete useful life of at least 30 years; OR projects will significantly extend the useful life of an existing capital asset. Component 1 will be an improvement to non-federal, publicly-owned property.

Capital improvement project types

Restoration projects: Create or renovate an asset to enhance fish habitat and/or wildlife connectivity by enhancing stream complexity with large woody debris, removing or replacing culverts to enhance fish passage and habitat, providing viewing platforms to reduce human impact on sensitive habitat, expanding tree canopy and the like.

Urban transformation projects: Seek to shift the balance of marginal urban land use toward natural environment in the region's most urban settings by deindustrializing underutilized sites, removing environmental contamination or hazards to create or improve habitat, expanding tree canopy, and/or by doing ecological restoration that shifts marginal urban nature toward sustainable natural area nodes.

Neighborhood livability projects: Seek to connect people to existing natural areas in ways that minimize negative impacts on natural habitats and their functionality, including but not limited to expanding the tree canopy.

Allowable costs

Component 1 must have a minimum total value of \$2,000,000. LSCV grant funds may only be used for capital expenditures. Such costs can include design and engineering costs, bid documents and permits, as well as materials and construction expenses. No more than 10 percent of grant funds may be used for staff time directly related to a project. Projects that address racial equity may exceed 10 percent as approved by the Metro Council. Overhead and/or indirect costs are not reimbursable, but can be used to meet matching requirements.

Land acquisition or conservation easement acquisition will be only be considered when it is a portion of the capital improvement project as described above. Acquisition is limited to natural areas, wildlife habitat and trail corridors, nature-related parks or other opportunities for increasing people's connection to nature and/or restoring ecological systems. Capital improvement project with a land acquisition component must include the strategy for planning and developing the capital roject.

Allowable land acquisition costs

Costs associated with the acquisition including appraisals, appraisal review surveys, environmental review, historic and cultural resource surveys, and similar due diligence, and closing costs.

Costs necessary to return the parcel to a natural state (for wildlife preservation/enhancement and conservation purposes) including land survey, demolition of unwanted structures and hazards, installation of signage and fencing to control access and the initial removal of invasive species and planting of native vegetation.

SELECTION CRITERIA

Projects will be selected on their ability to address the following criteria and the degree to which project budget is allocated to the specific work that will meet these criteria. Letters of interest may address all or some of the following criteria. Full applications will address all required criteria.

Project should address all of these principles:	Projects must address all of the following criteria:	Projects must identify as one of these types:	Projects must satisfy at least one of the following criteria:	Projects must meet at least one of the following criteria:	Projects must meet all of the following criteria:
Serve communities through inclusive engagement, transparency and accountability. Advance racial equity through bond investments.	Meaningfully engage with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities in planning, development of project.	Restoration project	Protect, connect and restore habitat to support strong populations of native plants, fish and wildlife that can adapt to a changing climate.	Improve access to nature for people.	Satisfy matching fund criteria
Protect clean water for people, fish and wildlife.	Prioritize needs identified by communities of color, Indigenous communities, low-income and other historically marginalized groups.	Urban transformation	Protect and restore floodplains, headwaters, streams and wetlands to increase their capacity to handle storm water to protect vulnerable communities from flooding.	Protect and reclaim rivers, increase tree canopy and/or restore or improve other important natural features in urban areas for the benefit of people and wildlife.	Local public agency partner
Protect and restore culturally significant native plant communities.	Provide data that will support tracking outcomes and reporting impacts, particularly as they relate to communities of color, Indigenous communities, people with low incomes	Neighborhood livability	Increase tree canopy in developed areas to reduce heat island effects.	Create access to nature in a regional or town center, employment area or other areas identified as a priority for	Community partner

	and other historically marginalized communities.			investment in Metro's 2040 Growth Concept .	
Protect, connect and improve habitat for native fish and wildlife.	Include strategies to prevent or mitigate displacement and/or gentrification resulting from project investments.		Use low-impact development practices and green infrastructure in project design and development.	Foster partnerships between public agencies and between the public and private sectors and/or catalyze private investment by focusing public investments and efforts on specific priority projects.	
Make parks and natural areas more accessible and inclusive.	Set aspirational goals for workforce diversity and use of COBID contractors and work to reduce barriers to achieving these goals; demonstrate accountability by tracking outcomes and reporting impacts.		Invest in segments of the regional trail system to expand active transportation opportunities for commuting, recreation and other travel.	Meet a need identified by communities of color, Indigenous communities, people with low incomes and other historically marginalized communities.	
Connect more people to the land and rivers of our region.	Catalyze other investments in transformative regional-scale projects that increase access to nature for people in urban areas and/or improve the resilience of urban natural areas.			Complement investments in affordable housing and transit or active transportation projects.	
Invest in trails for biking and walking.	Leverage with public/private investments in affordable housing,				

	transit and connections to local or regional parks.				
Support community-led parks and nature projects.	Partner with public agencies and private organizations to create access to nature in regional-scale development projects.				
Make communities more resilient to climate change.					
Uplift communities and leverage nature to achieve job opportunities.					
Uplift communities and leverage nature to achieve affordable housing.					
Uplift communities and leverage nature to achieve safe reliable transportation.					

PROJECT PLANNING

The strongest projects are well thought-out and based on thorough research, planning, and community engagement. This includes looking at the project in the broadest context and framing the need for the project within the surrounding community and the entire watershed basin. Building strong relationships with a variety of stakeholders can allow the project to more holistically address multiple elements of a livable community such as public safety, health, affordable housing and jobs. Metro is willing to provide suggestions to potential applicants and help to identify potential resources. Applicants are encouraged to contact Metro staff as early in the project planning phase as possible. Metro staff can provide a quick assessment over the phone and suggest ways that the project can be strengthened to better meet the program criteria.

It is equally important to gather specific data or research to support the project's need and the context in which the project is discussed. Data or mapping sources to consider include:

- Demographic data collected from federal, state, or local agencies information or local school student populations.
- Existing planning documents such as state or city planning documents, watershed action plans, neighborhood plans, or others that can document the social, economic or ecological needs in the project area.
- Master plans or other specific engineering or feasibility studies completed for the project site.

A list of resources that applicants may consider using is included below.

APPLICATION PROCEDURES

Letter of interest

Potential applicants must submit a letter of interest describing the proposed project and how it meets the legibility requirements. Letters of interest can be submitted at any time. Letters of interest should indicate the following items:

- What is the project vision, and how does a large mixed use project driven by community help to achieve that vision?
- Does applicant have a partnership with a non-profit/community organization? Is applicant a non-profit or community organization
- Is there an established or potential partnership with a local jurisdiction?
- How is habitat restoration and/or green infrastructure central to project vision?
- What is the overall project's estimated cost?

Formal applications

Full proposals will only be accepted from applicants who have been invited to apply. Full application instructions will be sent with the invitation to apply.

REVIEW AND APPROVAL PROCESS

The administration of this grant program is designed to be responsive to the needs of potential applicants and flexible enough to assist with the evolving nature of capital improvement projects.

Letter of interest review

Metro staff will review the letter of interest to ensure the applicant's proposal meets the eligibility requirements and can address the criteria adequately. This review may include follow-up communication with the applicant or possibly a site visit. It is the applicant's responsibility to ensure their project is sufficiently defined according to the guidelines so that staff can efficiently review the project.

If staff determines that the project meets the minimum requirements of the grant program, the applicant will be invited to submit a full proposal along with feedback on how to strengthen the application to be more competitive.

Staff will be available to applicants to assist in providing clarity about program goals and requirements while the applicant develops the full proposal.

Full proposal review process

Staff review. Metro staff will review full proposals for eligibility and completeness.

Site visits: Metro staff will conduct site visits during the proposal review period. Site visits are intended to provide a more in-depth understanding of the proposal in order to form a stronger basis for comparison with other proposals. All site visits shall be documented for inclusion in presentations of materials to Metro Council.

Proposal scoring: Metro staff will evaluate each full proposal according to how many of the criteria are met by the project. Additionally, staff will identify conditions of approval necessary to ensure the proposed project will meet the minimum required program goals.

Notification to applicants: Applicants will be informed of the staff's evaluation and scoring. The applicant will have the opportunity to discuss the conditions of approval and confirm their ability to meet those conditions.

Only projects with mutually agreed to conditions of approval will be submitted to Metro Council for consideration.

Metro Council approval

Metro Council will review the evaluations, site visit analysis, and conditions of approval. Metro Council selects the projects to award. Projects may receive funding lower than requested in the application.

Metro staff will submit a resolution for approval to the Metro Council based on the evaluation scoring and conditions of approval. The Metro Council will consider the information received and award funds to those proposals that best advance the vision, goals and intent of the large scale community visions program.

