



Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Thursday, June 16, 2022

10:30 AM

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

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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](mailto: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](mailto: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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### 3. Other Business

- 3.1 I5BRP Regular Update: IBRP Modified LPA Metro [22-5731](#)  
Conditions of Approval Discussion

Presenter(s): Matt Bihn (he/him), Metro  
Greg Johnson (he/him), IBRP  
Ray Mabey (he/him)

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

**4. Resolutions**

4.1 Resolution No. 22-5262A (as amended on June 2nd), For the Purpose of Adopting the Annual Budget for Fiscal Year 2022-23, Making Appropriations and Levying Ad Valorem Taxes

[RES](#)  
[22-5262A](#)

Presenter(s): Marissa Madrigal (she/her)  
Brian Kennedy (he/him)

Attachments: [Resolution No. 22-5262A](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Exhibit C](#)  
[Exhibit D](#)  
[Staff Report](#)

4.2 Resolution No. 22-5263, For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2022-23 Through 2026-27 and Re-Adopting Metro's Financial Policies

[RES 22-5263](#)

Presenter(s): Marissa Madrigal (she/her)  
Brian Kennedy (he/him)

Attachments: [Resolution No. 22-5263](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)

**5. Chief Operating Officer Communication**

**6. Councilor Communication**

**7. Adjourn**

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### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

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Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700을 호출합니다.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ត្រីកម្មសម័យ 5 ម៉ោង ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للتعرف على المزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

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### Metro txoj kev ntxub ntxaug daim ntwavv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntwavv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwm ua ntej ntwavv lub rooj sib tham.

Agenda Item No. 3.1

**I5BRP Regular Update: Modified LPA Discussion With All The Major Component**

*Other Business*

Metro Council Meeting  
Thursday, June 16<sup>th</sup>, 2022

COUNCIL MEETING STAFF REPORT  
INTERSTATE BRIDGE REPLACEMENT PROGRAM MODIFIED LPA CONDITIONS OF  
APPROVAL

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Date: May 27, 2022

Department: Planning, Development, and  
Research

Meeting Date: June 16, 2022

Prepared by: Matt Bihn,  
[matt.bihn@oregonmetro.gov](mailto:matt.bihn@oregonmetro.gov)

Presenter(s): Margi Bradway, Deputy  
Director, Planning, Development, and  
Research; Matt Bihn, Principal Transportation  
Planner

Length: 40 minutes

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### **WORK SESSION PURPOSE & DESIRED OUTCOMES**

Purpose: Consider Metro Council Conditions of Approval for the Interstate Bridge Replacement Program (IBR) Modified Locally Preferred Alternative (LPA)

Outcomes:

- Metro Council develops Conditions of Approval to accompany an upcoming resolution to endorse the IBRP Modified LPA.
- Metro Council understands next steps for LPA endorsement.

### **TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION**

#### **RECENT BACKGROUND – I-5 Bridge Replacement Program Milestones**

The IBR has worked with the partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG). On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

On July 7, 2022 the Metro Council is scheduled to consider a resolution of endorsement accompanied by the Council's Conditions of Approval. The other seven local participating agencies include the City of Portland, TriMet, and the Port of Portland in Oregon; and RTC, the City of Vancouver, C-Tran, and the Port of Vancouver in Washington.

#### **Anticipated Schedule for LPA Briefings and Adoption – dates subject to change**

<b>June 16</b>	<b>JPACT: Endorse Modified LPA</b>
<b>June 16</b>	<b>Metro Council: Discuss Conditions of Approval</b>
June 17	Bi-State Leg: Modified LPA
June 22	TriMet Board of Directors: Endorse modified LPA
July 5	RTC Board of Directors: Endorse modified LPA* subject to change
July 6	Portland City Council: Endorse modified LPA
<b>July 7</b>	<b>Metro Council: Endorse Modified LPA</b>
July 11	Vancouver City Council: Endorse Modified LPA
July 12	CTRAN Board of Directors: Endorse modified LPA
July 12	Port of Vancouver Board of Commissioners: Endorse Modified LPA
July 13	Port of Portland Board of Commissioners: Endorse modified LPA

July 21	ESG: Adopt LPA
July 21	Bi-State Leg

### **Conditions of Approval**

Margi Bradway will facilitate the conversation among Council to reach consensus the Conditions of Approval to accompany its endorsement of the IBR Modified LPA, to be considered on July 7. The Draft Conditions of Approval is based on Metro Council's *Values, Outcomes, and Actions for the I-5 Bridge Replacement Program*. Staff also took into consideration the Metro Council's Conditions of Approval for the Columbia River Crossing LPA adoption in 2008, and council direction from prior work sessions

### **QUESTIONS FOR COUNCIL CONSIDERATION**

- Does Council agree with the Draft Conditions of Approval, or require modifications to the Draft Conditions of Approval?
- Does Council have questions about the components of the modified LPA?
- Does Council have questions about its next steps in considering the modified LPA or the overall LPA process?

### **PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today?
  - Draft Conditions of Approval
  - IBR Draft Modified Locally Preferred Alternative Recommendation

## DRAFT MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
  - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
  - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
  - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
  - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.



Agenda Item No. 4.1

**Resolution No. 22-5262A (as amended on June 2nd), For the Purpose of Adopting the  
Annual Budget for Fiscal Year 2022-23, Making Appropriations and Levying Ad Valorem  
Taxes**

*Resolution*

Metro Council Meeting  
Thursday, June 16<sup>th</sup>, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ANNUAL	)	RESOLUTION NO 22-5262A
BUDGET FOR FISCAL YEAR 2022-23, MAKING	)	
APPROPRIATIONS AND LEVYING AD VALOREM	)	Introduced by Marissa Madrigal, Chief
TAXES	)	Operating Officer, with the concurrence
	)	of Council President Lynn Peterson

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2022, and ending June 30, 2023; and

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission certified the annual Metro budget with no recommendations or objections (see Exhibit A); now, therefore,

BE IT RESOLVED,

1. The “Fiscal Year 2022-23 Metro Budget,” in the total amount of ONE BILLION SIX HUNDRED THIRTY MILLION THREE HUNDRED SIXTY THOUSAND THIRTY EIGHT DOLLARS (\$1,630,360,038), attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Resolution, at the rate of \$0.0966 per ONE THOUSAND DOLLARS (\$1,000) of assessed value for operating rate levy; at the rate of \$0.0960 per ONE THOUSAND DOLLARS (\$1,000) of assessed values for local option rate levy and in the amount of SEVENTY EIGHT MILLION ONE HUNDRED EIGHTY SIX THOUSAND SIX HUNDRED SIXTY FOUR DOLLARS (\$78,186,664) for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2022-23. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from <u>the Limitation</u>
Operating Tax Rate Levy	\$0.0966/\$1,000	
Local Option Tax Rate Levy	\$0.0960/\$1,000	
General Obligation Bond Levy		\$78,186,664

3. In accordance with Section 2.02.040 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Resolution, and hereby appropriates funds for the fiscal year beginning July 1, 2022, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

4. The Chief Operating Officer shall make the filings as required by ORS 294.458 and ORS 310.060, or as requested by the Assessor’s Office of Clackamas, Multnomah, and Washington Counties.

5. The FY 2022-23 Adopted Budget will include the budget notes as presented in Exhibit D.

ADOPTED by the Metro Council on this 16<sup>th</sup> day of June 2022.

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Lynn Peterson, Council President

APPROVED AS TO FORM:

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Carrie MacLaren, Metro Attorney

EXHIBIT A  
Resolution 22-5262A



**Tax Supervising  
and Conservation  
Commission**

808 SW 3rd Ave, Suite 540  
Portland, Oregon, 97204  
(503) 988-3054  
TSCC@multco.us  
[tscmultco.com](http://tscmultco.com)

May 26, 2022

President Lynn Peterson and the Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

**RE: Metro's 2022-23 Approved Budget Certification**

Dear President Peterson and Councilors:

The Tax Supervising and Conservation Commission met with Metro Council today to review, discuss, and conduct a public hearing on Metro's 2022-23 Approved Budget. This hearing was conducted pursuant to ORS 294.605 to 294.705 to confirm compliance with Oregon local budget law.

The budget was filed timely on May 5, 2022. The estimates (shown on the following page) were judged to be reasonable for the purposes shown and the document was found to be in substantial compliance with local budget law.

The TSCC hereby certifies by a majority vote of members of the commission that it has no recommendations or objections to make with respect to the budget.

Oregon Revised Statutes require that the district file a complete copy of the Adopted Budget with the Commission no later than July 15, 2022. If extra time is needed for this, please request an extension in writing.

Thank you for the opportunity to discuss this budget with you.

Yours very truly,  
Tax Supervision & Conservation Commission

Harmony Quiroz, Chair

James Ofsink, Vice Chair

Dr. Mark Wubbold, Commissioner

Margo Norton, Commissioner

Matt Donahue, Commissioner

EXHIBIT A  
Resolution 22-5262A

<b>Metro</b>			
<b>Total FY 2022-2023 Approved Budget:</b>		<b>\$ 1,627,146,977</b>	
	<b>Appropriations</b>	<b>Unappropriated Fund Balance</b>	<b>Total Budget</b>
General Fund	158,109,376	27,288,839	185,398,215
Oregon Zoo Operating Fund	59,321,456	0	59,321,456
Parks & Nature Operating Fund	36,628,905	0	36,628,905
Supportive Housing Services Fund	240,674,251	0	240,674,251
Affordable Housing Fund	329,416,028	205,797,961	535,213,989
GO Bond Debt Service Fund	76,584,398	0	76,584,398
General Asset Management Fund	33,692,106	3,476,440	37,168,546
Oregon Zoo Asset Management Fund	9,591,601	0	9,591,601
Natural Areas Fund	4,530,000	0	4,530,000
Parks and Nature Bond Fund	75,933,084	106,291,916	182,225,000
General Revenue Bond Fund	6,396,395	4,105,138	10,501,533
MERC Fund	87,791,560	0	87,791,560
Solid Waste Revenue Fund	142,254,482	10,782,285	153,036,767
Risk Management Fund	4,574,988	0	4,574,988
Cemetery Perpetual Care Fund	40,000	747,747	787,747
Smith & Bybee Wetlands Fund	764,295	604,205	1,368,500
Community Enhancement Fund	1,644,094	105,427	1,749,521
<b>Totals</b>	<b>1,267,947,019</b>	<b>359,199,958</b>	<b>1,627,146,977</b>

**Property Tax Levies, as approved by Budget Committee:**

Permanent Rate – General Government	\$0.0966 / \$1,000 AV
Parks/Natural Areas Local Option – General Government	\$0.0960 / \$1,000 AV
Debt Service - Not Subject to Limit	\$78,186,664

**EXHIBIT B**  
**Resolution 22-5262A**  
**Budget Summary**

	<u>Audited</u> FY 2019-20	<u>Audited</u> FY 2020-21	<u>Amended</u> FY 2021-22	<u>Proposed</u> FY 2022-23	<u>Approved</u> FY 2022-23	<u>Adopted</u> FY 2022-23	<u>Change From</u> FY 2021-22
<b>RESOURCES</b>							
Beginning Fund Balance	932,803,889	1,093,855,868	959,703,533	937,086,781	937,086,781	939,999,842	(2.05%)
<b>Current Revenues</b>							
Excise Tax	16,916,905	18,704,633	19,785,395	20,245,727	20,245,727	20,245,727	2.33%
Construction Excise Tax	3,627,232	3,318,783	3,700,000	3,595,000	3,595,000	3,595,000	(2.84%)
Real Property Taxes	114,101,431	106,520,166	105,896,640	110,340,864	110,340,864	110,340,864	4.20%
Business Income Tax	-	1,350,598	54,468,750	112,500,000	112,500,000	112,500,000	106.54%
Personal Income Tax	-	173,875	125,812,500	112,500,000	112,500,000	112,500,000	(10.58%)
Other Tax Revenues	45,533	55,301	45,000	57,000	57,000	57,000	26.67%
Interest Earnings	22,544,401	13,562,956	19,871,347	9,744,121	9,744,121	9,744,121	(50.96%)
Grants	12,846,463	16,454,377	13,581,042	13,386,061	23,386,061	23,386,061	72.20%
Local Government Shared Revenues	24,817,118	11,924,157	15,807,033	22,077,074	22,077,074	22,077,074	39.67%
Contributions from Governments	12,400,115	4,429,583	6,750,345	4,803,957	4,803,957	4,803,957	(28.83%)
Licenses and Permits	583,115	587,595	565,824	589,200	589,200	589,200	4.13%
Charges for Services	140,129,094	106,534,915	141,984,579	180,087,554	180,087,554	180,087,554	26.84%
Contributions from Private Sources	4,553,546	9,374,515	6,050,350	3,252,313	3,252,313	3,552,313	(41.29%)
Internal Charges for Services	1,846,073	180,637	199,457	1,865,705	1,865,705	1,865,705	835.39%
Miscellaneous Revenue	1,728,026	2,083,783	9,897,368	6,424,147	6,424,147	6,424,147	(35.09%)
Other Financing Sources	32,987	44,310	350,000	-	-	-	(100.00%)
Bond Proceeds	210,922,405	27,500,000	-	-	-	-	
<b>Subtotal Current Revenues</b>	<b>567,094,443</b>	<b>322,800,183</b>	<b>524,765,630</b>	<b>601,468,723</b>	<b>611,468,723</b>	<b>611,768,723</b>	<b>16.58%</b>
<b>Interfund Transfers</b>							
Internal Service Transfers	5,665,131	6,633,325	15,661,055	318,845	318,845	318,845	(97.96%)
Interfund Reimbursements	18,108,741	21,627,644	34,454,714	37,905,623	37,905,623	37,905,623	10.02%
Interfund Loans	988,096	-	436,857	438,590	438,590	438,590	0.40%
Fund Equity Transfers	20,114,127	29,818,105	28,735,577	39,928,415	39,928,415	39,928,415	38.95%
<b>Subtotal Interfund Transfers</b>	<b>44,876,095</b>	<b>58,079,074</b>	<b>79,288,203</b>	<b>78,591,473</b>	<b>78,591,473</b>	<b>78,591,473</b>	<b>(0.88)%</b>
<b>TOTAL RESOURCES</b>	<b>\$1,544,774,427</b>	<b>\$1,474,735,125</b>	<b>\$1,563,757,366</b>	<b>\$1,617,146,977</b>	<b>\$1,627,146,977</b>	<b>\$1,630,360,038</b>	<b>4.26%</b>
<b>REQUIREMENTS</b>							
<b>Current Expenditures</b>							
Personnel Services	110,599,511	94,148,995	128,196,037	151,116,523	151,316,523	151,730,846	18.36%
Materials and Services	165,103,688	170,412,320	658,594,019	711,595,706	721,395,706	723,145,944	9.80%
Capital Outlay	39,516,477	26,533,413	50,569,101	57,252,105	57,252,105	58,830,970	16.34%
Debt Service	90,822,787	85,104,103	95,242,966	97,462,890	97,462,890	97,462,890	2.33%
<b>Subtotal Current Expenditures</b>	<b>406,042,463</b>	<b>376,198,831</b>	<b>932,602,123</b>	<b>1,017,427,224</b>	<b>1,027,427,224</b>	<b>1,031,170,650</b>	<b>10.57%</b>
<b>Interfund Transfers</b>							
Internal Service Transfers	5,665,131	6,633,325	15,685,448	318,845	318,845	318,845	(97.97%)
Interfund Reimbursements	18,108,741	21,627,644	34,454,714	37,905,623	37,905,623	37,905,623	10.02%
Fund Equity Transfers	20,114,127	29,818,105	28,735,577	39,928,415	39,928,415	39,928,415	38.95%
Interfund Loans	988,096	-	436,857	438,590	438,590	438,590	0.40%
<b>Subtotal Interfund Transfers</b>	<b>44,876,095</b>	<b>58,079,074</b>	<b>79,312,596</b>	<b>78,591,473</b>	<b>78,591,473</b>	<b>78,591,473</b>	<b>(0.91)%</b>
Contingency	-	-	112,095,630	161,928,322	161,928,322	161,397,957	43.98%
Unappropriated Fund Balance	1,093,855,869	1,040,457,219	439,747,017	359,199,958	359,199,958	359,199,958	(18.32%)
<b>Subtotal Contingency/Ending Balance</b>	<b>1,093,855,869</b>	<b>1,040,457,219</b>	<b>551,842,647</b>	<b>521,128,280</b>	<b>521,128,280</b>	<b>520,597,915</b>	<b>(5.66)%</b>
<b>TOTAL REQUIREMENTS</b>	<b>\$1,544,774,427</b>	<b>\$1,474,735,125</b>	<b>\$1,563,757,366</b>	<b>\$1,617,146,977</b>	<b>\$1,627,146,977</b>	<b>\$1,630,360,038</b>	<b>4.26%</b>
<b>FULL-TIME EQUIVALENTS</b>	<b>999.56</b>	<b>1,001.16</b>	<b>1,027.20</b>	<b>1,070.90</b>	<b>1,070.90</b>	<b>1,074.10</b>	<b>4.57%</b>
<b>FTE CHANGE FROM FY 2021-22 AMENDED BUDGET</b>							<b>46.90</b>