IMPLEMENTATION CRITERIA

Metro staff will work closely with project applicants to ensure that tasks, processes, and project elements intended to meet the bond requirements are documented in the appropriate agreements between the parties. Including but not limited to the following items:

- Tribal consultation

- Community engagement
- Contract and workforce equity
- Anti-displacement
- Diversity and racial equity
- Habitat restoration and green infrastructure
- Housing, transportation, and jobs investments

RESPONSIBILITIES OF PARTIES

Each party will have responsibilities in alignment with their strengths and capacities.

Local jurisdiction

Leading government-to-government consultation

Local governments are expected to lead government-to-government consultation with Tribes that have interest in the project area. Doing so is necessary to satisfy the requirement for meaningful engagement with Indigenous communities.

Holding fee title or easement

Local governments are expected to hold a real estate interest in the site sufficient to comply with state law regarding bond expenditures.

Formal resolution in support of project

Local government partners are expected to pass a formal resolution expressing support of the project. The form and timing of the resolution should be negotiated on a project-by-project basis in accordance with the needs of the project.

Ensuring project compliance with the following rules and regulations:

- Protections for Native American burial sites and objects (Oregon Revised Statute 97.740 et seq.)
- Protections for archaeological objects and sites (ORS 358.905 et seq.), permit requirements for site alteration (ORS 390.325 et seq.), and permit requirements for state public and private land (Oregon Administrative Rule 736-051-0080 to 0090)
- National Historic Preservation Act of 1966 (16 United States Code 470 et seq.)
- Archaeological Resources Protection Act of 1979 (16 USC 470 et seq.)
- Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 et seq.)
- Other applicable local, state, and federal regulations

Community partner

The specific roles of the community partner are much more flexible as a result of various regulatory requirements. However, there is one area in which the community partner should have clear responsibility.

Vision/visioning

It is expected that the vision for the project is led by the community. The community partner should be in a leading position in the partnership, and have significant financial stake in the project.

Roles determined ad hoc

Many roles for delivering a capital project of this scale are necessary. However, this handbook is not intended to prescribe those roles, rather to simply identify a few key roles that are necessary. The organization responsible for these roles should be determined based on negotiations amongst the project partners.

- Project Management
- Community Engagement Lead
- Operations and Maintenance Lead
- Project Fiduciary
- Project Attorney
- Other roles as determined necessary by the partnership and as may be recommended by Metro Staff

AGREEMENTS

Metro staff will work with the successful applicant to enter into the necessary agreements for the project between Metro and the applicant. There are three potential agreements that may be used.

Intergovernmental Agreement (IGA): This template is used when the applicant is a government agency.

Grant Agreement: This template is used when the applicant is a community-based organization.

Government Sponsor IGA: This template is used for the government agency when the applicant is a community-based organization. It is used together with the grant agreement discussed above.

See the program website or [contact staff](mailto:LSCV@oregonmetro.gov) at LSCV@oregonmetro.gov for agreement templates.

Notice to proceed

The only elements of the project that can be implemented prior to fully executed agreements with Metro are those identified in the grant proposal budget as “pre-agreement costs.” These expenses can only be used as match, and Metro has no obligation to reimburse these expenses or enter into a grant agreement if all match funds are not secured or if all Metro Council conditions of approval are not met.

Contracting and grant agreement

Grant agreement and insurance requirements

Metro staff will work with successful applicants to enter into grant agreements with Metro. These contracts will outline specific responsibilities and legal obligations of each party, including insurance requirements, reporting and acknowledgements.

All grant recipients will be required to have the following types of insurance and provide proof of coverage during the contracting phase:

- Commercial general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability must be a minimum of \$1,000,000 per occurrence. The policy must be endorsed with contractual liability coverage. Metro, its elected officials, departments, employees and agents must be named as an ADDITIONAL INSURED.

- Automobile bodily injury and property damage liability insurance. Insurance coverage must be a minimum of \$1,000,000 per occurrence. METRO, its elected officials, departments, employees, and agents must be named as an ADDITIONAL INSURED.
- Worker's compensation coverage in compliance with Oregon law.

Please email LSCV@oregonmetro.gov if these insurance requirements would present a barrier to applicant organization or business.

Payment of grant funds

Grant funds used for capital improvements are paid out on a reimbursable basis. Metro will hold back 10 percent of each reimbursement request until Metro receives and approves the final report. Payment of grant funds used for acquisition will be negotiated on a project-by-project basis. Grant recipients must spend their grant funds within 24 months of contract signature, unless otherwise agreed to by Metro.

Evaluating project success

If invited to submit a full proposal, applicant will be required to describe as concretely as possible, the metrics used to evaluate the impacts of a grant-funded project. If awarded a grant, these metrics will be incorporated into the grant agreement. Grant recipients will be required to report on the project's status, successes and challenges in quarterly progress reports, and on the overall project impacts in a more detailed final report at the end of the grant. If awarded a grant, Metro may suggest refinements to applicants proposed metrics during the contracting phase.

Metro will require capital grant recipients to submit progress reports for three years after the grant term. Information requested will reflect the outcomes that the applicant identified in the grant proposal. Metro may conduct site visits to evaluate the progress of the project during the grant term, as well as during the three-year reporting period, and will notify the grantee prior to site visits occurring.

Reporting requirements

Grant recipients will be required to report on the progress and outcomes of the project throughout the project period in accordance with a schedule to be determined at the time of award. A final report will be required that includes full and final accounting of all expenditures, the value and source of matching funds, a description of work accomplished, volunteer hours and participation, project photos (including a photo of the signage acknowledging the LSCV participation), and data on success indicators. Such success indicators will be determined on a project-by-project basis and included as part of the grantee's scope of work.

Metro is committed to successful project implementation for all grant recipients and will work cooperatively to ensure project success.

ADDITIONAL INFORMATION

Public information

All applications are subject to the Oregon Public Records Law.

Confidentiality of application materials

Proposals, including supporting documents such as financial materials, reports and records, will be read and evaluated only by Metro staff and grant review committee members who are required to sign

confidentiality agreements in advance of reviewing application materials. Application and grant materials will be maintained electronically on a Metro server with restricted access, and periodically destroyed as allowed by audit policies and state law.

Applicant may identify as confidential any reports, books, records, maps, plans, income tax returns, financial statements, contracts and other similar written materials that are directly related to the proposal and that are submitted to or reviewed by Metro. Applicant must prominently mark any information that it claims confidential with the mark "CONFIDENTIAL" prior to submittal to Metro. Metro will treat as confidential any information so marked to the extent allowed under Oregon law. Metro will make a good faith effort not to disclose the information unless Metro's refusal to disclose would be contrary to applicable Oregon law, including, without limitation, ORS Chapter 192.

Pre-award activities

Notwithstanding any oral or written assurances, there is no obligation on the part of Metro to cover pre-award costs.

Resources

The following are data and information sources that applicants may find useful in the preparation of letters of interest and/or full applications. Applicants are encouraged to find resources listed here, and otherwise, that best support their project and grant application.

Regional Conservation Strategy. This document organizes conservation strategies for the Portland metropolitan region by landscape types – natural area, working lands and developed areas – as well as strategies for biodiversity corridors and for species of special concern. This document will be helpful when considering how a project advances biodiversity on a regional scale. It is available on the Intertwine Alliance website at www.theintertwine.org.

The Regional Conservation Strategy High Value Habitat viewer (<http://www.regionalconservationstrategy.org>) shows the high value habitat across the Portland-Vancouver region and within any watershed, jurisdiction, urban growth boundary/area, or custom shape that applicant choose. It can help applicants visualize the relative importance of habitats within a project area.

Applicants can also view summary statistics about the land cover, habitats, and parks and ownership in a selected area. Comparing the high value habitats with the other layers on the map can help prioritize conservation efforts. For example, when viewing the parks and protected areas layer and the high value habitats at the same time, high value habitats not currently protected are revealed. Viewers can also determine whether any high value habitats exist that could connect currently protected habitats.

Public school districts. One source of local demographic data is neighborhood schools. Each public school maintains data on the percentage of students eligible for the free and reduced lunch program and students participating in English as a Second Language program.

Regional Equity Atlas (<http://equityatlas.org>). Using maps, policy analysis, and community-based research, the Equity Atlas assesses how well different populations across the four-county Portland-Vancouver metro region can access key resources necessary for meeting their basic needs and advancing their health and well-being.

[Metro's web site](#) has a variety of maps and tools to assist with project research:

MetroMap (<https://gis.oregonmetro.gov/metromap>) This is Metro's web mapping service for viewing and printing maps or data specific to an area of interest. MetroMap allows viewers to see map-based information about a location of choice. View information on parcel and tax assessment, zoning, political boundaries, planning, flood plain and special districts. The results can be displayed in text-only format or on a map.

Urban Growth Boundary tool (<https://www.oregonmetro.gov/library/urban-growth-boundary/lookup>) Enter an address to see a map that shows whether a specific property is inside, was added to, or removed from the urban growth boundary.

Agenda Item No. 4.3

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

Resolutions

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY 2021-)
22 BUDGET AND APPROPRIATIONS SCHEDULE)
AND FY 2021-22 THROUGH FY 2025-26 CAPITAL)
IMPROVEMENT PLAN TO PROVIDE FOR)
CHANGES IN OPERATIONS)

RESOLUTION NO 22-5259

Introduced by Marissa Madrigal, Chief
Operating Officer, with the concurrence of
Council President Lynn Peterson

WHEREAS, the Metro Council has reviewed and considered the need to change appropriations within the FY 2021-22 Budget; and

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

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

WHEREAS, adequate funds exist for other identified needs; and

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

WHEREAS, ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer, and

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

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

BE IT RESOLVED,

1. That the FY 2021-22 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled “Revision” of Exhibit A to this Resolution for the purpose of modifying expenditures, and transferring funds to from contingency.
2. That the FY 2021-22 through FY 2025-26 Capital Improvement Plan is hereby amended accordingly.

ADOPTED by the Metro Council this 23rd day of June, 2022.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

Exhibit A
Resolution 22-5259
Schedule of Appropriations

	Current Appropriations	REVISIONS	AMENDED Budget
GENERAL FUND			
Non-Departmental			
Contingency	16,119,847	24,393	16,144,240
<i>Total Appropriations</i>			
Unappropriated Balance	27,665,482	-	27,665,482
Total Fund Requirements	166,686,838	24,393	166,711,231
MERC FUND			
MERC	43,141,049	1,900,000	45,041,049
Non-Departmental			
Interfund Transfers	9,701,091	-	9,701,091
Contingency	6,794,212	-	6,794,212
<i>Total Appropriations</i>			
Total Fund Requirements	59,636,352	1,900,000	61,536,352
OREGON ZOO ASSET MANAGEMENT FUND			
Visitor Venues - Oregon Zoo	7,775,147	500,000	8,275,147
Non-Departmental			
Interfund Transfers	595,352	-	595,352
Contingency	154,648	-	154,648
<i>Total Appropriations</i>			
Total Fund Requirements	8,525,147	500,000	9,025,147
OREGON ZOO OPERATING FUND			
Visitor Venues - Oregon Zoo	35,034,126	-	35,034,126
Non-Departmental			
Interfund Transfers	6,782,919	500,000	7,282,919
Contingency	3,033,717	(500,000)	2,533,717
<i>Total Appropriations</i>			
Total Fund Requirements	44,850,762	-	44,850,762
Total Appropriations	1,124,010,349	2,424,393	1,126,434,742
Total Unappropriated Balance	439,747,017	-	439,747,017
TOTAL BUDGET	1,563,757,366	2,424,393	1,566,181,759

ALL OTHER FUNDS REMAIN AS PREVIOUSLY ADOPTED

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 22-5259 FOR THE PURPOSE OF AMENDING THE FY 2021-22 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2021-22 THROUGH FY 2025-26 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR CHANGES IN OPERATIONS

Date: June 14, 2022

Prepared by:
Patrick Dennis, Budget Coordinator

Department: Finance and Regulatory Services

Presented by:
Cinnamon Williams, Financial Planning Director

Meeting date: June 23, 2022

ISSUE STATEMENT

This resolution will authorize changes in appropriations for the FY 2021-22 budget and approve changes to the FY 2021-22 through FY 2025-26 Capital Improvement Plan (CIP).

ACTION REQUESTED

Council adoption of Resolution 22-5259.

IDENTIFIED POLICY OUTCOMES

Council approval will authorize changes in appropriations requested by departments for FY 2021-22 and approve requested changes to the FY 2021-22 through FY 2025-26 Capital Improvement Plan.

POLICY QUESTION

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

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Adoption of the Resolution will provide sufficient appropriations to accommodate the changes in operations outlined by the departments. Adoption will also allow for changes to capital projects, again due to operational factors.

Disapproval of the Resolution will require departments to reevaluate their proposed changes to operational and capital plans due to the denied requests for additional resources and changes in capital projects.

STAFF RECOMMENDATIONS

The Chief Operating Officer recommends adoption of Resolution 22-5259.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition: None known.

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

294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval.

Anticipated Effects: This action provides for changes in operations as described above, provides additional appropriations authority, and changes the Capital Improvement Plan.

Budget Impacts: This action has a \$2,424,393 net change in expenditure appropriations, and has the following impacts on the FY 2021-22 budget and FY 2021-22 through FY 2025-26 Capital Improvement Plan (CIP):

- **General Fund: \$24,393 increase to expenditure appropriation.**
 - Transfer \$24,393 to PD&R Contingency for Research Center assisting the Affordable Housing program with data mapping.
- **Capital Asset Management Fund: Net zero impact on the total fund appropriations.**
 - \$105,000 change to CIP only due to required project spending on MRC Underground Garage Entrance, fund has sufficient budget appropriation to complete project (see [Attachment 1](#)).
- **MERC Fund: \$1,900,000 increase to expenditure appropriation.**
 - Expo: \$600,000 budget increase to recognize additional revenue and related expenses.
 - P'5: \$1,300,000 budget increase to recognize additional revenue and related expenses.
- **Oregon Zoo Asset Management Fund: \$500,000 increase to expenditure appropriation.**
 - Transfer \$500,000 from the Oregon Zoo Operating Fund to the Oregon Zoo Asset Management Fund to help fund capital projects on the zoo campus. Adding two new projects to the CIP (see [Attachment 2](#)).
- **Solid Waste Fund: Net zero impact on total fund appropriations.**
 - Reduce land acquisition budget by \$1.7 million to fund operations projects that were prioritized during FY21-22 (see [Attachment 3](#)).

BACKGROUND

The following section is organized by Department and provides additional detail on the requests outlined in the Budget Impact section above.

CAPITAL ASSET MANGEMENT (Capital Asset Management Fund)

Capital Asset Management is requesting a change on the FY21-22 CIP. An increase of \$105,000 in FY21-22 project spending is required for the MRC Underground Garage Entrance project to

mitigate drainage issues near the South Parking entrance. No additional appropriation is needed as the fund has sufficient budget appropriation to complete the project. This is a change in CIP only.

PLANNING, DEVELOPMENT & RESEARCH (General Fund)

The Affordable Housing Program transferred \$24,393 out of the Affordable Housing Bond Fund in the March 2022 amendment. This amendment recognizes the balancing transfer to increase Contingency for the Research Center support in data mapping.

VISITOR VENUES (MERC Fund and Oregon Zoo Asset Management Fund)

Expo: Due to the success of the Expo Center events and programs, revenues are expected to exceed budgeted forecasts by \$600,000 before fiscal year end. Additional expenditure appropriation is needed to support the increased events and programs.

P'5: Due to the success of P'5 events and programs, revenues are expected to exceed budgeted forecasts by \$1,300,000 before fiscal year end. Additional expenditure appropriation is needed to support the increased events and programs.

Oregon Zoo: The Oregon Zoo has determined that it is able to transfer additional funds from the Oregon Zoo Operating Fund to the Oregon Zoo Asset Management Fund to help pay for renewal and replacement capital projects. Two projects were added to the FY 2021-22 through FY 2025-26 Capital Improvement Plan: AfriCafe painting and AfriCafe roof repairs, as they both exceeded the \$100,000 threshold to be recognized as capital projects. Both projects will be completed by fiscal year end.

WASTE PREVENTION AND ENVIRONMENTAL SERVICES (Solid Waste Fund)

The budget for land acquisition will be reduced by \$1.7 million to fund operations projects that were prioritized during FY 2021-22. Five of the eight projects were not on the FY 2021-22 CIP so funding is being allocated to those projects. The three projects that are on the FY 2021-22 CIP need additional allocation due to the increase in budgeted/expected expenses.