**EXHIBIT C**  
**Resolution 22-5262-A**  
**FY 2022-23 Schedule of Appropriations**

	Proposed Budget	Approved Budget	Adopted Budget	Change From Approved
<b>GENERAL FUND</b>				
Council	10,950,238	10,950,238	11,452,835	502,597
Office of the Auditor	1,030,373	1,030,373	1,030,373	-
Office of Metro Attorney	3,517,770	3,517,770	3,517,770	-
Information Services	7,326,100	7,326,100	7,326,100	-
Communications	5,505,801	5,505,801	5,391,204	(114,597)
Finance and Regulatory Services	10,457,510	10,457,510	10,457,510	-
Human Resources	5,403,662	5,403,662	5,579,349	175,687
Capital Asset Management	4,959,645	4,959,645	5,152,070	192,425
Planning and Development Department	37,664,053	37,664,053	37,664,053	-
Parks and Nature	3,227,423	3,227,423	3,227,423	-
Special Appropriations	1,961,161	1,961,161	1,961,161	-
Non-Departmental				
Debt Service	14,482,097	14,482,097	14,482,097	-
Interfund Transfers	25,759,836	25,759,836	25,759,836	-
Contingency	25,863,707	25,863,707	25,666,020	(197,687)
<i>Total Appropriations</i>	158,109,376	158,109,376	158,667,801	558,425
Unappropriated Balance	27,288,839	27,288,839	27,288,839	-
<b>Total Fund Requirements</b>	<b>185,398,215</b>	<b>185,398,215</b>	<b>185,956,640</b>	<b>558,425</b>
<b>AFFORDABLE HOUSING FUND</b>				
Planning and Development Department	276,867,864	276,867,864	276,867,864	-
Non-Departmental				
Interfund Transfers	2,548,164	2,548,164	2,548,164	-
Contingency	50,000,000	50,000,000	50,000,000	-
<i>Total Appropriations</i>	329,416,028	329,416,028	329,416,028	-
Unappropriated Balance	205,797,961	205,797,961	205,797,961	-
<b>Total Fund Requirements</b>	<b>535,213,989</b>	<b>535,213,989</b>	<b>535,213,989</b>	<b>-</b>
<b>CEMETERY PERPETUAL CARE FUND</b>				
Non-Departmental				
Interfund Transfers	40,000	40,000	40,000	-
<i>Total Appropriations</i>	40,000	40,000	40,000	-
Unappropriated Balance	747,747	747,747	747,747	-
<b>Total Fund Requirements</b>	<b>787,747</b>	<b>787,747</b>	<b>787,747</b>	<b>-</b>
<b>COMMUNITY ENHANCEMENT FUND</b>				
Waste Prevention and Environmental Services	1,524,594	1,524,594	1,524,594	-
Non-Departmental				
Interfund Transfers	50,000	50,000	50,000	-
Contingency	69,500	69,500	69,500	-
<i>Total Appropriations</i>	1,644,094	1,644,094	1,644,094	-
Unappropriated Balance	105,427	105,427	105,427	-
<b>Total Fund Requirements</b>	<b>1,749,521</b>	<b>1,749,521</b>	<b>1,749,521</b>	<b>-</b>
<b>GENERAL ASSET MANAGEMENT FUND</b>				
Asset Management Program	24,047,761	24,047,761	24,546,761	499,000
Non-Departmental				
Contingency	9,644,345	9,644,345	9,644,345	-
<i>Total Appropriations</i>	33,692,106	33,692,106	34,191,106	499,000
Unappropriated Balance	3,476,440	3,476,440	3,476,440	-
<b>Total Fund Requirements</b>	<b>37,168,546</b>	<b>37,168,546</b>	<b>37,667,546</b>	<b>499,000</b>

	Proposed Budget	Approved Budget	Adopted Budget	Change From Approved
<b>GENERAL OBLIGATION DEBT SERVICE FUND</b>				
Non-Departmental				
Debt Service	76,584,398	76,584,398	76,584,398	-
<i>Total Appropriations</i>	76,584,398	76,584,398	76,584,398	-
<b>Total Fund Requirements</b>	<b>76,584,398</b>	<b>76,584,398</b>	<b>76,584,398</b>	-
<b>GENERAL REVENUE BOND FUND</b>				
Bond Account				
Debt Service	6,396,395	6,396,395	6,396,395	-
<i>Total Appropriations</i>	6,396,395	6,396,395	6,396,395	-
Unappropriated Balance	4,105,138	4,105,138	4,105,138	-
<b>Total Fund Requirements</b>	<b>10,501,533</b>	<b>10,501,533</b>	<b>10,501,533</b>	-
<b>MERC FUND</b>				
MERC	60,215,821	60,215,821	60,215,821	-
Non-Departmental				
Interfund Transfers	9,750,358	9,750,358	9,750,358	-
Contingency	17,825,381	17,825,381	17,825,381	-
<i>Total Appropriations</i>	87,791,560	87,791,560	87,791,560	-
<b>Total Fund Requirements</b>	<b>87,791,560</b>	<b>87,791,560</b>	<b>87,791,560</b>	-
<b>NATURAL AREAS FUND</b>				
Parks and Nature	3,016,379	3,016,379	3,016,379	-
Non-Departmental				
Interfund Transfers	782,864	782,864	782,864	-
Contingency	730,757	730,757	730,757	-
<i>Total Appropriations</i>	4,530,000	4,530,000	4,530,000	-
<b>Total Fund Requirements</b>	<b>4,530,000</b>	<b>4,530,000</b>	<b>4,530,000</b>	-
<b>OREGON ZOO ASSET MANAGEMENT FUND</b>				
Visitor Venues - Oregon Zoo	8,725,712	8,725,712	9,525,712	800,000
Non-Departmental				
Interfund Transfers	865,889	865,889	865,889	-
Contingency	-	-	-	-
<i>Total Appropriations</i>	9,591,601	9,591,601	10,391,601	800,000
<b>Total Fund Requirements</b>	<b>9,591,601</b>	<b>9,591,601</b>	<b>10,391,601</b>	<b>800,000</b>
<b>OREGON ZOO OPERATING FUND</b>				
Visitor Venues - Oregon Zoo	38,835,130	38,835,130	38,835,130	-
Non-Departmental				
Interfund Transfers	7,253,918	7,253,918	7,253,918	-
Contingency	13,232,408	13,232,408	13,232,408	-
<i>Total Appropriations</i>	59,321,456	59,321,456	59,321,456	-
<b>Total Fund Requirements</b>	<b>59,321,456</b>	<b>59,321,456</b>	<b>59,321,456</b>	-
<b>PARKS AND NATURE BOND FUND</b>				
Parks and Nature	64,148,912	64,148,912	64,148,912	-
Non-Departmental				
Interfund Transfers	2,784,172	2,784,172	2,784,172	-
Contingency	9,000,000	9,000,000	9,000,000	-
<i>Total Appropriations</i>	75,933,084	75,933,084	75,933,084	-
Unappropriated Balance	106,291,916	106,291,916	106,291,916	-
<b>Total Fund Requirements</b>	<b>182,225,000</b>	<b>182,225,000</b>	<b>182,225,000</b>	-



	Proposed Budget	Approved Budget	Adopted Budget	Change From Approved
<b>PARKS AND NATURE OPERATING FUND</b>				
Parks and Nature	23,029,414	23,029,414	23,362,092	332,678
Non-Departmental				
Interfund Transfers	3,929,938	3,929,938	3,929,938	-
Contingency	9,669,553	9,669,553	9,336,875	(332,678)
<i>Total Appropriations</i>	36,628,905	36,628,905	36,628,905	-
<b>Total Fund Requirements</b>	<b>36,628,905</b>	<b>36,628,905</b>	<b>36,628,905</b>	-
<b>RISK MANAGEMENT</b>				
Finance and Regulatory Services	4,174,988	4,174,988	4,174,988	-
Non-Departmental				
Interfund Transfers	-	-	-	-
Contingency	400,000	400,000	400,000	-
<i>Total Appropriations</i>	4,574,988	4,574,988	4,574,988	-
Unappropriated Balance	-	-	-	-
<b>Total Fund Requirements</b>	<b>4,574,988</b>	<b>4,574,988</b>	<b>4,574,988</b>	-
<b>SMITH AND BYBEE WETLANDS FUND</b>				
Parks and Nature	175,000	175,000	175,000	-
Non-Departmental				
Interfund Transfers	89,295	89,295	89,295	-
Contingency	500,000	500,000	500,000	-
<i>Total Appropriations</i>	764,295	764,295	764,295	-
Unappropriated Balance	604,205	604,205	604,205	-
<b>Total Fund Requirements</b>	<b>1,368,500</b>	<b>1,368,500</b>	<b>1,368,500</b>	-
<b>SOLID WASTE FUND</b>				
Waste Prevention and Environmental Services	105,862,537	115,862,537	117,218,173	1,355,636
Non-Departmental				
Interfund Transfers	10,875,126	10,875,126	10,875,126	-
Contingency	15,516,819	15,516,819	15,516,819	-
<i>Total Appropriations</i>	132,254,482	142,254,482	143,610,118	1,355,636
Unappropriated Balance	10,782,285	10,782,285	10,782,285	-
<b>Total Fund Requirements</b>	<b>143,036,767</b>	<b>153,036,767</b>	<b>154,392,403</b>	<b>1,355,636</b>
<b>SUPPORTIVE HOUSING SERVICES</b>				
Planning and Development Department	217,336,486	217,336,486	217,336,486	-
Non-Departmental				
Interfund Transfers	13,861,913	13,861,913	13,861,913	-
Contingency	9,475,852	9,475,852	9,475,852	-
<i>Total Appropriations</i>	240,674,251	240,674,251	240,674,251	-
<b>Total Fund Requirements</b>	<b>240,674,251</b>	<b>240,674,251</b>	<b>240,674,251</b>	-
<b>Total Appropriations</b>	<b>1,257,947,019</b>	<b>1,267,947,019</b>	<b>1,271,160,080</b>	<b>3,213,061</b>
<b>Total Unappropriated Balance</b>	<b>359,199,958</b>	<b>359,199,958</b>	<b>359,199,958</b>	-
<b>TOTAL BUDGET</b>	<b>1,617,146,977</b>	<b>1,627,146,977</b>	<b>1,630,360,038</b>	<b>3,213,061</b>

## **EXHIBIT D – Adopted Budget Notes**

Budget Notes as Adopted for FY 2022-23

### **Budget Note 1: Create a framework for staff to envision, develop, implement and coordinate a regional climate justice and resilience strategy across Metro's service areas and programs**

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

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

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

As the region begins to heal from the negative impacts of the pandemic, climate change continues to cause widespread negative impacts, manifesting in the Metro region in the form of deadly heat waves, destructive wildfires and severe drought. BIPOC and other marginalized communities bear the brunt of the effects of climate change. Metro has a unique and powerful role and opportunity to advance climate and racial justice in tandem, in alignment with the guiding principles in Metro's Strategic Framework. Climate leadership is one of Metro's desired outcomes for the region, and Metro has also committed

## EXHIBIT D – Budget Notes

to climate goals in our own operations. Yet, Metro lacks a framework and process for implementing these commitments agency-wide that integrates our racial equity lens.

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

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

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

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

**Budget Note 2: Create a limited-duration position, the Partnerships and Community Investment Program Manager, within the Council Office to provide comprehensive match-making and leverage opportunities for community based organizations seeking public, philanthropic, and private funding for a range a project types and sizes**

Purpose and Need

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

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

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

Program Scope

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

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

## EXHIBIT D – Budget Notes

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

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

### Program Administration

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

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

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

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

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

### Partnerships and Community Investment Program Manager Position

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

## EXHIBIT D – Budget Notes

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

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

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

### Why Metro

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

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

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

### Costs and Timeline

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

## EXHIBIT D – Budget Notes

may be appropriate to provide adequate administration of the Program, including conducting research and fostering connections.

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

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

### **Budget Note 3: Housing Staff Capacity**

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

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

- (1) HR Recruitment will prioritize the posting, assertive engagement of potential candidates, and review of applicants for each housing position in Planning and Development.
- (2) The Planning and Development Department will determine individuals and process for a “front desk” capacity for constituent services related to housing. Metro needs to be ready to field calls that will ultimately result in referrals to service providers and other local governments as well as requests for information.