- SMS016: Build-out of maintenance office at Metro South. (new project)
- SMC018: Move and removal of compactor. This project was separated from but related to the conveyor projects at Metro Central.
- SMS011: Renovation of restroom/shower at Metro South.
- SSJ003: Project to replace bridge at St. Johns Landfill. (new project)
- RID002: Improvements at the RID Deployment Center. (new project)
- SMC019: Stormwater Pre-filter (Catch Basin) project at Metro Central (new project)
- SMS013: Additional pest prevention work on completed project at Metro South.
- SMS022: Fire Rover system to detect and extinguish fires Metro South. (new project)

ATTACHMENTS

- Resolution 22-5259
- Exhibit A – Schedule of Appropriations
- Attachments 1-3 Capital Project Changes

Mid Year Amendment FY 2021-22 Budget
 Capital Improvement Plan (CIP) Detail Changes
 Capital Asset Management

Attachment 1
 Resolution 22-5259

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2021-22			FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended	
N	MRC013	MRC Underground Garage Entrance	579000	618	00434	108,240	105,000	213,240	-	-	-	-	reduce unidentified project budget and increase new projects
									-	-	-	-	
								-	-	-	-	-	

Mid Year Amendment FY 2021-22 Budget
 Capital Improvement Plan (CIP) Detail Changes
 Visitor Venue - Oregon Zoo

Attachment 2
 Resolution 22-5259

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2021-22			FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended	
N	ZRW600	R&R Painting - Africafe	526100	326	20000		150,000	150,000	-	-	-	-	General painting budgeted in FY22, but this project over \$100K and to be added as CIP
N	ZRW500	R&R Roof - Africafe	526100	326	20000		150,000	150,000	-	-	-	-	General roof repair budgeted in FY22, but this project over \$100K and to be added as CIP
								-	-				
								-	-				

Mid Year Amendment FY 2021-22 Budget
 Capital Improvement Plan (CIP) Detail Changes
 Waste Prevention & Environ. Services

Financial Planning Use

Attachment 3

Resolution 22-5259

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2021-22			FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended	
N	SWTBD08	Land Acquisition	570000	536	34100	7,288,401	(1,692,525)	5,595,876	-	-	-	-	Purchase of the Jennifer Street property has been canceled
Y	SMS016	MSS Office- Maintenance	524000	530	32450	-	170,000	170,000	-	-	-	-	New Project - Build out of Maintenance office at Metro South
Y	SMC018	MCS Compactor Move & Removal	579000	534	34100	-	500,000	500,000	-	-	-	-	Move and removal of compactor. This project was separated from but related to the conveyor projects at Metro Central.
N	SMS011	MSS Restroom/Shower Renovation	526100	534	34100	310,000	35,000	345,000	-	-	-	-	Final expenses for shower/restroom project
Y	SSJ003	SJL Bridge Replacement	524080	534	34100	-	250,000	250,000	-	-	-	-	New project - replacement for SJLF
Y	RID002	Rid Annex- Tenant Improvements	526100	536	34100	-	250,000	250,000	-	-	-	-	New project - tenant improvements for RID Deployment center
N	SMC016	MCS Storm Water	524000	536	34100	-	272,525	272,525	-	-	-	-	The project was budgeted in prior years but delayed. Project started/completed in FY21-22.
N	SMS013	MSS Pest Prevention Eng-Design	526000	536	34100	-	65,000	65,000	-	-	-	-	Additional pest control work at Metro South
Y	SMS022	Fire Rover System	579000	536	34100	-	150,000	150,000	-	-	-	-	New project - 2nd half of the equipment purchase will be in FY22-23
								-	-	-	-	-	
								-	-	-	-	-	

Agenda Item No. 4.3

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

Ordinances

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 22-1479
METRO DISTRICT BOUNDARY)
APPROXIMATELY 11.06 ACRES LOCATED) Introduced by Chief Operating Officer
AT 17433 SW BROOKMAN ROAD IN) Marissa Madrigal with the Concurrence of
SHERWOOD) Council President Lynn Peterson

WHEREAS, Riverside Homes LLC has submitted a complete application for annexation of 11.06 acres located at 17433 SW Brookman Road in Sherwood (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Sherwood area to the Urban Growth Boundary (UGB), including the territory, by Ordinance No. 02-969B on December 5, 2002; and

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

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

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

WHEREAS, the Council held a public hearing on the proposed amendment on June 2, 2022; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 19, 2022, attached and incorporated into this ordinance.

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

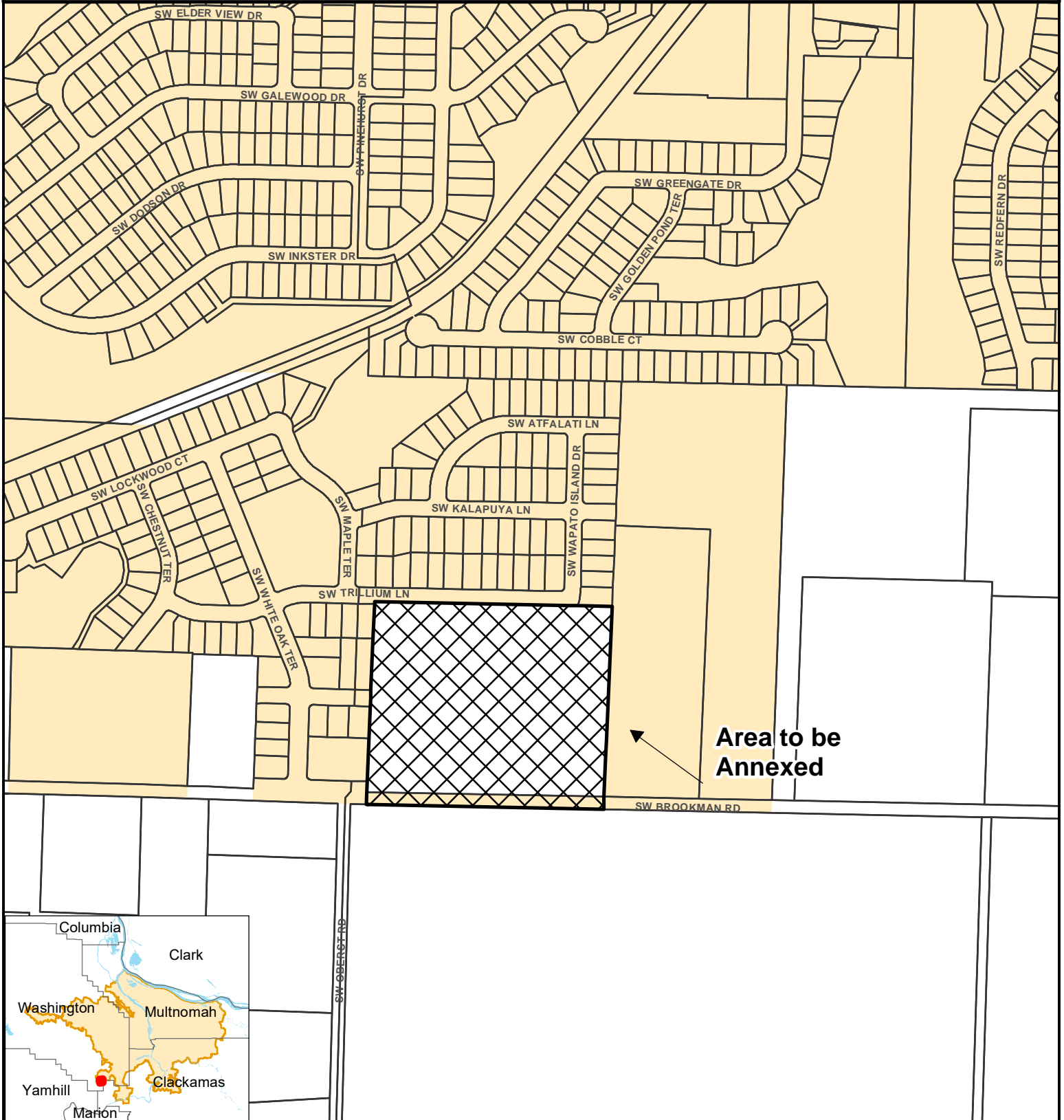
Lynn Peterson, Council President

Attest:

Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



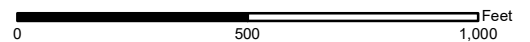
Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

- Metro District Boundary
- Taxlots

Proposal No. AN0322



1:5,000



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1479, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 11.06 ACRES LOCATED AT 17433 SW BROOKMAN ROAD IN SHERWOOD

Date: May 19, 2022
Department: Planning, Development, and Research

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0322, Annexation to Metro District Boundary

PETITIONER: Riverside Homes LLC
15350 SW Sequoia Parkway, Suite 320
Portland, OR 97224

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

LOCATION: The land in Sherwood is approximately 11.06 acres in size, is located at 17433 SW Brookman Road and can be seen in Attachment 1.

ZONING: The land is zoned for residential use (MDRL).

The land was added to the Urban Growth Boundary (UGB) in 2002 and is part of the Brookman Addition Concept Plan area that was adopted by Sherwood. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

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

3.09.070 Changes to Metro's Boundary

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

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

Staff Response:

The land in Sherwood was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B, thus the affected territory lies within the UGB.

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

Staff Response:

The conditions of approval for Metro Ordinance No. 02-969B include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 also requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County applied the Future Development-20 Acres (FD-20) designation to all the county land in Ordinance 02-969B to prevent premature urbanization of the expansion areas. The City of Sherwood adopted the Brookman Addition Concept Plan in 2009. The property was annexed to the City of Sherwood in May 2017. Thus the affected territory was subject to measures that prevented urbanization until the territory is annexed to the city and any necessary service districts.

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

Staff Response:

The subject property is part of the Brookman Addition Concept Plan area adopted by the City of Sherwood in 2009. The proposed annexation is required by Sherwood as part of a land use application. The annexation is consistent with the Washington County-Sherwood Urban Planning Area Agreement adopted in 2017. Thus the inclusion of the property within the Metro District is consistent with all applicable plans.