## EXHIBIT D – Budget Notes

- (3) The housing staff in the Planning and Development Department will identify individuals who can provide technical expertise to service providers and developers interested in responding to RFPs and RFQs from our local government partners.
- (4) The Planning and Development and Communications Departments will continue to collaborate on how we are communicating progress on this work. They will provide either a briefing or written memo to Council in winter 22/23 with a mid-budget update on housing communications tools and programs.
- (5) Finally, this budget note should be understood to represent the grave urgency of doing more on housing, both within our two measure-funded programs and with other tools and agency leadership. The Planning and Development Department WILL come to Metro Council with any budget, FTE, or program request related to housing mid budget year and will not put such requests off for the next year's regular budget process.



## **STAFF REPORT**

### **FOR THE PURPOSE OF THE COUNCIL TO ADOPT THE ANNUAL BUDGET FOR FISCAL YEAR 2022-23, MAKING APPROPRIATIONS AND LEVYING AD VALOREM TAXES**

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Date: June 9, 2022

Prepared by:  
Patrick Dennis, Budget Coordinator

Department: Office of the Chief Operating Officer

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

Meeting date: June 16, 2022

Length: 15 minutes

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#### **ISSUE STATEMENT**

Council action, through Resolution 22-5262A, will be the final step in the adoption of Metro's FY 2022-23 budget. Final action by the Council must be completed by June 30, 2022.

#### **ACTION REQUESTED**

Council consideration of the FY 2022-23 budget as amended on June 2, 2022.

#### **IDENTIFIED POLICY OUTCOMES**

Council adoption of the FY 2022-23 budget.

#### **POLICY QUESTIONS**

All questions were resolved ahead of the June 16, 2022 Council meeting to adopt the FY 2022-23 budget.

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Council adoption of the FY 2022-23 budget must occur prior to July 1, 2022.

#### **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend that Council adopt Resolution 22-5262A.

#### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

On May 5, 2022, Council adopted Resolution 22-5252A approving the FY 2022-23 budget, setting property tax levies and approving transmission of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

On May 26, 2022, the Multnomah County Tax Supervising and Conservation Commission certified the FY 2022-23 approved budget without recommendations or objections.

On June 2, 2022, Council approved all proposed amendments and budget notes to include in the FY 2022-23 adopted budget.

On June 16, 2022, Council will consider Resolution 22-5262A to adopt Metro's FY 2022-23 budget.

**1. Known Opposition** – None known at this time.

**2. Legal Antecedents** – The preparation, review and adoption of Metro’s annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15th, 2022. The Commission conducted a hearing on May 26, 2022 for the purpose of receiving information from the public regarding the Council’s approved budget. Following the hearing, the Commission certified the budget to the Council for adoption.

**3. Anticipated Effects** – Adopted budget will be effective as of July 1, 2022.

**4. Budget Impacts** – The total appropriations of the FY 2022-23 Approved Budget is \$1,627,146,977 and 1,070.90 FTE. Approved budget amendments of \$3,213,061 and 3.2 FTE were incorporated into the FY2022-23 budget prior to Council adoption. The FY 2022-23 budget with all incorporated amendments has total appropriations of \$1,630,360,038 and 1074.10 FTE.

## **BACKGROUND**

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

## **ATTACHMENTS**

Resolution #22-5262A – For the Purpose of Adopting the Annual Budget for Fiscal Year 2022-23, Making Appropriations and Levying Ad Valorem Taxes

Exhibit A – TSCC Certification Letter – Resolution 22-5262A

Exhibit B – Fund Summary – Resolution 22-5262A

Exhibit C – Schedule of Appropriations – Resolution 22-5262A

Exhibit D – Budget Notes – Resolution 22-5262A

Agenda Item No. 4.2

**Resolution No. 22-5263, For the Purpose of Adopting the Capital Improvement Plan  
for Fiscal Years 2022-23 Through 2026-27 and Re-Adopting Metro's Financial  
Policies**

*Resolution*

Metro Council Meeting  
Thursday, June 16<sup>th</sup>, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 22-5263  
CAPITAL IMPROVEMENT PLAN FOR FISCAL ) Introduced by Marissa Madrigal,  
YEARS 2022-23 THROUGH 2026-27 AND ) Chief Operating Officer, in  
RE-ADOPTING METRO’S FINANCIAL POLICIES ) concurrence with Council President  
 ) Lynn Peterson

WHEREAS, Metro recognizes the need to prepare a long-range plan estimating the timing, scale and cost of its major capital projects and equipment purchases; and

WHEREAS, Metro’s Chief Operating Officer has directed the preparation of a Capital Improvement Plan for fiscal years 2022-23 through 2026-27 that projects Metro’s major capital spending needs over the next five years;

WHEREAS, the Metro Council has reviewed the FY 2022-23 through FY 2026-27 Capital Improvement Plan; and

WHEREAS, the Metro Council has conducted a public hearing on the FY 2022-23 budget including the FY 2022-23 through FY 2026-27 Capital Improvement Plan; and

WHEREAS, the Metro Council annually reviews and readopts its Comprehensive Financial Policies including the Debt Management, Post Issuance Compliance and Capital Asset Management Policies; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the following:

1. That the FY 2022-23 through FY 2026-27 Capital Improvement Plan (CIP), summarized in Exhibit A, is hereby adopted.
2. That the FY 2022-23 capital projects from the FY 2022-23 through FY 2026-27 Capital Improvement Plan be included and appropriated in the FY 2022-23 budget.
3. That the Comprehensive Financial Policies, including the Debt Management, Post Issuance Compliance and Capital Asset Management Policies, included as Exhibit B to this Resolution, are re-adopted and will be published in the FY 2022-23 budget.

ADOPTED by the Metro Council this 16<sup>th</sup> day of June 2022.

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Lynn Peterson, Metro Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

# CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: CAM</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>METRO REG CENTER R&amp;R SUBFUND</b>							
MRC Plaza & Parking Areas	MRC018	2,720,000	-	-	-	-	2,720,000
MRC Office Suites Remodel	MRC017	375,000	-	-	-	-	375,000
MRC Fire & Security Upgrades	MRC024	300,000	-	-	-	-	300,000
MRC Interior & Exterior Coatings	MRC015	200,000	-	-	-	-	200,000
MRC Window Coverings R&R	MRC025	150,000	150,000	150,000	-	-	450,000
MRC Campus ADA Upgrades	MRC000	100,000	250,000	250,000	250,000	250,000	1,100,000
MRC Wayfinding & Interpretive	MRC020	100,000	-	-	-	-	100,000
MRC Seismic Retrofit	PSTBD042	-	750,000	750,000	750,000	-	2,250,000
Fleet Motorpool EVs/Chargers	MRC027	-	250,000	250,000	250,000	-	750,000
MRC Conference Chairs	PSTBD043	-	200,000	-	-	-	200,000
MRC Main Electrical Switch	PSTBD035	-	150,000	1,250,000	-	-	1,400,000
MRC PV System for Electric Cars	PSTBD038	-	-	75,000	350,000	-	425,000
MRC Security Camera R&R	PSTBD047	-	-	-	-	500,000	500,000
MRC Irving Street Garage 4th Floor Deck Coating	PSTBD049	-	-	-	-	250,000	250,000
<b>TOTAL CAM - METRO REG CENTER R&amp;R SUBFUND</b>		<b>\$3,945,000</b>	<b>\$1,750,000</b>	<b>\$2,725,000</b>	<b>\$1,600,000</b>	<b>\$1,000,000</b>	<b>\$11,020,000</b>
<b>NEW CAPITAL SUB-FUND</b>							
MRC Seismic Assessment (612)	MRC026	200,000	-	-	-	-	200,000
Fleet Motorpool EVs/Chargers	MRC027	100,000	-	-	-	-	100,000
<b>TOTAL CAM - NEW CAPITAL SUB-FUND</b>		<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
<b>TOTAL CAM (16 Projects)</b>		<b>\$4,245,000</b>	<b>\$1,750,000</b>	<b>\$2,725,000</b>	<b>\$1,600,000</b>	<b>\$1,000,000</b>	<b>\$11,320,000</b>

<b>Major Funding Sources</b>							
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total	
Metro Reg Center R&R Subfund	3,945,000	1,750,000	2,725,000	1,600,000	1,000,000	11,020,000	
New Capital Sub-Fund	300,000	-	-	-	-	300,000	
<b>CAM DEPARTMENT TOTAL:</b>	<b>\$4,245,000</b>	<b>\$1,750,000</b>	<b>\$2,725,000</b>	<b>\$1,600,000</b>	<b>\$1,000,000</b>	<b>11,320,000</b>	

**CIP Project Summary by Funding Source for Fiscal Year 2022-23**

**EXHIBIT A  
Resolution 22-5263**

<b>Department: EXPO</b>							
	<b>ID</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Total</b>
<b>EXPO FUND</b>							
Expo - F&B Facility Renewal and Replacement	EXTBD64	250,000	250,000	-	-	-	500,000
Metro Outfalls Decommissioning	EXTBD70	100,000	300,000	-	-	-	400,000
Expo Electrical Review	EXTBD67	100,000	-	-	-	-	100,000
Expo - Hall D&E HVAC	EXTBD60	-	400,000	400,000	425,000	425,000	1,650,000
Expo - Lower Parking Lot: Lighting	8N072	-	275,000	200,000	-	-	475,000
Expo - UP2 North Walkway Cover	EXTBD22	-	200,000	300,000	-	-	500,000
Expo - Hall C Roof Recoat	8R227	-	165,000	-	-	-	165,000
Expo - Lower Parking Lot: Grading	8N072a	-	150,000	150,000	400,000	-	700,000
Expo - Halls D&E Interior Improvements	EXTBD62	-	-	250,000	-	-	250,000
Electrical Generator Enhancement	EXTBD69	-	-	250,000	-	-	250,000
Expo Hall E Flat Roof	8R234	-	-	165,000	-	-	165,000
Reseal Hall D/E Flooring	EXTBD66	-	-	-	400,000	400,000	800,000
Expo - Facility Wide Overhead Door improvements	EXTBD28	-	-	-	225,000	-	225,000
<b>TOTAL EXPO - EXPO FUND</b>		<b>\$450,000</b>	<b>\$1,740,000</b>	<b>\$1,715,000</b>	<b>\$1,450,000</b>	<b>\$825,000</b>	<b>\$6,180,000</b>
<b>TOTAL EXPO (13 Projects)</b>		<b>\$450,000</b>	<b>\$1,740,000</b>	<b>\$1,715,000</b>	<b>\$1,450,000</b>	<b>\$825,000</b>	<b>\$6,180,000</b>

<b>Major Funding Sources</b>						
	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Total</b>
Expo Fund	450,000	1,740,000	1,715,000	1,450,000	825,000	6,180,000
<b>EXPO DEPARTMENT TOTAL:</b>	<b>\$450,000</b>	<b>\$1,740,000</b>	<b>\$1,715,000</b>	<b>\$1,450,000</b>	<b>\$825,000</b>	<b>6,180,000</b>

# CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: IS</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>INFORMATION SVCS R&amp;R SUBFUND</b>							
Microsoft Exchange upgrade	I7001I	436,000	-	-	-	-	436,000
IMS - Network Management	65200	377,579	343,421	483,067	256,265	679,724	2,140,056
UCS datacenter computer stack*	I9012E	360,000	-	-	-	-	360,000
Council Chamber Broadcast Video	01326	180,000	-	-	-	-	180,000
datacenter backup platform*	I9013E	180,000	-	-	-	-	180,000
Video Conferencing Equipment Idea 000760	I9007U	150,000	-	-	-	-	150,000
Migrate Zoo data center	I9014E	135,000	-	-	-	-	135,000
Cloud Strategy Review	I7002I	114,000	-	-	-	-	114,000
E911	I4004E	70,000	-	-	-	-	70,000
Drupal 8 Refresh	I3008U	50,000	-	-	-	-	50,000
Redundant internet connection*	ISTBD25	-	170,000	-	-	-	170,000
Zoo UCS upgrade*	ISTBD18	-	150,000	-	-	-	150,000
Zero Trust WAN*	ISTBD24	-	150,000	-	-	-	150,000
Website Refresh	ISTBD27	-	-	300,000	-	-	300,000
EMC (File Storage) Replacement*	ISTBD22	-	-	275,000	-	-	275,000
Datacenter UPS battery protection platform upgrade*	ISTBD21	-	-	150,000	-	-	150,000
MRC Technology Upgrades R&R	ISTBD26	-	-	121,465	-	-	121,465
HVAC Update OCC Data Center	ISTBD28	-	-	-	200,000	-	200,000
Camera Platform	ISTBD31	-	-	-	-	250,000	250,000
Palo Alto Firewall	ISTBD30	-	-	-	-	125,000	125,000
<b>TOTAL IS - INFORMATION SVCS R&amp;R SUBFUND</b>		<b>\$2,052,579</b>	<b>\$813,421</b>	<b>\$1,329,532</b>	<b>\$456,265</b>	<b>\$1,054,724</b>	<b>\$5,706,521</b>
<b>NEW CAPITAL SUB-FUND</b>							
MRC Technology Upgrades	I4003I	630,000	-	-	-	-	630,000
Drupal 8 Refresh	I3008U	150,000	-	-	-	-	150,000
<b>TOTAL IS - NEW CAPITAL SUB-FUND</b>		<b>\$780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$780,000</b>
<b>TOTAL IS (21 Projects)</b>		<b>\$2,832,579</b>	<b>\$813,421</b>	<b>\$1,329,532</b>	<b>\$456,265</b>	<b>\$1,054,724</b>	<b>\$6,486,521</b>

## Major Funding Sources

	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Information Svcs R&R Subfund	2,052,579	813,421	1,329,532	456,265	1,054,724	5,706,521
New Capital Sub-Fund	780,000	-	-	-	-	780,000
<b>IS DEPARTMENT TOTAL:</b>	<b>\$2,832,579</b>	<b>\$813,421</b>	<b>\$1,329,532</b>	<b>\$456,265</b>	<b>\$1,054,724</b>	<b>6,486,521</b>

# CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: OCC</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>CONVENTION CENTER OPERATING FUND</b>							
Tower/Crown Glazing	8R222	1,650,000	-	-	-	-	1,650,000
Food & Beverage Programming: Planning & Design	OCCTBD87	300,000	1,950,000	-	-	-	2,250,000
ADA Assessment and Improvements	8N086	140,000	-	-	-	-	140,000
Performance Stage Stair Units	OCCTBD103	125,000	-	-	-	-	125,000
OCC - Integrated Door Access Controls	OCC18	40,000	725,000	-	-	-	765,000
Waterproofing: Loading Dock	8R250	-	775,000	-	-	-	775,000
IT Equipment Investment	OCCTBD102	-	150,000	-	150,000	-	300,000
Prefunction A and C Restroom Renovations	8R246	-	65,000	3,000,000	-	-	3,065,000
OCC - AV Audio System Upgrade	OCCTBD42	-	-	375,000	-	-	375,000
Vertical Transportation: Elevator Modernizations	8R207	-	-	350,000	350,000	350,000	1,050,000
OCC - Website Design/Facility Rebranding	8R085	-	-	175,000	-	-	175,000
Audio Visual Equipment Investment	OCCTBD101	-	-	150,000	-	150,000	300,000
Articulating Boom Replacement	OCCTBD99	-	-	150,000	-	-	150,000
VIP B Renovation	8R245	-	-	120,000	1,300,000	-	1,420,000
OCC Cooling System phase II	8R188B	-	-	50,000	4,000,000	-	4,050,000
Waterproofing: Rain Garden	8R223C	-	-	40,000	950,000	-	990,000
Staff Support Area Programming: Guest Services	8R224B	-	-	-	230,000	1,200,000	1,430,000
ABC Meeting Room Renovation Design & Project	OCCTBD100	-	-	-	-	1,200,000	1,200,000
Vertical Transportation: Escalator Modernizations	OCCTBD97	-	-	-	-	100,000	100,000
<b>TOTAL OCC - CONVENTION CENTER OPERATING FUND</b>		<b>\$2,255,000</b>	<b>\$3,665,000</b>	<b>\$4,410,000</b>	<b>\$6,980,000</b>	<b>\$3,000,000</b>	<b>\$20,310,000</b>
<b>TOTAL OCC (19 Projects)</b>		<b>\$2,255,000</b>	<b>\$3,665,000</b>	<b>\$4,410,000</b>	<b>\$6,980,000</b>	<b>\$3,000,000</b>	<b>\$20,310,000</b>

<b>Major Funding Sources</b>							
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total	
Convention Center Operating Fund	2,255,000	3,665,000	4,410,000	6,980,000	3,000,000	20,310,000	
<b>OCC DEPARTMENT TOTAL:</b>	<b>\$2,255,000</b>	<b>\$3,665,000</b>	<b>\$4,410,000</b>	<b>\$6,980,000</b>	<b>\$3,000,000</b>	<b>20,310,000</b>	



# CIP Project Summary by Funding Source for Fiscal Year 2022-23

**EXHIBIT A**  
**Resolution 22-5263**

<b>Department: PARKS</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>NATURAL AREAS FUND</b>							
Marine Drive Trail	BA020	1,750,000	293,658	-	-	-	2,043,658
Columbia Blvd Bridge Crossing	BA010	1,000,000	-	-	-	-	1,000,000
<b>TOTAL PARKS - NATURAL AREAS FUND</b>		<b>\$2,750,000</b>	<b>\$293,658</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,043,658</b>
<b>PARKS AND NATURE BOND FUND - NON-TAXABLE</b>							
Natural Areas Acquisition	TEMP98	5,000,000	10,000,000	10,000,000	10,000,000	15,000,000	50,000,000
Blue Lake Curry Bldg Replacement	PBL009	3,500,000	4,400,000	358,000	-	-	8,258,000
Blue Lake Park Sanitary System	PBL015	2,210,000	1,000,000	-	-	-	3,210,000
Blue Lake Park Water System Phase 2	PBL014	1,870,000	92,000	-	-	-	1,962,000
Marine Drive Trail	BA020	900,000	-	-	-	-	900,000
Blue Lake Park Building Demolition Plan	PBL012	899,534	-	-	-	-	899,534
Blue Lake Water Phase 1	PBL010	860,000	-	-	-	-	860,000
Oxbow Water/Road Analysis	POX020	250,000	-	-	-	-	250,000
Blue Lake Park Renovation	PBL011	200,000	750,000	2,000,000	5,000,000	3,000,000	10,950,000
P&N ADA Transition Plan	PNDEI2	200,000	100,000	100,000	100,000	100,000	600,000
Cultural Heritage & Healing Garden at Lone Fir	CEM010	150,000	250,000	3,000,000	550,000	-	3,950,000
Willamette Cove Master Plan	PWC001	150,000	-	-	-	-	150,000
Graham Oaks ADA T-Plan Improvements	PGO001	100,000	-	-	-	-	100,000
Willamette Cove Remedial Design Remedial Action	PWC002	80,000	80,000	-	400,000	400,000	960,000
Oxbow Generator	POX017	50,000	-	-	-	-	50,000
Oxbow Potable Water System	POX012	-	350,000	500,000	2,000,000	2,100,000	4,950,000
Oxbow Roadway Improvements	POX014	-	300,000	700,000	2,900,000	1,000,000	4,900,000
<b>TOTAL PARKS - PARKS AND NATURE BOND FUND - NON-TAXABLE</b>		<b>\$16,419,534</b>	<b>\$17,322,000</b>	<b>\$16,658,000</b>	<b>\$20,950,000</b>	<b>\$21,600,000</b>	<b>\$92,949,534</b>
<b>PARKS AND NATURE OPERATING FUND</b>							
Ennis Creek Road Repair	LR903	400,000	-	-	-	-	400,000
North Newell Stream Restoration	LR038	195,490	5,000	-	-	-	200,490
Beaver Creek Stream Restoration	LR230	145,000	90,000	-	-	-	235,000
Barton Natural Area Stream & Turtle Restoration	LR036	135,000	150,000	450,000	15,000	-	750,000
LowerClear Creek Rest Ph2	LR067	50,000	35,000	250,000	5,000	-	340,000
Smith & Bybee Bank Integrity	LR414	50,000	-	-	-	-	50,000
Jonsson Ctr Stream and Wetland	LR066	40,000	150,000	5,000	-	-	195,000
<b>TOTAL PARKS - PARKS AND NATURE OPERATING FUND</b>		<b>\$1,015,490</b>	<b>\$430,000</b>	<b>\$705,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$2,170,490</b>
<b>PARKS CAPITAL SUB-FUND</b>							
Trails: St Johns Prairie Design	PTR001	320,000	-	-	-	-	320,000
Glendoveer Well Replacement	GF117	300,000	-	-	-	-	300,000
<b>TOTAL PARKS - PARKS CAPITAL SUB-FUND</b>		<b>\$620,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$620,000</b>
<b>WILLAMETTE FALLS CAPITAL SUB-FUND</b>							
WF Demo & Construction	WF013	10,000,000	-	-	-	-	10,000,000
<b>TOTAL PARKS - WILLAMETTE FALLS CAPITAL SUB-FUND</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>TOTAL PARKS (28 Projects)</b>		<b>\$30,805,024</b>	<b>\$18,045,658</b>	<b>\$17,363,000</b>	<b>\$20,970,000</b>	<b>\$21,600,000</b>	<b>\$108,783,682</b>

<b>Major Funding Sources</b>						
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Natural Areas Fund	2,750,000	293,658	-	-	-	3,043,658
Parks and Nature Bond Fund - Non-Taxable	16,419,534	17,322,000	16,658,000	20,950,000	21,600,000	92,949,534
Parks and Nature Operating Fund	1,015,490	430,000	705,000	20,000	-	2,170,490
Parks Capital Sub-Fund	620,000	-	-	-	-	620,000
Willamette Falls Capital Sub-Fund	10,000,000	-	-	-	-	10,000,000
<b>PARKS DEPARTMENT TOTAL:</b>	<b>\$30,805,024</b>	<b>\$18,045,658</b>	<b>\$17,363,000</b>	<b>\$20,970,000</b>	<b>\$21,600,000</b>	<b>108,783,682</b>

# CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: PCPA</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>PORTLAND'S CENTERS FOR THE ARTS FUND</b>							
ASCH sewer line replacement	8R254	950,000	-	-	-	-	950,000
Keller Grid Engineering and Remediation	P5TBD112	250,000	-	-	-	-	250,000
P5 ASCH Broadway and Park Marquees	8R220	220,000	-	-	-	-	220,000
AHH FoH Elevators	P5TBD111	200,000	200,000	300,000	-	-	700,000
P5 - F&B Renewal and Replacement	P5TBD109	100,000	100,000	100,000	100,000	100,000	500,000
All Venues Theater Fall Protection	P5TBD113	100,000	50,000	50,000	-	-	200,000
Schnitzer Acoustical Enhancements	8R092	100,000	-	-	-	-	100,000
Clear-Com Headset Upgrade	8N095	100,000	-	-	-	-	100,000
P5 ASCH Roof Drains	8R215	50,000	300,000	2,600,000	-	-	2,950,000
Wireless Communications Upgrade	P5TBD108	-	400,000	-	-	-	400,000
<b>TOTAL PCPA - PORTLAND'S CENTERS FOR THE ARTS FUND</b>		<b>\$2,070,000</b>	<b>\$1,050,000</b>	<b>\$3,050,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$6,370,000</b>
<b>TOTAL PCPA (10 Projects)</b>		<b>\$2,070,000</b>	<b>\$1,050,000</b>	<b>\$3,050,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$6,370,000</b>

<b>Major Funding Sources</b>						
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Portland's Centers for the Arts Fund	2,070,000	1,050,000	3,050,000	100,000	100,000	6,370,000
<b>PCPA DEPARTMENT TOTAL:</b>	<b>\$2,070,000</b>	<b>\$1,050,000</b>	<b>\$3,050,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>6,370,000</b>

CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: WPES</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>SOLID WASTE GENERAL ACCOUNT</b>							
MCS Bay 4 Improvements for Organics	SMC011	3,000,000	-	-	-	-	3,000,000
MSS Office Renovations (2 stories)	SMS006	2,000,000	-	-	-	-	2,000,000
MCS MSS POS system upgrade plus hardware	SWTBD46	500,000	750,000	-	-	-	1,250,000
Integrated Garbage & Recycling Data System	SWS004	300,000	400,000	500,000	-	-	1,200,000
MCS EV goat + infrastructure	SWTBD52	300,000	-	-	-	-	300,000
MCS MSS S2 key card entry	SWTBD69	225,000	100,000	-	-	-	325,000
MCS dust mitigation (Bay 2)	SWTBD64	225,000	-	-	-	-	225,000
MCS Covered Storage HHW	SWTBD27	200,000	-	-	-	-	200,000
MCS MSS new RFID system	SWTBD47	125,000	125,000	-	-	-	250,000
MSS Emergency Generator	SMS021	75,000	300,000	-	-	-	375,000
MSS Data Retrieval System (asbestos removal)	SWTBD39	62,500	-	-	-	-	62,500
MCS Data Retrieval System (asbestos removal)	SWTBD40	62,500	-	-	-	-	62,500
MSS small compactor	SWTBD59	50,000	1,500,000	-	-	-	1,550,000
MCS HHW extend awning to north	SWTBD62	50,000	275,000	-	-	-	325,000
MCS maintenance shop enclosure	SWTBD58	45,000	350,000	-	-	-	395,000
MSS covered storage	SWTBD61	45,000	105,000	-	-	-	150,000
MCS - Fleet to Operate station	SWTBD38	-	6,000,000	2,000,000	-	-	8,000,000
MCS shredder	SWTBD51	-	650,000	-	-	-	650,000
New Facility Design (NEW SOUTH)	SWTBD18	-	500,000	1,500,000	3,000,000	4,000,000	9,000,000
Solid Waste System Land Acquisition	SWTBD08	-	500,000	-	-	-	500,000
MSS EV Goat + infrastructure	SWTBD53	-	300,000	-	-	-	300,000
New Facility Design (NEW WEST)	SWTBD41	-	200,000	1,500,000	4,000,000	3,500,000	9,200,000
Cornelius pole barn	SWTBD63	-	200,000	300,000	-	-	500,000
New Facility 01 Construction (NEW SOUTH)	SWTBD19	-	-	-	500,000	2,000,000	2,500,000
New Facility 02 Construction (NEW WEST)	SWTBD32	-	-	-	500,000	2,000,000	2,500,000
<b>TOTAL WPES - SOLID WASTE GENERAL ACCOUNT</b>		<b>\$7,265,000</b>	<b>\$12,255,000</b>	<b>\$5,800,000</b>	<b>\$8,000,000</b>	<b>\$11,500,000</b>	<b>\$44,820,000</b>
<b>SOLID WASTE OPERATING ACCOUNT</b>							
MCS Annual Concrete Repair	77125	120,000	120,000	120,000	120,000	120,000	600,000
MSS Annual Concrete Maintenance	77124	100,000	100,000	100,000	100,000	100,000	500,000
<b>TOTAL WPES - SOLID WASTE OPERATING ACCOUNT</b>		<b>\$220,000</b>	<b>\$220,000</b>	<b>\$220,000</b>	<b>\$220,000</b>	<b>\$220,000</b>	<b>\$1,100,000</b>
<b>SOLID WASTE RENEWAL AND REPLACEMENT</b>							
MSS Transfer Scale Replacement	SMS008	840,000	-	-	-	-	840,000
SJL Bridge replacement	SSJ003	250,000	250,000	-	-	-	500,000
Concrete removal and installation - MCS	SMC008	250,000	-	-	-	-	250,000
MCS Clarus Improvements	SWTBD42	150,000	-	-	-	-	150,000
MCS HHW widen pesticide, oxidizer bay doors	SWTBD56	150,000	-	-	-	-	150,000
MCS MSS modernize HVAC all buildings	SWTBD54	125,000	-	-	-	-	125,000
Metro South Bays - 1&2 Ventilations System	SMS015	100,000	-	-	-	-	100,000
MSS ADA Facility Improvements	SWTBD33	100,000	-	-	-	-	100,000
MCS ADA Facility Improvements	SWTBD35	100,000	-	-	-	-	100,000
MCS Fire suppression system	SWTBD66	100,000	-	-	-	-	100,000
MCS Recology office reno	SWTBD65	65,000	320,000	-	-	-	385,000
MSS Remove sort line	SWTBD60	50,000	500,000	-	-	-	550,000
MSS Refresh lobby public restrooms	SWTBD44	45,000	155,000	-	-	-	200,000
MCS Exhaust fan replacement	SWTBD49	35,000	200,000	-	-	-	235,000
MSS Exhaust fan replacement	SWTBD50	35,000	200,000	-	-	-	235,000
MCS Bay 2 concrete (end)	SWTBD57	-	350,000	-	-	-	350,000
Fleet: Solid Waste	70001S	-	84,000	27,000	100,000	-	211,000
<b>TOTAL WPES - SOLID WASTE RENEWAL AND REPLACEMENT</b>		<b>\$2,395,000</b>	<b>\$2,059,000</b>	<b>\$27,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$4,581,000</b>
<b>TOTAL WPES (44 Projects)</b>		<b>\$9,880,000</b>	<b>\$14,534,000</b>	<b>\$6,047,000</b>	<b>\$8,320,000</b>	<b>\$11,720,000</b>	<b>\$50,501,000</b>