ANALYSIS/INFORMATION

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

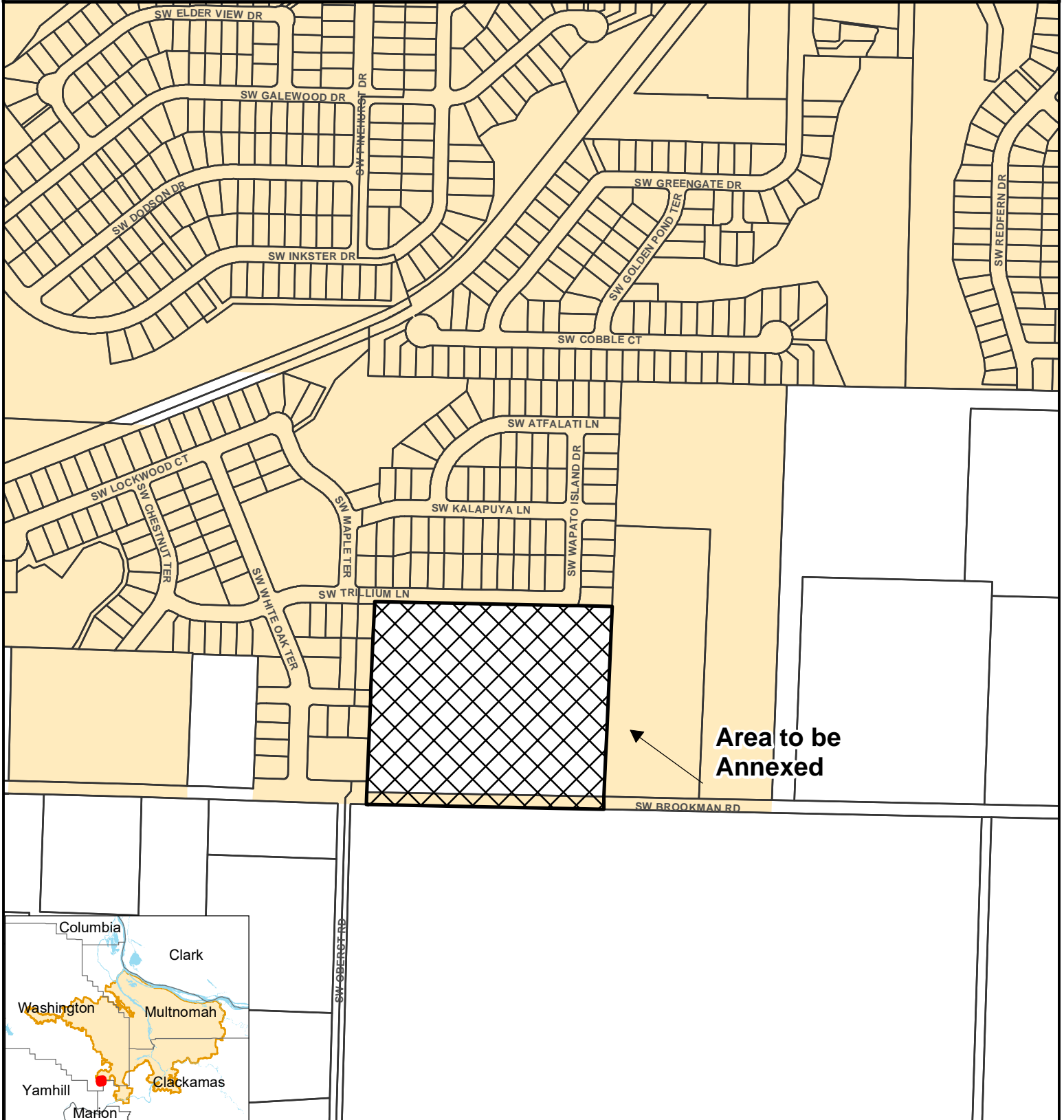
Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 11.06 acres in Sherwood to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Brookman Addition Concept Plan.

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

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 22-1479.



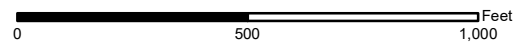
Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

- Metro District Boundary
- Taxlots

Proposal No. AN0322



1:5,000



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Agenda Item No. 4.4

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

Ordinances

Metro Council Meeting
Thursday, June 23rd, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 22-1480
METRO DISTRICT BOUNDARY)
APPROXIMATELY 40.10 ACRES LOCATED) Introduced by Chief Operating Officer
AT 13580 & 13794 SW ROY ROGERS ROAD IN) Marissa Madrigal with the Concurrence of
TIGARD) Council President Lynn Peterson

WHEREAS, Stanton Street Building Company, LLC has submitted a complete application for annexation of 40.10 acres located at 13580 & 13794 SW Roy Rogers Road in Tigard (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Tigard River Terrace area to the Urban Growth Boundary (UGB), including the territory, by Ordinance No. 02-969B on December 5, 2002; and

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

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

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

WHEREAS, the Council held a public hearing on the proposed amendment on June 2, 2022; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 19, 2022, attached and incorporated into this ordinance.

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

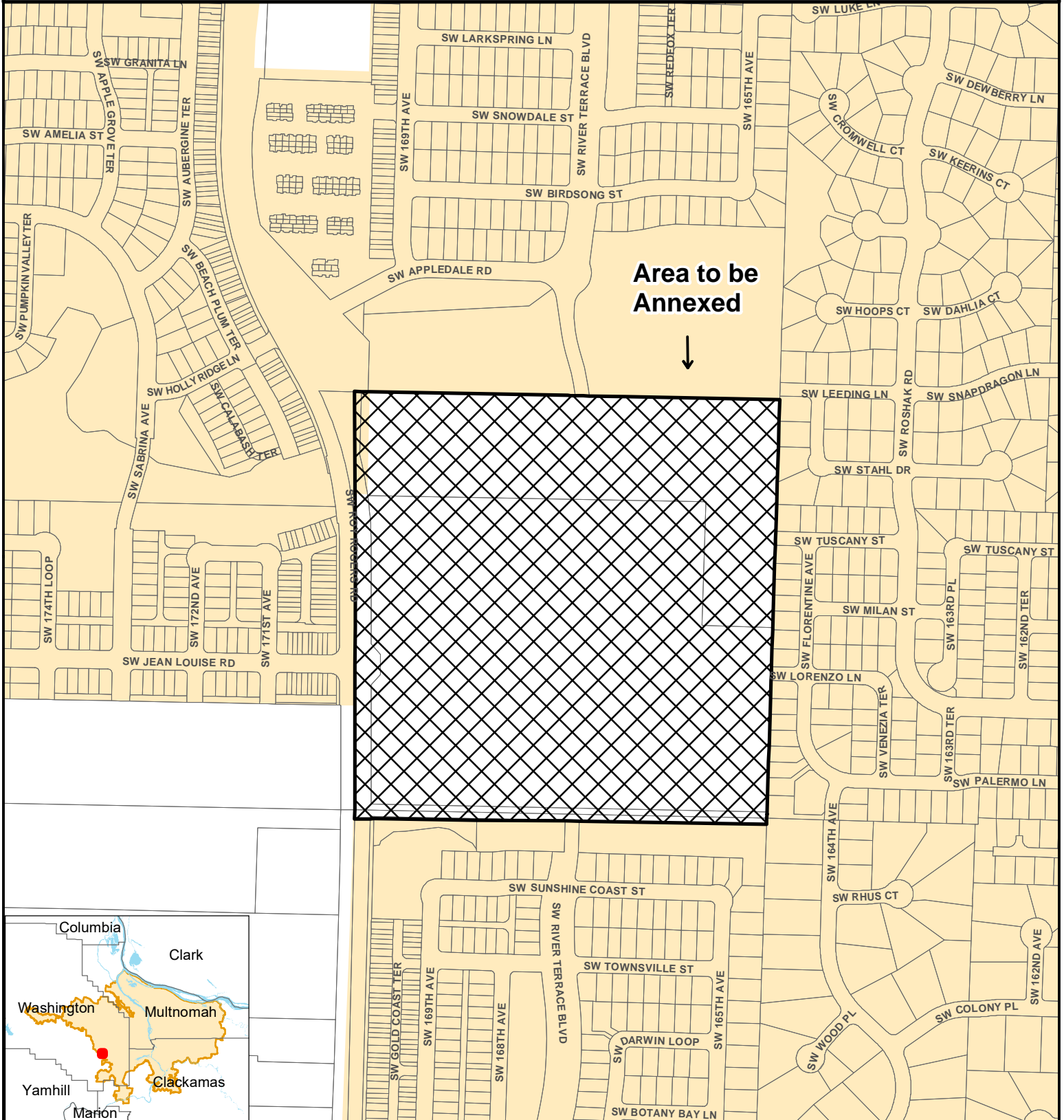
Lynn Peterson, Council President

Attest:

Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney

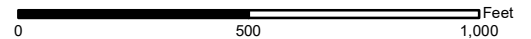


Research Center
 600 NE Grand Ave
 Portland, OR 97232-2736
 (503) 797-1742
<http://www.oregonmetro.gov/drc>

Proposal No. AN0222



1:5,000



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1480, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 40.10 ACRES LOCATED AT 13580 & 13794 SW ROY ROGERS ROAD IN TIGARD

Date: May 19, 2022
Department: Planning, Development, and Research

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0222, Annexation to Metro District Boundary

PETITIONER: Stanton Street Building Company, LLC
PO Box 1287
Cannon Beach, OR 97110

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

LOCATION: The land in Tigard is approximately 40.10 acres in size, is located at 13580 & 13794 SW Roy Rogers Road, and can be seen in Attachment 1.