**Major Funding Sources**

	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Solid Waste General Account	7,265,000	12,255,000	5,800,000	8,000,000	11,500,000	44,820,000
Solid Waste Operating Account	220,000	220,000	220,000	220,000	220,000	1,100,000
Solid Waste Renewal and Replacement	2,395,000	2,059,000	27,000	100,000	-	4,581,000
<b>WPES DEPARTMENT TOTAL:</b>	<b>\$9,880,000</b>	<b>\$14,534,000</b>	<b>\$6,047,000</b>	<b>\$8,320,000</b>	<b>\$11,720,000</b>	<b>50,501,000</b>

# CIP Project Summary by Funding Source for Fiscal Year 2022-23

EXHIBIT A  
Resolution 22-5263

<b>Department: ZOO</b>							
	ID	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
<b>OREGON ZOO CAPITAL PROJECTS SUB-FUND</b>							
Condor Conservation Improvement	ZG0009	500,000	1,500,000	-	-	-	2,000,000
Animal Welfare: Black Bear Improvements	ZBE12	350,000	-	-	-	-	350,000
Area Cameras	ZOO78	110,000	110,000	-	-	-	220,000
<b>TOTAL ZOO - OREGON ZOO CAPITAL PROJECTS SUB-FUND</b>		<b>\$960,000</b>	<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,570,000</b>
<b>OREGON ZOO RENEWAL AND REPLACEMENT SUB-FUND</b>							
Campus Planning and Land Use	ZOO132	1,000,000	300,000	-	-	-	1,300,000
Admin Bldg Refresh	ZRW207	1,000,000	150,000	-	-	-	1,150,000
Boardwalk Resurface	ZOO142	1,000,000	-	-	-	-	1,000,000
F&B Improvements	ZOOTBD22-3	600,000	837,000	838,000	-	-	2,275,000
R&R Roof Projects	ZRW500	300,000	-	-	-	-	300,000
Zoo ADA Access	ZOO106	200,000	-	-	-	-	200,000
Point of Sale implementation	ZOOTBD23-6	200,000	-	-	-	-	200,000
R&R - Exterior Paint & Repair	ZRW600	150,000	-	-	-	-	150,000
WLL Mesh Replacement	ZOOTBD23-3	150,000	-	-	-	-	150,000
LSS-Africafe AHU-1 Replace	ZOOTBD23-2	100,000	-	-	-	-	100,000
Bobcat to Raccoon Conver	ZOOTBD23-4	100,000	-	-	-	-	100,000
Drupal 8 Refresh	I3008U - Zoo	-	150,000	-	-	-	150,000
<b>TOTAL ZOO - OREGON ZOO RENEWAL AND REPLACEMENT SUB-FUND</b>		<b>\$4,800,000</b>	<b>\$1,437,000</b>	<b>\$838,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,075,000</b>
<b>TOTAL ZOO (14 Projects)</b>		<b>\$5,760,000</b>	<b>\$3,047,000</b>	<b>\$838,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,645,000</b>

<b>Major Funding Sources</b>							
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total	
Oregon Zoo Capital Projects Sub-Fund	960,000	1,610,000	-	-	-	2,570,000	
Oregon Zoo Renewal and Replacement Sub-Fund	4,800,000	1,437,000	838,000	-	-	7,075,000	
<b>ZOO DEPARTMENT TOTAL:</b>	<b>\$5,760,000</b>	<b>\$3,047,000</b>	<b>\$838,000</b>	<b>\$0</b>	<b>\$0</b>	<b>9,645,000</b>	

## **FINANCIAL POLICIES**

In 2004 the Metro Council enacted Resolution No. 04-3465, “adopting comprehensive financial policies for Metro.”

Each year as part of the annual budget adoption process the Metro Council reviews the financial policies which provide the framework for the overall fiscal management of the agency. Operating independently of changing circumstances and conditions, these policies are designed to help safeguard Metro’s assets, promote effective and efficient operations and support the achievement of Metro’s strategic goals. In 2009 the Governmental Accounting Standards Board (GASB) issued Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, which requires the Metro Council to make certain policy decisions regarding the use of resources and classifications of fund balance. In June 2010 the Metro Council took action to amend Metro’s Comprehensive Financial Policies to incorporate the GASB Statement No. 54 principles and to re-approve the policies. These changes are reflected in Budget and Financial Planning, section 2.

These financial policies establish basic principles to guide Metro’s elected officials and staff in carrying out their financial duties and fiduciary responsibilities. The Chief Financial Officer shall establish procedures to implement the policies established in this document.

### **General policies**

1. Metro’s financial policies shall be reviewed annually by the Council and shall be published in the adopted budget.
2. Metro shall prepare its annual budget and Annual Comprehensive Financial Report consistent with accepted public finance professional standards.
3. The Chief Financial Officer shall establish and maintain appropriate financial and internal control procedures to assure the integrity of Metro’s finances.
4. Metro shall comply with all applicable state and federal laws and regulations concerning financial management and reporting, budgeting and debt administration.

### **Accounting, auditing and financial reporting**

1. Metro shall annually prepare and publish an Annual Comprehensive Financial Report including financial statements and notes prepared in conformity with generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board.
2. Metro shall maintain its accounting records on a basis of accounting consistent with the annual budget ordinance.
3. Metro shall have an independent financial and grant compliance audit performed annually in accordance with generally accepted auditing standards.

### **Budgeting and financial planning**

1. As prescribed in Oregon budget law, total resources shall equal total requirements in each fund, including contingencies and fund balances. However, Metro considers a budget to be balanced whenever budgeted revenues equal or exceed budgeted expenditures. Beginning fund balances shall not be considered as revenue, nor shall contingencies or ending fund balances be considered expenditures, in determining whether a fund is in balance.
2. Metro shall maintain fund balance reserves that are appropriate to the needs of each fund. Targeted reserve levels shall be established and reviewed annually as part of the budget process. Use of fund balance to support budgeted operations in the General Fund, an operating fund, or a central service fund shall be explained in the annual budget document; such explanation shall describe the nature of the budgeted reduction in fund balance and its expected future impact. Fund balances in excess of future needs shall be evaluated for alternative uses.
  - a. The Metro Council delegates to the Chief Operating Officer the authority to assign (and un-assign) additional amounts intended to be used for specific purposes more narrow than the overall purpose of the fund established by Council. A schedule of such assignments shall be included within the adopted budget document.

- b. Metro considers restricted amounts to have been spent prior to unrestricted (committed, assigned, or unassigned) amounts when an expenditure is incurred for purposes for which both restricted and unrestricted amounts are available. Within unrestricted amounts, committed amounts are considered to have been spent first, followed by assigned amounts, and then unassigned amounts when an expenditure is incurred for purposes for which amounts in any of those unrestricted fund balance classifications could be used.
  - c. The following information shall be specified by Council in the establishment of Stabilization Arrangements as defined in GASB Statement No. 54: a) the authority for establishing the arrangement (resolution or ordinance), b) the requirements, if any, for additions to the stabilization amount, c) the specific conditions under which stabilization amounts may be spent, and d) the intended stabilization balance.
3. Metro staff shall regularly monitor actual revenues and expenditures and report to Council at least quarterly on how they compare to budgeted amounts, to ensure compliance with the adopted budget. Any significant changes in financial status shall be timely reported to the Council.
  4. Metro shall use its annual budget to identify and report on department or program goals and objectives and measures of performance.
  5. A new program or service shall be evaluated before it is implemented to determine its affordability.
  6. Metro shall authorize grant-funded programs and associated positions for a period not to exceed the length of the grant unless alternative funding can be secured.
  7. Each operating fund will maintain a contingency account to meet unanticipated requirements during the budget year. The amount shall be appropriate for each fund.
  8. Metro shall prepare annually a five-year forecast of revenues, expenditures, other financing sources and uses, and staffing needs for each of its major funds, identifying major anticipated changes and trends, and highlighting significant items which require the attention of the Council.
  9. Metro will annually prepare a cost allocation plan prepared in accordance with applicable federal guidelines to maintain and maximize the recovery of indirect costs from federal grants, and to maintain consistency and equity in the allocation process.

### **Capital asset management**

1. Metro shall budget for the adequate maintenance of capital equipment and facilities and for their orderly replacement, consistent with longer-term planning for the management of capital assets.
2. The Council's previously-adopted policies governing capital asset management are incorporated by reference into these policies.

### **Cash management and investments**

1. Metro shall maintain an investment policy in the Metro Code, which shall be subject to annual review and re-adoption.
2. Metro shall schedule disbursements, collections and deposits of all funds to ensure maximum cash availability and investment potential.
3. Metro shall manage its investment portfolio with the objectives of safety of principal as the highest priority, liquidity adequate to needs as the second highest priority and yield from investments as its third highest priority.

### **Debt management**

1. Metro shall issue long-term debt only to finance capital improvements, including land acquisition that cannot be readily financed from current revenues or to reduce the cost of long-term financial obligations.
2. Metro will not use short-term borrowing to finance operating needs unless specifically authorized by the Council.

3. Metro shall repay all debt issued within a period not to exceed the expected useful life of the improvements financed by the debt.
4. As required by its continuing disclosure undertakings and Section 8 herein, and consistent with SEC Rule 15c2-12, as amended from time to time, Metro shall fully disclose financial and pertinent credit information as it relates to Metro's outstanding securities.
5. Metro shall strive to obtain the highest credit ratings to ensure that borrowing costs are minimized, Metro's access to credit is preserved and Metro has ample future flexibility to adjust its debt portfolio as needed to support operational goals.
6. Equipment and vehicles should be financed using the least costly method, including comparison to direct cash expenditure. This applies to purchase using operating leases, capital leases, bank financing, company financing or any other purchase programs. In evaluating such comparisons, Metro shall assume the opportunity cost for the use of its cash is the 90-day Treasury yield at the time of such analysis.

**Tax exempt qualified obligations post issuance compliance - federal tax regulations and continuing disclosure**

This Post Issuance Compliance (PIC) section sets forth specific policies of Metro designed to (a) monitor post issuance compliance of tax exempt qualified obligations (the "Obligations") issued by Metro with applicable provisions of the Internal Revenue Code of 1986, as amended (the "Code"), and regulations promulgated there under (the "Treasury Regulations") and (b) comply with continuing disclosure undertaking executed by Metro (the "Undertakings") in connection with a primary offering of municipal securities (including Obligations and federally taxable bonds, collectively, "Bonds") that are subject to Securities and Exchange Commission Rule 15c2-12, as amended from time to time ("Rule 15c2-12").

The section documents existing practices and describes various procedures and systems designed to identify on a timely basis facts relevant to demonstrating compliance with the requirements that must be satisfied subsequent to the issuance of Bonds such that (a) the interest on such Obligations continue to be excludable from gross income for federal income tax purposes, and (b) Metro complies with its contractual obligations set forth in the Undertakings. Metro recognizes that compliance with applicable provisions of the Code and Treasury Regulations with respect to Obligations and Undertakings with respect to Bonds, is an on-going process, necessary during the entire term of the Bonds, and is an integral component of Metro's financial policies. Accordingly, the analysis of those facts and implementation of the policies will require ongoing monitoring and consultation with bond counsel.

The Director of Finance and Regulatory Services approves the terms and structure of Bonds executed by Metro. Such Bonds are issued in accordance with the provisions of Oregon Revised Statutes, the Metro charter, and if issued as tax-exempt, also issued in accordance with the Code. Specific post issuance compliance procedures address the relevant areas described below. The following list is not intended to be exhaustive and further areas may be identified from time to time by Finance staff in consultation with bond counsel.

1. General policies and procedures.

The following relates to procedures and systems for monitoring post issuance compliance generally. Staff may adjust procedures for non-tax advantaged Bonds as applicable.

- a. The Director of Finance and Regulatory Services (the "Director") shall identify an appropriate staff member or members to be responsible for monitoring post issuance compliance issues (the "Staff Designee"). The Director shall be responsible for ensuring an adequate succession plan for transferring post issuance compliance responsibility when changes in staff occur.
- b. The Staff Designee will coordinate procedures for record retention and review of such records.
- c. The Staff Designee will review post issuance compliance procedures and systems on a periodic basis, but not less

than annually.

- d. Ongoing training shall be made available to the Staff Designee (generally, not less frequently than annually) to support such individual's understanding of the tax requirements applicable to the Obligations.
- e. Electronic media will be the preferred method for storage of all documents and other records maintained by Finance and Regulatory Services. In maintaining such electronic storage, the Staff Designee will comply with applicable Internal Revenue Service (the "IRS") requirements, such as those contained in Revenue Procedure 9722.

2. Issuance of Bonds and creation of files

The following policies relate to specific issue of Obligations/Bonds.

- a. The Staff Designee will obtain and store a closing binder and/or CD or other electronic copy of the relevant and customary transaction documents including:
  - i. Intent Resolution.
  - ii. Bond transcript.
  - iii. Final Written Allocation and/or all available accounting records related to the financed facilities showing expenditures allocated to bond proceeds and expenditures (if any) allocated to other sources of funds, including information regarding including, but not limited to, whether such facilities are land, buildings or equipment, economic life calculations and information regarding depreciation.
    - 1. Records, including purpose, type, payee, amount and date, of all expenditures of bond proceeds.
  - iv. All rebate and yield reduction payment calculations performed by a rebate analyst and all investment records provided to the rebate analyst for purposes of preparing the calculation.
  - v. Forms 8038-T together with proof of filing and payment of rebate.
  - vi. Investment agreement bid documents (unless included in the bond transcript) including:
    - 1. Bid solicitation, bid responses, certificate of broker;
    - 2. Written summary of reasons for deviations from the terms of the solicitation that are incorporated into the investment agreement; and
    - 3. Copies of the investment agreement and any amendments.
    - 4. Records, including dates and amounts, of investment income on bond proceeds.
  - vii. Any item required to be maintained by the terms of the tax compliance agreement involving the use of the financed facilities or expenditures related to tax compliance for the bonds
  - viii. Any opinion of bond counsel regarding the bonds not included in the bond transcript.
  - ix. Amendments, modifications or substitute agreements to any agreement contained in the bond transcript.
  - x. Any correspondence with the IRS relating to the bonds, including all correspondence relating to an audit by the IRS of the bonds or any proceedings under the IRS's Voluntary Closing Agreement Program (VCAP).
  - xi. For refunding bond issues, the Bond File for the refunded bonds.
  - xii. Evidence of completion of compliance documentation (including checklists) as described in Section 8.8 herein
  - xiii. Evidence of periodic training of the Staff Designee



- xiv. Evidence of tracking of private use and private payment, if any
- xv. Evidence of continuing disclosure filings pursuant to any Undertaking (as defined herein) and consistent with SEC Rule 15c2-12

### 3. Arbitrage rebate calculations

The following policies relate to the monitoring and calculating of arbitrage and compliance with specific arbitrage rules and regulations. The Staff Designee will:

- a. Coordinate the tracking of expenditures, including the expenditure of any investment earnings, with other applicable Finance staff.
- b. Obtain a computation of the yield on each issue from Metro's outside arbitrage rebate specialist and maintain a system for tracking investment earnings.
- c. Maintain a procedure for the allocation of proceeds of the issue and investment earnings to expenditures, including the reimbursement of reissuance expenditures.
- d. Coordinate with Finance staff to monitor compliance by departments with the applicable "temporary period" (as defined in the Code and Treasury Regulations) exceptions for the expenditure of proceeds of the issue, and provide for yield restriction on the investment of such proceeds if such exceptions are not satisfied.
- e. Ensure that investments acquired with proceeds of such issue are purchased at fair market value. In determining whether an investment is purchased at fair market value, any applicable Treasury Regulation safe harbor may be used.
- f. Coordinate to avoid formal or informal creation of funds reasonably expected to be used to pay debt service on such issue without determining in advance whether such funds must be invested at a restricted yield.
- g. Consult with bond counsel prior to engaging in any post-issuance credit enhancement transactions.
- h. Identify situations in which compliance with applicable yield restrictions depends upon later investments and monitor implementation of any such restrictions.
- i. Monitor compliance with six-month, 18month or 2-year spending exceptions to the rebate requirement, as applicable.
- j. Arrange for timely computation of any rebate or yield reduction payment liability by Metro's outside arbitrage rebate specialist and, if rebate is due, file a Form 8038T and arrange for payment of such rebate liability.

### 4. Private activity concerns

The following policies relate to the monitoring and tracking of private use and private payments with respect to the facilities financed with the Obligations. The Staff Designee will:

- a. Coordinate with staff to maintain records determining and tracking facilities financed with specific Obligations and in what amounts.
- b. Coordinate with applicable staff to maintain records, which should be consistent with those used for arbitrage purposes, to allocate the proceeds of an issue and investment earnings to expenditures, including the reimbursement of pre-issuance expenditures.
- c. Coordinate with applicable staff to maintain records allocating to a project financed with Obligations any funds from other sources that will be used for otherwise non-qualifying costs.
- d. Coordinate with Finance staff to monitor the expenditure of proceeds of an issue and investment earnings for qualifying costs.
- e. Coordinate with applicable staff to monitor private use of financed facilities to ensure compliance with applicable percentage limitations on such use.

### 5. Reissuance considerations

The following policies relate to compliance with rules and regulations regarding the reissuance of Obligations for federal law purposes. The Staff Designee will:

- a. Identify and consult with bond counsel regarding any post-issuance changes or modifications to any terms of an issue of Obligations to determine whether such changes could be treated as a reissuance for federal tax purposes.
- b. Confirm with bond counsel whether any “remedial action” taken in connection with a “change in use” (as such terms are defined in the Code and Treasury Regulations) would be treated as a reissuance for tax purposes and, if so, confirm the filing of any new Form 8038G.

#### 6. Records retention

The following policies relate to retention of records relating to the Bonds issued. The Staff Designee will:

- a. Coordinate with staff regarding the records to be maintained by Metro to establish and ensure that an issue remains in compliance with applicable federal tax requirements for the life of such issue.
- b. Coordinate with staff to comply with provisions imposing specific recordkeeping requirements and cause compliance with such provisions, where applicable.
- c. Coordinate with staff to generally maintain the following:
  - i. Basic records relating to the transaction (e.g., any non-arbitrage certificate, net revenue estimates and the bond counsel opinion);
  - ii. Documentation evidencing expenditure of proceeds of the issue;
  - iii. Documentation regarding the types of facilities financed with the proceeds of an issue, including, but not limited to, whether such facilities are land, buildings or equipment, economic life calculations and information regarding depreciation.
  - iv. Documentation evidencing use of financed property by public and private entities (e.g., copies of management contracts and research agreements);
  - v. Documentation evidencing all sources of payment or security for the issue; and
  - vi. Documentation pertaining to any investment of proceeds of the issue (including the purchase and sale of securities, SLGs subscriptions, yield calculations for each class of investments, actual investment income received by the investment of proceeds, guaranteed investment contracts, and rebate calculations).
- d. Coordinate the retention of all records in a manner that ensures their complete access to the IRS. While this is typically accomplished through the maintenance of hard copies, records may be kept in electronic format so long as applicable requirements, such as Revenue Procedure 97-22, are satisfied.
- e. Electronic media will be the preferred method for storage of all documents and other records maintained by Finance and Regulatory Services. In maintaining such electronic storage, the Staff Designee will comply with applicable Internal Revenue Service (the “IRS”) requirements, such as those contained in Revenue Procedure 9722.
- f. Keep all material records for so long as the issue is outstanding (including any refunding), plus five years.

#### 7. Continuing disclosure Undertaking

The following policies related to the issuance of each specific issue of Bonds that is required by SEC Rule 15c2-12 to include an Undertaking. The Staff Designee will:

- a. Review the Undertaking to determine if new or additional information is required to be filed, compared with Metro’s existing Undertakings.

- b. Update the master spreadsheet of disclosure requirements to reflect additional changes.
  - c. At least twice a year (at budget preparation and during audit), review the various Undertakings' requirements to ensure they have been met. The first review is internal only. The second review is always with the Financial Auditors.
  - d. The Financial Controls manager responsible for the ACFR will coordinate with the Financial Planning Manager to ensure the filing requirements are met, particularly if any changes are proposed for supplemental materials included in the ACFR.
  - e. During this time, the Financial Controls manager will review the filing requirements under all Undertakings and begin collecting information that is not presented in the ACFR or budget.
  - f. Once the ACFR is presented to and approved by the Metro Council, it is posted on EMMA, which in no case will be later than the filing deadlines under all Undertakings
  - g. The annual budget is adopted no later than June 30th each fiscal year
  - h. The budget document is posted on EMMA soon after it is filed with the TSCC and counties by August 31st of each year and no later than the filing deadlines under all Undertakings.
  - i. Supplementary information not presented in the ACFR or budget is posted on EMMA with the posting of the ACFR or budget, but in no case later than the filing deadlines under the applicable Undertakings.
  - j. If a Material Event (as defined by SEC Rule 15c2-12, as amended from time to time) happens, the Staff Designee will cause the appropriate notices to be filed within 10 business days of the event.
8. Identification and materiality determination of "Financial Obligations"

The following policies relate to each issuance of Bonds on and after February 27, 2019 that is required by SEC Rule 15c2-12 to include an Undertaking. Metro is obligated to disclose, within 10 business days after the occurrence of the following events:

- i. Incurrence of a financial obligation, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the obligated person, any of which affect security holders, if material.
  - ii. Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation of the obligated person, any of which reflect financial difficulties.
- a. To ensure Metro's compliance with any disclosure obligations arising as a result of the occurrence of these events, the Staff Designee will:
- i. Review the incurrence of any Metro "financial obligation" and any agreement of Metro to covenants, events of default, remedies, priority rights, or similar terms of a financial obligations, to determine whether it might be material and, therefore, subject to disclosure on EMMA.
    - 1. The term "financial obligation" is defined by Rule 15c2-12 and in Metro's Undertakings to have the following meaning: "financial obligation" means a: debt obligation; derivative instrument entered into in connection with, or pledged as security or source of payment for, an existing or planned debt obligation; or, a guaranty of such debt obligations or derivatives.
    - 2. Under Rule 15c2-12 and in Metro's Undertakings, the term "financial obligation" does not include Bonds as to which a final official statement has been provided to the Municipal Securities Rulemaking Board (e.g., filed on EMMA) consistent with Rule 15c2-12.

3. Examples of “financial obligations” include debt or debt-like obligations, such as loan agreements, bank direct purchases, lease-purchase agreements, letters of credit and lines of credit.
4. “Derivative instruments” include swaps, futures contracts, forward contracts, options or similar instruments related to an existing or planned debt obligation. For the purposes of this section, derivatives do not include fuel hedges, energy hedges or other similar instruments not related to debt obligations. Leases that are not vehicles to borrow money (real estate leases, office equipment leases, etc.) are *not* financial obligations.
5. To determine the materiality of a financial obligation, the Staff Designee, in consultation with Metro Counsel and Bond Counsel, as needed, will assess the obligation in light of Metro’s operations and debt structure. An event is “material” under federal securities laws if a reasonable investor would consider it important in making an investment decision. Materiality is affected by a variety of factors, including the size of a financial obligation compared to Metro’s overall balance sheet and debt outstanding, the security for repayment pledged to the financial obligation (versus that pledged to bondholders), the financial obligation’s seniority position versus Metro bonds, covenants, and remedies to the lender in the event of a default. Generally, if information about a financial obligation would be included in an Official Statement for Metro Bonds, it would be material for purposes of filing a material event notice on EMMA.
  - b. Review any default, acceleration, termination, modification or similar event reflecting financial difficulties on a financial obligation, regardless of when Metro entered into the financial obligation, to determine whether such event is material.
  - c. Make an EMMA filing disclosing the existence of a material financial obligation, a material agreement to terms of a financial obligation, or a default, acceleration, termination, modification or similar event reflecting financial difficulties on a financial obligation, each within 10 business days of its “incurrence.” For the purposes of this section, “incurrence” means the date on which the financial obligation becomes enforceable against Metro or on which the default, acceleration, termination, modification or similar event occurs. Any filing disclosing the existence of a material financial obligation will include a summary of the key terms of such financial obligation (which may be satisfied by filing pertinent financing documents, subject to any redactions of information requested by Metro’s lender)

9. Periodic post-issuance compliance review.

The following policies relate to each issuance of Obligations/Bonds. The Staff Designee will:

- a. Review and document the amount of existing private use or private payment on a periodic basis, but not less than annually, and consult with bond counsel as to any possible private use of or private payment on financed facilities that could cause an issue to exceed the limitations on private use/private payment; and
- b. Identify, review and document in advance any new sale, lease or license, management contract, sponsored research arrangement, or other arrangement involving private use of financed facilities and for obtaining copies of any sale agreement, lease, license, management contract, research arrangement or other arrangement for review by bond counsel.

- c. Consult with bond counsel to remedy any change in use or excess private use/private payment through an appropriate “remedial action” (described in section 1.141-12 of the Treasury Regulations) or the Voluntary Closing Agreement Program (VCAP) described in IRS Notice 2008-31 (or successor guidance).
- d. Review, assess and document that other periodic requirements (continuing disclosure obligations, arbitrage rebate review, etc.) have been completed.
- e. In connection with preparation of the Annual Comprehensive Financial Report and filing of annual financial information required to be filed on EMMA pursuant to Metro’s Undertakings, review debt and debt-like agreements that may qualify as “financial obligations” (as defined herein) in connection with required event filings under Metro’s Undertakings entered into on and after February 27, 2019.
- f. The Staff Designee may use a standardized checklist to guide its review and documentation as required in this Section.

## **Revenues**

1. Metro shall estimate revenues through an objective, analytical process.
2. Metro shall strive to maintain a diversified and balanced revenue system to protect it from short-term fluctuations in any one revenue source.
3. One-time revenues shall be used to support one-time expenditures or increase fund balance.
4. Metro shall pursue appropriate grant opportunities; however, before accepting any grant, Metro will consider the current and future implications of either accepting or rejecting it. The Chief Financial Officer may establish criteria to be used in evaluating the potential implications of accepting grants.

## **CAPITAL ASSET MANAGEMENT POLICIES**

### **Section 1: Purpose**

1. The Capital Asset Management Policies establish the framework for Metro’s overall capital asset planning and management. They provide guidance for current practices and a framework for evaluation of proposals for future projects. These policies also seek to improve Metro’s financial stability by providing a consistent approach to fiscal strategy. Metro’s adopted financial policies show the credit rating industry and prospective investors (bond buyers) the agency’s commitment to sound financial management and fiscal integrity. Adherence to adopted policies ensures the integrity and clarity of the financial planning process and can lead to improvement in bond ratings and lower cost of capital.
2. The capital asset planning process applies to projects of \$100,000 or more and having a useful life of at least five years. These projects include capital maintenance tasks that increase the life of the asset on assets with values of \$100,000 or more. In addition, the planning process includes information technology items over \$100,000 that may have a useful life of less than five years.
3. Metro’s Capital Asset Management Policy shall be governed by the following principles:
  - a. Metro shall operate and maintain its physical assets in a manner that protects the public investment and ensures achievement of their maximum useful life. Ensuring the maximum useful life for public assets is a primary agency responsibility. Establishing clear policies and procedures for monitoring, maintaining, repairing and replacing essential components of facilities is central to good management practices.
  - b. Metro shall prepare, adopt and update at least annually a five-year Capital Improvement Plan (CIP). The Plan will identify and set priorities for all major capital assets to be acquired or constructed by Metro.

- c. Metro shall establish a Renewal and Replacement Reserve account for each operating fund responsible for major capital assets. Renewal and Replacement includes any activity that serves to extend the useful life or increase the efficiency of an existing asset, while retaining its original use. Ensuring that the public receives the maximum benefit for its investments in major facilities and equipment requires an ongoing financial commitment.
- d. Capital and renewal and replacement projects shall support Metro's Diversity in Contracting goals, including the Sheltered Market and FOTA program and the goals of Metro's Diversity Action Plan.
- e. To the extent possible, improvement projects and major equipment purchases will be funded on a pay-as-you-go basis from existing or foreseeable revenue sources. Fund Balances above established reserve requirements may be used for one-time expenditures such as capital equipment or financing of capital improvements. Debt financing should be utilized only for new projects or complete replacement of major capital assets.
- f. Capital and renewal and replacement projects should support implementation of Metro's Sustainability Plan.
- g. Projects shall be analyzed in light of environmental, regulatory, economic, historical and cultural perspectives, as well as the capacity of the infrastructure and the availability of resources for ongoing maintenance needs.
- h. All approved capital projects shall be consistent with relevant goals and strategic plans as adopted by departments, the Metropolitan Exposition-Recreation Commission ("MERC"), or the Metro Council.
- i. A financial feasibility analysis shall be performed before any capital project, regardless of cost, is submitted to the Metro Council, MERC Commission, Chief Operating Officer, or General Manager of Visitor Venues for approval. The financial feasibility analysis shall include an analysis of the financial impact on the operating fund balance, return on investment, the availability and feasibility of funding sources, and cost estimates for the capital project. The analysis shall also identify the financial impact of the following requirements:
  - i. Any public art funding requirements imposed by the Metro Code, the facility's owner, or any other applicable law;
  - ii. All required licenses, permits, certificates, design approval documents, and similar documents required by any authority; and
  - iii. Any contractual or legal requirements that apply to the proposed capital project.
- a. In the capital project planning and review process, the Metro Council, MERC Commission, Chief Operating Officer, and General Manager shall be guided by the following financing principles:
  - i. Funds shall be expended only on capital projects that meet identified strategic priorities.
  - ii. Funds shall be expended only on capital projects for which an analysis of funding options has been conducted. This analysis shall include evaluation of all funding options (donations, revenue generation by the project, intrafund transfers, proposed borrowing), and an analysis of the capital project's strategic priority, useful life, revenue sources, and repayment options.
  - iii. Funds shall be expended only on new projects that include identified and protected funding sources for a renewal and replacement reserve to ensure that the value of the capital asset can be maintained.
  - iv. Funds shall be expended only on projects for which a funding source for operational requirements has been identified.
  - v. Metro's Adopted Budget should include undesignated contingency funds to permit MERC and other departments with capital project responsibilities to respond to unexpected events or opportunities.