ZONING: The land is zoned for residential and commercial use (R-4.5, R-7, R-25 & CC).

The land was added to the Urban Growth Boundary (UGB) in 2002 and is part of the River Terrace Community Plan area that was adopted by Tigard. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

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

3.09.070 Changes to Metro's Boundary

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

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

Staff Response:

The land in Tigard was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B, thus the affected territory lies within the UGB.

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

Staff Response:

The conditions of approval for Metro Ordinance No. 02-969B include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 also requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County applied the Future Development-20 Acres (FD-20) designation to all the county land in Ordinance 02-969B to prevent premature urbanization of the expansion areas. The property was annexed to the City of Tigard in January 2013, and the River Terrace Community Plan was adopted in 2014. The property is in the process of being annexed to Clean Water Services. Thus the affected territory was subject to measures that prevented urbanization until the territory is annexed to the city and any necessary service districts.

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

Staff Response:

The subject property is part of the River Terrace Community Plan adopted by the City of Tigard in 2014. The proposed annexation is consistent with the community plan and is required by Tigard as part of a land use application. Thus the inclusion of the property within the Metro District is consistent with all applicable plans.

ANALYSIS/INFORMATION

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

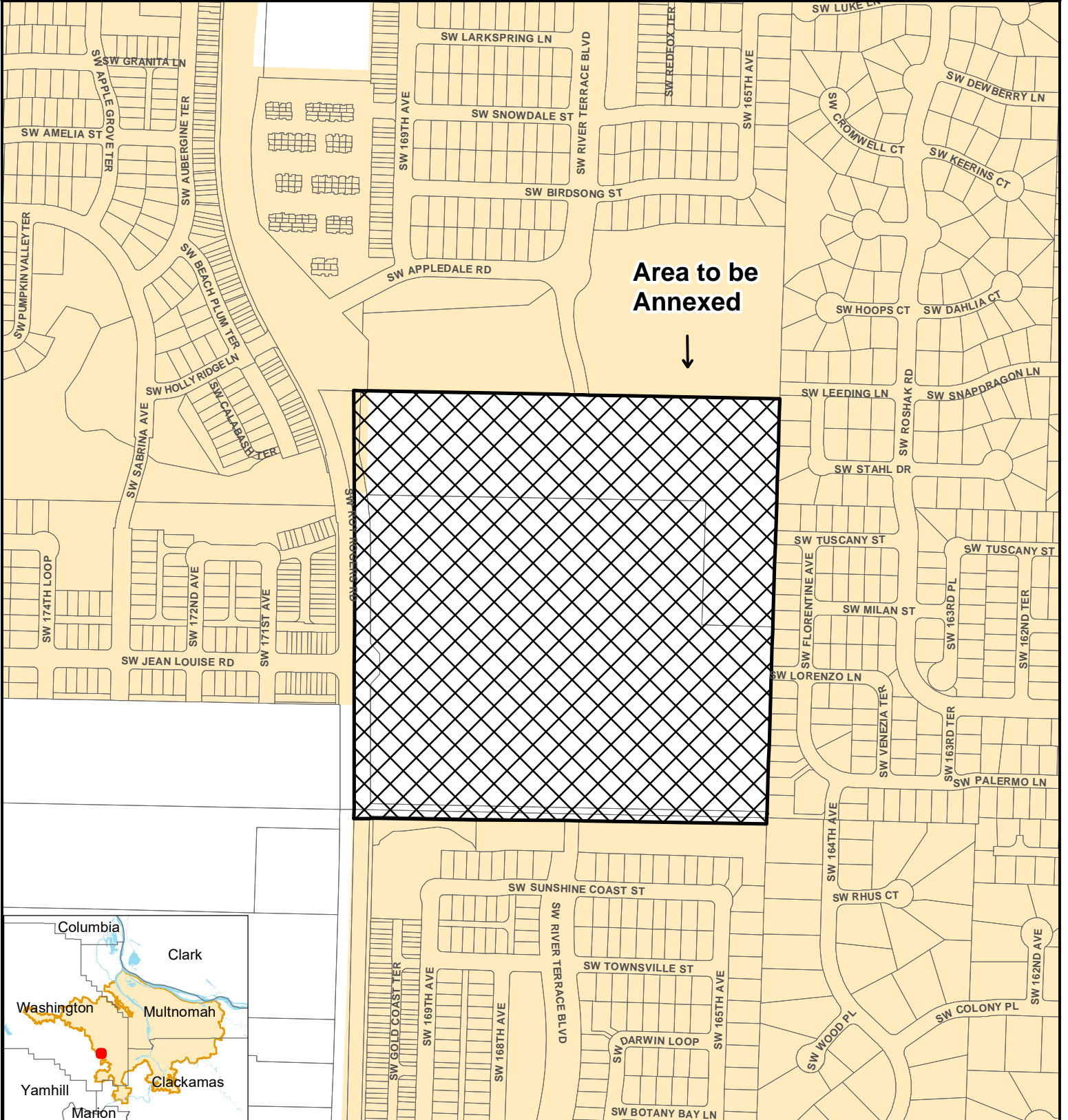
Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 40.10 acres in Tigard to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the River Terrace Community Plan.



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

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 22-1480.



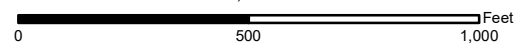
Research Center
600 NE Grand Ave
Portland, OR 97232-2736
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 Metro District Boundary
 Taxlots

Proposal No. AN0222



1:5,000



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Materials following this page were distributed at the meeting.



Metro

Reimagining Policing, Security, and Incarcerated Labor Project

Metro Council Session

June 23, 2022

Why is this work important

- Police violence in our communities
- Community and staff commitments
- Unique positioning for upstream solutions

Staff Participants

Brody Abbott | Senior Solid Waste Planner
Puneh Abdolhosseini | Manager II
Reed Brodersen | Senior Equity Analyst
Loni Black | Associate Solid Waste Planner
Matt Bihn | Senior Transportation Planner
Margi Bradway | Deputy Director
Nick Brown | Security Manager
Holly Calhoun | Deputy Director
Grace Cho | Senior Transportation Planner
Molly Cooney-Mesker | Senior Community Engagement Specialist
Jovian Davis | Program Assistant
Laura Dawson-Bodner | Program Assistant
Kim Ellis | Principal Transportation Planner
Vaughn Emmons | Facility Security Agent
Alice Froehlich | Manager II
Elissa Gertler | Department Director
Matan Gold | Associate Solid Waste Planner
Rory Greenfield | MRC Campus Operations Manager
Brian Harper | Senior Regional Planner
Nayely Interian | WPES Intern
Julie Jacks | Park Ranger
Felita Kahl | Supervisor of Security Services
Nicole Lewis | Parks and Properties Planner
Emily Lieb | Senior Program Analyst
Jason Ligons | Nature Educator
Fen Lombardi | Park Ranger
Daniel Lorenzen | Public Safety Manager

Dana Lucero | Senior Planner
Marissa Madrigal | Chief Operating Officer
Jessica Martin | Administrative Supervisor
Rosie McGown | Senior Management Analyst
Marta McGuire | Deputy Director
Kate McKenney | Administrative Specialist
Patrick McLaughlin | Senior Regional Planner
Lake McTighe | Senior Planner
Noel Mickelberry | Associate Transportation Planner
Tabitha Miles-Kingrey | Oxbow Supervisor
Joel Morten | Legal Council II
Tara Sonali Miller | Community Partnerships Program Manager
Anna Nandihalli | Administrative Specialist
Jennifer Payne | CWP Manager
Gloria Pinzon | Senior Public Affairs Specialist
Jeffrey Raker | Investment Areas Project Analyst
Choya Renata | Senior Public Affairs Specialist
Hila Ritter | Principle Solid Waste Planner
Matthew Rotchford | Expo
Russell Sanchez | Policy Advisor
Kayla Scheafer | Recycling Information Specialist
Rebecca Small | Associate Regional Planner
Tim Suelter | Park Ranger Lead
Kelsey Wallace | Senior Public Affairs Specialist
Ruby White | Equity and Racial Justice Program Manager
Rod Wojtanik | Planning Manager
Monty Woods | Parks Operations Manager