## Section 2: Definitions

1. Capital asset – An item permanent in nature with future service capacity and used in operations, having an initial useful life of over one year, tangible or intangible, and held for purposes other than investment or resale with a cost (or fair market value if donated) equal to or greater than the capitalization threshold established for the asset category included later in this policy.
2. Capital maintenance – Expenditures for repair and maintenance services not provided directly by Metro personnel. These costs are relatively minor alterations, ordinary and routine repair or effort necessary to preserve or repair an asset due to normal wear and tear so that it achieves its initial planned useful life. While not capitalized, significant capital maintenance projects (those with costs equal to or greater than \$100,000) must be included in the CIP and obtain Council authorization.
3. Total cost accounting – An analysis that includes the total initial acquisition cost of an asset as well as all operating costs for the expected useful life of the asset.
4. Renewal and replacement – Construction, reconstruction or major renovation on capital assets. Renewal and replacement does not include relatively minor alteration, ordinary repair or maintenance necessary to preserve or repair an asset.
5. Return on investment (ROI) – A calculation of the financial gains or benefits that can be expected from a project. ROI is represented as a ratio of the expected financial gains (benefits) of a project divided by its total costs.

## Section 3: New Capital Projects

1. All new capital projects over \$100,000 must be approved as part of the annual budget process. New project requests must comply with any other applicable Metro program or process requirements, including all Construction Project Management Office requirements and Metro's Green Building Policy.
2. New projects over \$100,000 identified during the course of the fiscal year require approval as follows:
  - a. If the project does not require additional budgetary authority, the project may be approved by the Chief Operating Officer, or their designee;
  - b. If the project requires additional budgetary authority, the project must be approved by the Metro Council.
  - c. For Capital projects with a total anticipated cost of less than \$100,000 at the MERC venues, the General Manager of Visitor Venues may approve the project if sufficient budgetary authority is available.
  - d. Any capital project at the MERC venues with a total anticipated cost of \$100,000 or more also requires approval by the MERC Commission.
3. Emergency capital projects may be approved as follows:
  - a. The Chief Operating Office or their designee may approve capital projects with a total anticipated cost of \$50,000 or more.
  - b. The MERC Commission delegates to the General Manager or their designee the authority to approve capital projects with a total anticipated cost of \$100,000 or more.
  - c. In the event an emergency capital project is approved, that approval shall be reported as follows:
    - i. The Chief Operating Officer shall report the approval to the Metro Council.
    - ii. The General Manager shall report the approval to the MERC Commission at the next regular Commission Meeting.

#### Section 4: Renewal and Replacement

1. The intent of Renewal and Replacement reserves is to ensure that sufficient resources are available for capital maintenance or replacement so that Metro's capital assets meet or exceed their estimated useful life. The Renewal and Replacement Reserve for each operating fund with major capital assets should initially be established based on the value of the asset and consideration of known best asset management practices.
2. General Guidelines – Renewal and replacement reserves and projects should be managed according to the following guidelines:
  - a. Renewal and replacement reserves are not intended to fund major capital assets such as building replacements or significant structural upgrades.
  - b. Renewal and replacement reserves are not intended to fund routine maintenance activities. Routine maintenance should be included in facility operating budgets. If routine maintenance costs for an asset are increasing, renewal and replacement projects may be moved forward in the schedule if the project can be shown to reduce operating and/or maintenance costs.
  - c. Facility managers should perform annual facility assessments to review renewal and replacement schedules.
  - d. All renewal and replacement projects should incorporate sustainability features that support Metro's sustainability goals, support adopted policies such as the Green Building Policy and Sustainable Procurement Policy and be evaluated on a total cost accounting basis relative to less sustainable options.
  - e. New capital projects should be added to renewal and replacement lists upon completion. Asset replacement costs shall initially be based on original asset costs. In future revisions, replacement costs shall be based on acquiring a new asset of equal utility. Increased sustainability features such as efficiency improvements or design changes (e.g. green roof vs. traditional roof design) are not increases in asset utility. Increased estimated replacement costs based on new or improved sustainability features shall be considered in the budget process.
  - f. On an annual basis, the Finance and Regulatory Services Director shall determine the minimum asset value for projects to be included in renewal and replacement reserves.
  - g. For General Fund assets, the renewal and replacement reserves should be managed to ensure sufficient funding is available to complete all projects for the next 10 years. Enterprise fund renewal and replacement accounts should be managed to ensure that annual contributions are sufficient to fund renewal and replacement projects on an ongoing basis.
3. Budget Process – During the annual budget process, Department Directors shall submit a list of proposed renewal and replacement projects as part of the annual budget process. The renewal and replacement project lists shall include:
  - a. Cost estimates for all renewal and replacement projects (including projects carried forward from the prior year) that can be reasonably expected to be completed in the following fiscal year.
  - b. Cost estimates for design and/or engineering work necessary to develop the scope and cost of construction project estimates for future renewal and replacement projects.
  - c. Any projects with cost estimates above previous replacement cost estimates based on the inclusion of sustainability features in the project design that increase the initial cost of the project.
4. Renewal and replacement projects shall be included in aggregate in the Capital Improvement Plan for the Proposed Budget for Council Review.
5. Asset Management and Capital Planning Steering Committee
  - a. The purpose of the Steering Committee is to review progress and provide guidance to the implementation of the Strategic Asset Management Plan (SAMP), the achievement of the 2021 Public Assets Goals, and the Asset Management and Capital Planning (AMCP) Program deliverables. The Steering Committee provides insight on long-term strategies in support of Council and executive leadership priorities. The steering



committee recommends the portfolio of capital projects to proceed through the budget process based upon criteria such as strategic timing, staff capacity, and sufficient scoping and in adherence with the Capital Asset Management Policy. Membership of the steering committee includes:

- Deputy Chief Operating Officer (Chair)
- General Manager, Visitor Venues
- Director of Finance and Regulatory Services
- Director of Property and Environmental Services
- Director of Parks and Nature
- Director of Asset Management and Capital Planning Program
- Director of Information Services
- Director of Operations, from one of metro's seven operations, serving a one-year term

### **Section 5: Capital Improvement Plan (CIP)**

1. Metro will prepare, adopt and update at least annually a five-year Capital Improvement Plan (CIP). The plan will identify and set priorities for all major capital assets to be acquired or constructed by Metro. The first year of the adopted CIP shall be included in the Proposed Budget. The CIP includes all Capital and Renewal and Replacement projects with a budget of \$100,000 or more.
2. Updates to the CIP may be made at any point during the fiscal year. Updates are required under the following circumstances:
  - a. New projects (over \$100,000) that are identified during the fiscal year and need to be initiated prior to the next fiscal year;
  - b. Actual or anticipated expenses for projects included in the current year adopted budget increase more than 20% above the original project budget if the original budget amount is less than or equal to \$1,000,000 or 10% if the original budget amount is greater than \$1,000,000 ;
  - c. Actual or anticipated expenses for projects included in the current year adopted budget require an increase in budget appropriation, regardless of the amount of increase above the original project budget.

### **Section 6: Sustainability**

1. All project proposals for new capital projects and renewal and replacement projects shall describe how the project supports Metro's Sustainability Plan in its efforts to reduce the environmental impact of Metro operations. When assessing capital or renewal and replacement projects for funding or prioritization, the following sustainability criteria should be applied:
  - b. Use total cost of ownership to create project budget projections that consider the costs of operating the asset for its entire useful life, not just the initial costs.
  - c. Utilize the prioritization criteria in Metro's Sustainability Plan:
  - d. Strong impacts on Metro's sustainability goals (greenhouse gas emissions, toxics, waste, water quality and habitat)
    - i. Provide a strong foundation for future sustainable operations work
    - ii. Leverage other investments (internal or external)

- iii. Present a strong return on investment (ROI)
  - iv. Reduce operations and maintenance costs over time
  - v. Provide strong public visibility and/or public education opportunity
  - vi. Support the region's economy
- e. Support the requirements and preferred qualifications of Metro's Green Building and Sustainable Procurement administrative procedures.
  - f. Prioritize projects that, through their implementation, support Metro's MWESB procurement goals, including the Sheltered Market and FOTA programs and related goals of Metro's Diversity Action Plan.
  - g. Consider economic benefits or return on investment (i.e. simple payback) on projects that have a financial benefit to Metro over the life of the investment.
2. Capital and renewal and replacement projects should be incorporated into the site-specific work plans developed for each facility that indicate how the Sustainability Plan will be implemented.

### **Section 7: Reporting**

1. Capital project budget and actual reporting and status reports shall be provided as follows:
  - a. Departments shall report to the Chief Operating Officer or designee quarterly;
  - b. The General Manager shall report to the MERC Commission quarterly;
  - c. The Director of Finance and Regulatory Services shall report to the Metro Council twice annually.

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION 22-5263, FOR THE PURPOSE OF ADOPTING THE CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2022-23 THROUGH 2026-27 AND RE-ADOPTING METRO'S FINANCIAL POLICIES**

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Date: June 8, 2022

Prepared by:  
Patrick Dennis, Budget Coordinator

Department: Office of the Chief Operating Officer

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

Meeting date: June 16, 2022

Length: 15 minutes

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#### **ISSUE STATEMENT**

Council action, through Resolution 22-5263, will adopt the Capital Improvement Plan (CIP) for FY 2022-23 through FY 2026-27 (five year CIP) and will re-adopt Metro's Financial Policies.

#### **ACTION REQUESTED**

Council consideration of Resolution 22-5263.

#### **IDENTIFIED POLICY OUTCOMES**

- Adoption of the five year CIP approves capital projects as detailed in Exhibit A and directs that project expenditures for FY 2022-23 are appropriated, as amended, in the FY 2022-23 budget.
- Re-adoption of Metro's Financial Policies, as outlined in Exhibit B, for FY 2022-23.

#### **POLICY QUESTIONS**

- Does the five year CIP align with Capital Asset Management Policies designed to operate and maintain physical assets in a manner that protects the public investment and ensures achievement of their maximum useful life?
- Do the Financial Policies appear to safeguard agency assets, promote effective and efficient operations, and support the achievement of Metro's strategic goals?

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Adoption of the five year CIP and the re-adoption of the Financial Policies is required for compliance with Metro's Financial Policies.

#### **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend that Council adopt Resolution 22-5263.

#### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

- The five year CIP outlines Metro's long-range capital planning process. Exhibit A provides details of the five year CIP.

- Metro’s Financial Policies were first adopted in 2004 through Council action on Resolution 04-3465. Since then, Council has re-adopted the Financial Policies annually in concurrence with their annual adoption of the budget. There are no significant changes in the FY 2022-23 Financial Policies.

**1. Known Opposition** – None known at this time.

**2. Legal Antecedents** –

- The preparation, review and adoption of Metro’s annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294.
- Financial Policies detailing post issuance compliance are designed to comply with applicable provisions of the Internal Revenue Code of 1986 and SEC Rule 15c2-12 as amended from time to time.

**3. Anticipated Effects** – The adopted five year CIP and the re-adopted Financial Policies will be effective as of July 1, 2022.

**4. Financial Impacts** – The adopted five year CIP will include 165 projects with FY 2022-23 appropriations of \$58,297,603 and total estimated costs for five years of \$219,596,203.

**BACKGROUND**

- The five year CIP:
  - The table below provides a summary of projects included in the five year CIP:

	Total							
	Projects	FY 2022-23	FY 2023-24	FY2024-25	FY2025-26	FY 2026-27	5 YR Total	
Capital Asset Management	16	\$ 4,245,000	\$ 1,750,000	\$ 2,725,000	\$ 1,600,000	\$ 1,000,000	\$ 11,320,000	
Information Services	21	2,832,579	813,421	1,329,532	456,265	1,054,724	6,486,521	
Parks and Nature	28	30,805,024	18,045,658	17,363,000	20,970,000	21,600,000	108,783,682	
Visitor Venues - MERC	42	4,775,000	6,455,000	9,175,000	8,530,000	3,925,000	32,860,000	
Visitor Venues - Oregon Zoo	14	5,760,000	3,047,000	838,000	-	-	9,645,000	
Waste Prevention and Environmental Services	44	9,880,000	14,534,000	6,047,000	8,320,000	11,720,000	50,501,000	
<b>Total</b>	<b>165</b>	<b>\$ 58,297,603</b>	<b>\$ 44,645,079</b>	<b>\$ 37,477,532</b>	<b>\$ 39,876,265</b>	<b>\$ 39,299,724</b>	<b>\$ 219,596,203</b>	

- Financial Policies re-adopted for FY 2022-23:
  - The policies include general and specific policies that are either required to align with federal or state laws and regulations or developed to establish procedures and practices that meet agency goals and practices. Highlights of the policies include:
    - The policies will be reviewed annually by the Council and published in the adopted budget.
    - A definition of a balanced budget is one in which current year revenues meet or exceed current year expenditures.
    - Any use of fund balance in an operating fund will be fully explained in the adopted budget document.
    - A study to assess the affordability of any new program will be done before the program is implemented.
    - One-time revenues will be used to pay for one-time costs or added to fund balance.
    - Post issuance compliance policies are designed to comply with applicable provisions of the Internal Revenue Code of 1986 and SEC Rule 15c2-12 as amended from time to time.

- Capital asset management policies establish the framework for overall capital asset planning and management.

## **ATTACHMENTS**

Resolution #22-5263 - For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2022-23 through 2026-27 and Re-Adopting Metro's Financial Policies

Exhibit A – Summary of CIP – Resolution 22-5263

Exhibit B – Financial Policies – Resolution 22-5263

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION 22-5263, FOR THE PURPOSE OF ADOPTING THE CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2022-23 THROUGH 2026-27 AND RE-ADOPTING METRO'S FINANCIAL POLICIES**

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Date: June 8, 2022

Prepared by:  
Patrick Dennis, Budget Coordinator

Department: Office of the Chief Operating Officer

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

Meeting date: June 16, 2022

Length: 15 minutes

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#### **ISSUE STATEMENT**

Council action, through Resolution 22-5263, will adopt the Capital Improvement Plan (CIP) for FY 2022-23 through FY 2026-27 (five year CIP) and will re-adopt Metro's Financial Policies.