Project Objectives

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

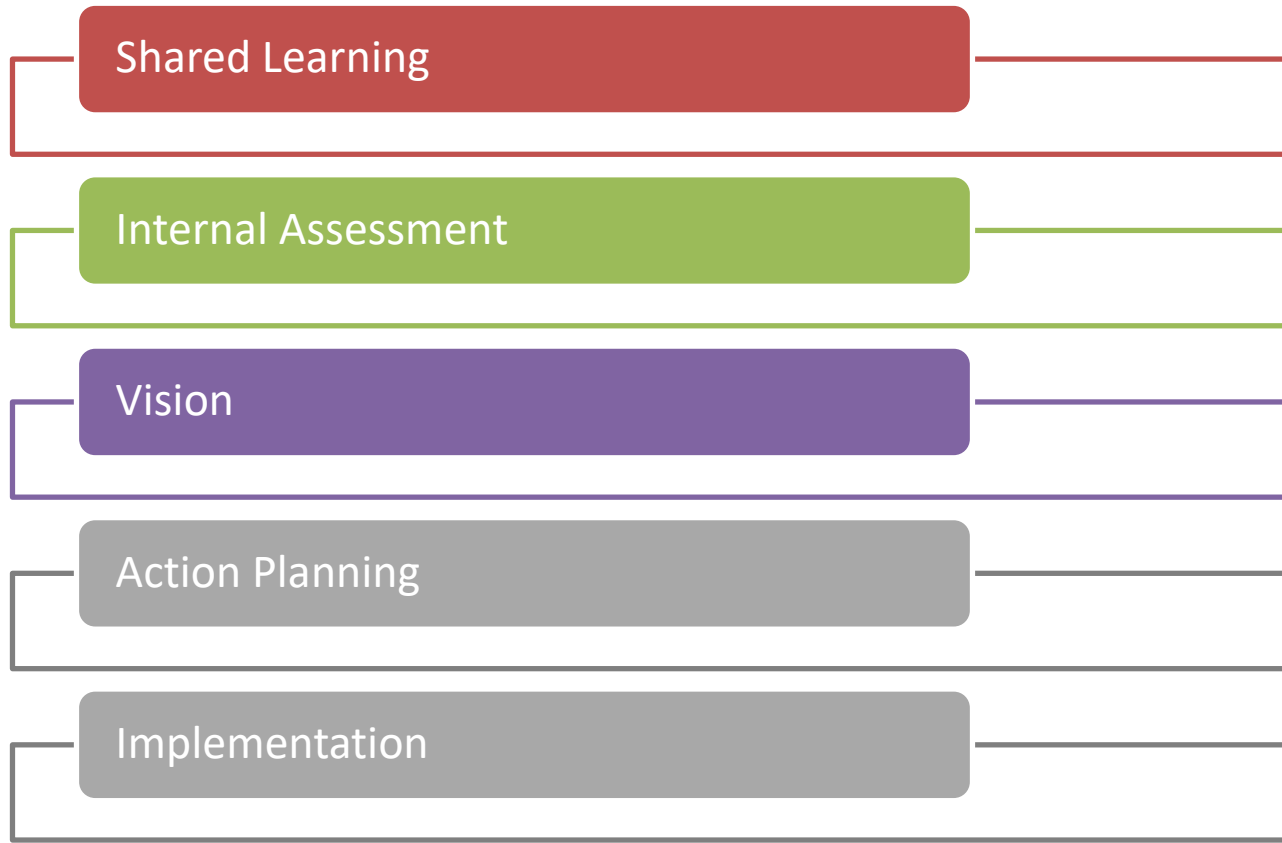


Project Values

- Collective Care
- Liberation
- Restoration
- Accountability
- Prosperity
- Leadership



Project Process



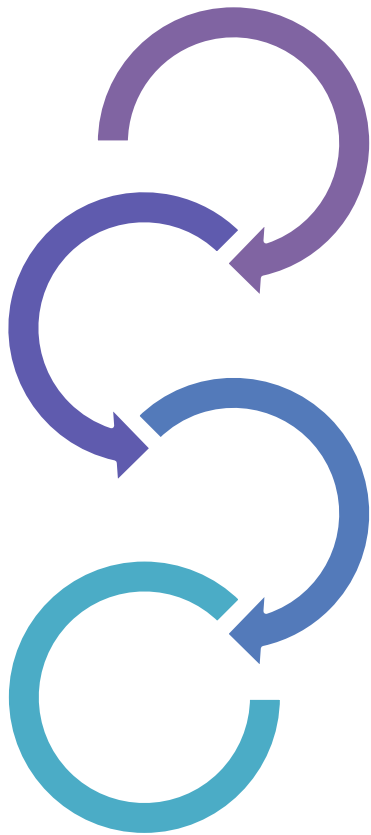
Vision for Justice and Belonging

Project Vision

Objectives

- Build consensus around policy direction
- Adopt Vision to anchor operations
- Create lens to inform future decisions

Vision - Process



- Decision-making Framework Working Group/ Reimagining Policing Committee
- Black, POC and PRIDE ERGs
- CORE focus group
- CBOs – Reimagine OR, ECRCP, Latino Network, Unite Oregon
- Insight Alliance

Staff Feedback

- Current system is not working
- Build new tools, capacities
- Disparate site needs
- Tie to levers of influence
- Concepts of safety/violence vary
- Friction between ideology and operations

CORE and CBO Feedback

CORE Themes

- Strong alignment
- Tools that work
- Quality workforce dev.
- Ethical procurement
- Uniformly setting expectations

CBO Themes

- Need for regional leadership
- Focus on upstream interventions
- BIPOC communities still want new solutions
- Follow through with our commitments

Insight Alliance Engagement

People experiencing incarceration:

- Current work experiences are exploitative
- Little opportunities for development

People want work experiences that:

- Provide meaningful wages
- Build skills and connections
- Support their community

Vision – Policing & Crisis Management

Touchpoints

- Law enforcement contracts
- Patrols & large event support
- Use of 911 & emergency services

Feedback

- Lack of responsiveness
- Some patrons/staff of color feel unsafe
- Many calls on unhoused individuals

Vision

- De-centering role of police in crisis management
- Shift towards trauma-informed crisis management

Vision – Security and Safety

Touchpoints

- Security services
- Traditional approaches to security
- Inconsistent policies

Feedback

- Harassment of Black and brown
- Security staff feel unsupported
- People over property

Vision

- Relationship-oriented security
- Adding new skills and approaches
- Shared responsibility

Vision – Use of Incarcerated Labor

Touchpoints

- Inmate and community service crews
- Procurement of goods and services
- Barriers to employment

Feedback

- Current system is exploitive
- Wages are abysmal
- Incarcerated folks want meaningful employment

Vision

- Reducing use of exploitative labor
- Advocating for improved wages
- Workforce development

Vision – Houselessness and Poverty

Touchpoints

- Interactions with unhoused folks
- Coordination of houseless services
- Transportation system planning

Feedback

- Need uniform approach for interactions
- Criminalization of poverty is key driver of instability

Vision

- Compassionate, trauma-informed approach
- Dismantling of discriminatory tools

Vision – Prosperous Communities

Touchpoints

- Transportation and land use oversight
- SHS and Affordable Housing Bond
- Parks operator and jobs creator

Feedback

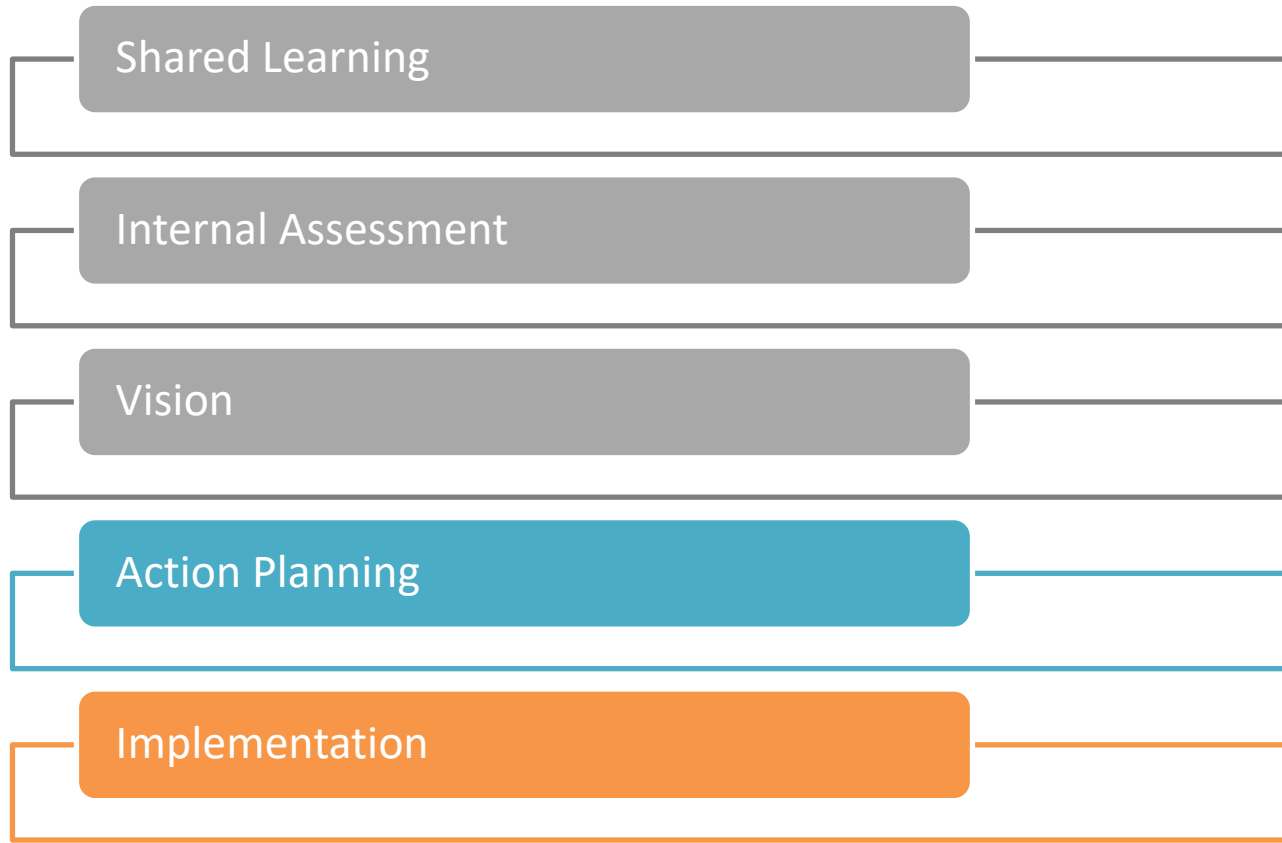
- Upstream solutions are vital
- Planning is used to exclude/displace
- Large barriers to housing/jobs
- Parks can inspire generational joy

16

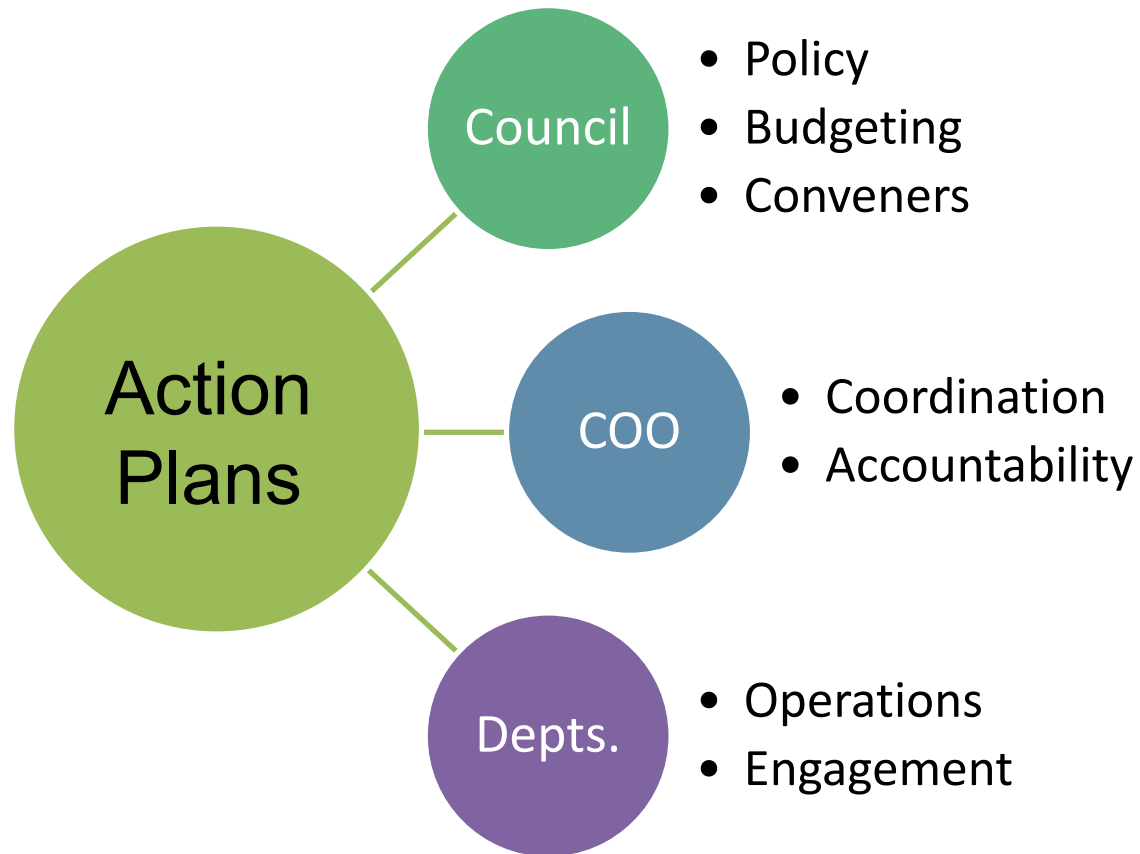
Vision

- Housing, transportation and economic justice
- Dismantle discriminatory enforcement tools
- Center stability and healing for Black folks

Project Process



Implementation



Discussion

- Should Council adopt the Vision for Justice and Belonging by resolution?
- How would Council like to be updated on the implementation of the Vision?

oregonmetro.gov





Metro



Large Scale Community Visions

June 2022

Large scale community visions program



Metro

Driven by community engagement and community interests

Catalyze investments in transformative regional-scale projects that increase access to nature for people in urban areas and/or improve the resilience of urban natural areas

Leverage public/private investments in affordable housing, transit and connections to local or regional parks

Partner with other public agencies and private organizations



Building on what we know



Metro

Program is similar to existing Parks and Nature bond programs and is also unique

Ongoing collaboration with Metro's Planning and Development department

Minimum \$6m project budget

Minimum \$1m grant

5:1 match

1:1 match

cross-sector partnerships



Adaptive, accountable approach



Metro

Pilot program handbook articulates project requirements

NOFA allows for opportunity to review projects with applications

Leveraging expertise in grants across Metro

Knowledge sharing and relationship building

Council project selection

Contracts to memorialize roles, responsibilities, and commitments

Proposed pilot launch and review process



Metro

- 1 review cycle per year
- Cycle funding up to \$10M
- NOFA
- Letter of interest
- Application
- Award
- Review of program
- Recommend changes



Timeline and next steps



Metro

June 2022

- Pilot program handbook

Late summer
2022

- Release Notice of Funding

Fall 2022

- Connect with applicants and project review

Winter 2023

- Project selection

Future touchpoints



Metro

NOFA review and sharing with partners

Updates to Council when letters of interest are received

Council approval of projects



Resolution No. 22-5269



Metro

For the purpose of approving the large scale community visions pilot program handbook





Metro

Resolution 22-5259

June Consolidated Budget Amendment

June 23, 2022



Budget Amendment Themes

- Capital Improvement Plan Changes,
- Visitor Venues Exceed Revenue Forecasts,
- Investment in Capital Projects,
- And, technical change to balance a transfer from previous amendment

Capital Improvement Plan Changes

- CAM – request to increase the MRC Underground Garage Entrance CIP project budget by \$105,000 (no additional appropriation requested). *Attachment 1*
- ZOO – request to add two new projects to the CIP totaling \$300,000. *Attachment 2*
- WPES - request to reduce the land acquisition budget by \$1.7 million and reallocated funds to eight other capital projects (no additional appropriation requested). *Attachment 3*

Expo and P'5

Higher-than-expected events and attendance resulted in higher-than-expected revenue. This amendment requests to recognize this revenue and increase appropriation for the related operational expenses.

- Expo - \$600,000
- P'5 - \$1,300,000

Oregon Zoo

Additional appropriation is requested to transfer \$500,000 from the Oregon Zoo Operating Fund to the Oregon Zoo Asset Management Fund to fund future capital projects on the zoo campus.

Questions?

Finance Managers:

- Robin Briggs, Central Services (General Fund)
- Tom Rogers, Oregon Zoo
- Rachael Lembo, Planning, Development & Research
- (Interim) Cinnamon Williams, Parks & Nature, MERC Venues

Chief Financial Officer, Brian Kennedy

Financial Planning Director, Cinnamon Williams

Budget Coordinator, Patrick Dennis



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

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