#### **ACTION REQUESTED**

Council consideration of Resolution 22-5263.

#### **IDENTIFIED POLICY OUTCOMES**

- Adoption of the five year CIP approves capital projects as detailed in Exhibit A and directs that project expenditures for FY 2022-23 are appropriated, as amended, in the FY 2022-23 budget.
- Re-adoption of Metro's Financial Policies, as outlined in Exhibit B, for FY 2022-23.

#### **POLICY QUESTIONS**

- Does the five year CIP align with Capital Asset Management Policies designed to operate and maintain physical assets in a manner that protects the public investment and ensures achievement of their maximum useful life?
- Do the Financial Policies appear to safeguard agency assets, promote effective and efficient operations, and support the achievement of Metro's strategic goals?

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Adoption of the five year CIP and the re-adoption of the Financial Policies is required for compliance with Metro's Financial Policies.

#### **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend that Council adopt Resolution 22-5263.

#### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

- The five year CIP outlines Metro's long-range capital planning process. Exhibit A provides details of the five year CIP.

- Metro’s Financial Policies were first adopted in 2004 through Council action on Resolution 04-3465. Since then, Council has re-adopted the Financial Policies annually in concurrence with their annual adoption of the budget. There are no significant changes in the FY 2022-23 Financial Policies.

**1. Known Opposition** – None known at this time.

**2. Legal Antecedents** –

- The preparation, review and adoption of Metro’s annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294.
- Financial Policies detailing post issuance compliance are designed to comply with applicable provisions of the Internal Revenue Code of 1986 and SEC Rule 15c2-12 as amended from time to time.

**3. Anticipated Effects** – The adopted five year CIP and the re-adopted Financial Policies will be effective as of July 1, 2022.

**4. Financial Impacts** – The adopted five year CIP will include 165 projects with FY 2022-23 appropriations of \$58,297,603 and total estimated costs for five years of \$219,596,203.

**BACKGROUND**

- The five year CIP:
  - The table below provides a summary of projects included in the five year CIP:

	Total							
	Projects	FY 2022-23	FY 2023-24	FY2024-25	FY2025-26	FY 2026-27	5 YR Total	
Capital Asset Management	16	\$ 4,245,000	\$ 1,750,000	\$ 2,725,000	\$ 1,600,000	\$ 1,000,000	\$ 11,320,000	
Information Services	21	2,832,579	813,421	1,329,532	456,265	1,054,724	6,486,521	
Parks and Nature	28	30,805,024	18,045,658	17,363,000	20,970,000	21,600,000	108,783,682	
Visitor Venues - MERC	42	4,775,000	6,455,000	9,175,000	8,530,000	3,925,000	32,860,000	
Visitor Venues - Oregon Zoo	14	5,760,000	3,047,000	838,000	-	-	9,645,000	
Waste Prevention and Environmental Services	44	9,880,000	14,534,000	6,047,000	8,320,000	11,720,000	50,501,000	
<b>Total</b>	<b>165</b>	<b>\$ 58,297,603</b>	<b>\$ 44,645,079</b>	<b>\$ 37,477,532</b>	<b>\$ 39,876,265</b>	<b>\$ 39,299,724</b>	<b>\$ 219,596,203</b>	

- Financial Policies re-adopted for FY 2022-23:
  - The policies include general and specific policies that are either required to align with federal or state laws and regulations or developed to establish procedures and practices that meet agency goals and practices. Highlights of the policies include:
    - The policies will be reviewed annually by the Council and published in the adopted budget.
    - A definition of a balanced budget is one in which current year revenues meet or exceed current year expenditures.
    - Any use of fund balance in an operating fund will be fully explained in the adopted budget document.
    - A study to assess the affordability of any new program will be done before the program is implemented.
    - One-time revenues will be used to pay for one-time costs or added to fund balance.
    - Post issuance compliance policies are designed to comply with applicable provisions of the Internal Revenue Code of 1986 and SEC Rule 15c2-12 as amended from time to time.

- Capital asset management policies establish the framework for overall capital asset planning and management.

## **ATTACHMENTS**

Resolution #22-5263 - For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2022-23 through 2026-27 and Re-Adopting Metro's Financial Policies

Exhibit A – Summary of CIP – Resolution 22-5263

Exhibit B – Financial Policies – Resolution 22-5263



Materials following this page were distributed at the meeting.



Metro

# FY 2022-23 Adopted Budget

June 16, 2022



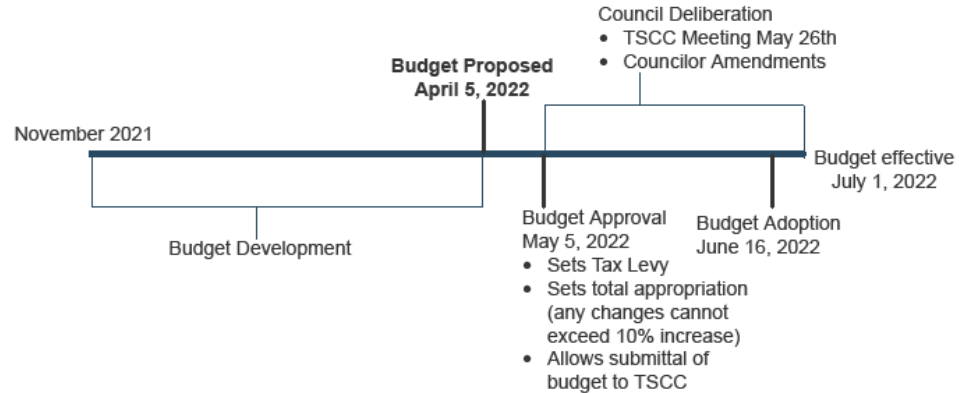
# Overview

- Resolution 22-5262A
- Resolution 22-5263

# Resolution 22-5262A

- Adopts the FY2022-23 Annual Budget
- Sets appropriations
- Levies ad valorem taxes

# Budget Process



# Budget Process

- Public phase began in April
- 8 public hearings
- 16 Metro department presentations
- 14 Metro Council meetings

# Strategic Framework

## COMMITMENTS

**Keep our promises and build back better**



## GUIDING PRINCIPLES

**Racial justice**

**Climate justice and resiliency**

**Shared prosperity**

## HOW AND WHERE

### The roles we play

Employer  
Investor  
Policy maker  
Service provider  
Influencer  
Regional convener

### Our service areas

Garbage and recycling  
Visitor venues  
Oregon Zoo  
Parks and nature  
Land use and transportation

### Our programs

Affordable housing  
Supportive housing  
Parks and nature investments  
Economic development  
Diversity, equity and inclusion



# Racial Equity Framework

- Budget Equity Tool implemented
- New internal engagement efforts with staff of color and department equity leaders
- Racial equity analysis of all new department budget requests



# Significant Changes in the Budget

- New investments in Finance, HR and IT to support business systems and processes
- Expanded community engagement and educational programming in Parks & Nature
- New investments in advancing racial equity and climate justice strategies

# Investments based on Council Priorities

- Support for Venues Visioning project and Keller scoping
- New Partnerships and Community Investment Program Manager position
- Continued capital investments in safety, sustainability and resilience

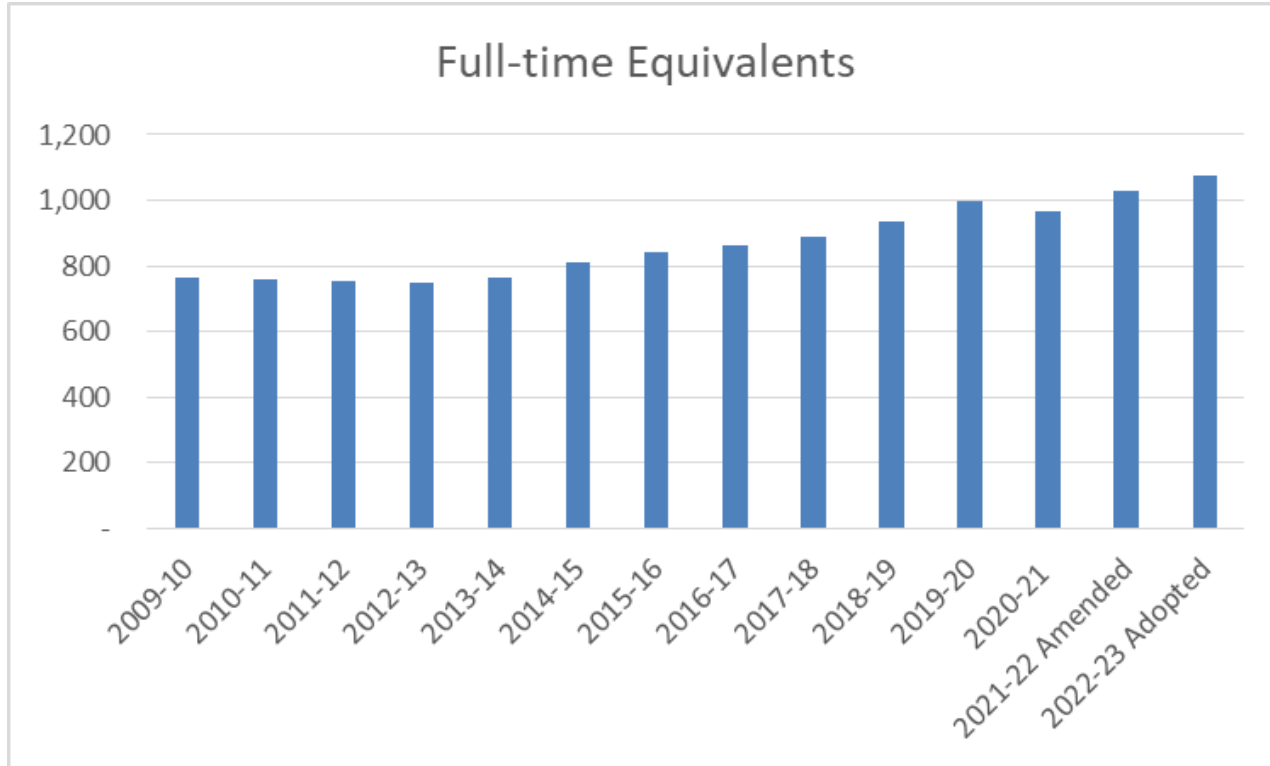
# Budget Notes

- Framework for a regional climate justice and resilience strategy
- Partnerships and Community Investment Program Manager description
- Housing staff capacity

# Budget by fund

	FY 2021-22 Amended Budget	FY 2022-23 Proposed Budget	FY 2022-23 Adopted Budget	% Change
<b>Operating Funds</b>				
General Fund	166,700,000	185,400,000	186,000,000	12%
MERC Fund	59,600,000	87,800,000	87,800,000	47%
Oregon Zoo Operating Fund	44,900,000	59,300,000	59,300,000	32%
Parks and Nature Operating	31,900,000	36,600,000	36,600,000	15%
Solid Waste Revenue Fund	136,600,000	143,000,000	154,400,000	13%
<b>Total Operating</b>	<b>\$439,700,000</b>	<b>\$512,100,000</b>	<b>\$524,100,000</b>	<b>19%</b>
<b>Bond/Capital Funds</b>				
General Assets Management Fund	34,200,000	37,200,000	37,700,000	
Natural Areas Fund	6,300,000	4,500,000	4,500,000	
Oregon Zoo Asset Management Fund	8,500,000	9,600,000	10,400,000	
Oregon Zoo Infrastructure Bond Fund	1,000,000	0	0	
Parks and Nature Bond Fund	203,100,000	182,200,000	182,200,000	
<b>Total Bond/Capital</b>	<b>\$253,100,000</b>	<b>\$233,500,000</b>	<b>\$234,800,000</b>	<b>(7%)</b>
<b>Debt Service Funds</b>				
General Obligation Bond Debt Service Fund	74,500,000	76,600,000	76,600,000	
General Revenue Bond Fund	10,500,000	10,500,000	10,500,000	
<b>Total Debt Service</b>	<b>\$85,000,000</b>	<b>\$87,100,000</b>	<b>\$87,100,000</b>	<b>2%</b>
<b>Other Funds</b>				
Affordable Housing Fund	573,500,000	535,200,000	535,200,000	
Cemetery Perpetual Care Fund	800,000	800,000	800,000	
Community Enhancement Fund	1,700,000	1,700,000	1,700,000	
Risk Management Fund	4,500,000	4,600,000	4,600,000	
Smith & Bybee Wetlands Fund	1,600,000	1,400,000	1,400,000	
Supportive Housing Services Fund	203,900,000	240,700,000	240,700,000	
<b>Total Other</b>	<b>\$786,000,000</b>	<b>\$784,400,000</b>	<b>\$784,400,000</b>	<b>(0%)</b>
<b>Total All Funds</b>	<b>\$1,563,800,000</b>	<b>\$1,617,100,000</b>	<b>\$1,630,400,000</b>	<b>4%</b>
FTE	1,027.20	1,070.90	1,074.10	5%

# 10-year agency FTE history



## Property Tax Levy

	Principal	Interest	Total
<i>General Obligation Bonds</i>			
Natural Areas 2012A Series	6,840,000	1,538,200	8,378,200
Natural Areas 2018 Series	1,975,000	441,500	2,416,500
Natural Areas 2020A Series	0	3,526,179	3,526,179
Natural Areas 2020B Series	16,945,000	763,315	17,708,315
Oregon Zoo Infrastructure 2012A Series	4,000,000	1,288,075	5,288,075
Oregon Zoo Infrastructure 2018 Series	890,000	334,000	1,224,000
Affordable Housing 2019 Series	17,835,000	20,208,129	38,043,129
	<b>48,485,000</b>	<b>28,099,398</b>	<b>76,584,398</b>

\*Estimated debt service

Property Taxes	FY 2021-22	FY 2022-23
	Amended Budget	Adopted Budget
Permanent Operating Rate (per thousand)	9.66¢	9.66¢
Parks and Natural Areas Local Option Levy (per thousand)	9.60¢	9.60¢
Debt service (per thousand)	39¢	39¢
Average homeowner (\$250,000 assessed value)	\$146	\$145

# Resolution 22-5263

- Adopts the FY2022-23 Through FY2026-27 Capital Improvement Plan
- Re-adopts Metro's Financial Policies



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

**[oregonmetro.gov](http://oregonmetro.gov)**





# IBR Modified LPA and Conditions of Approval

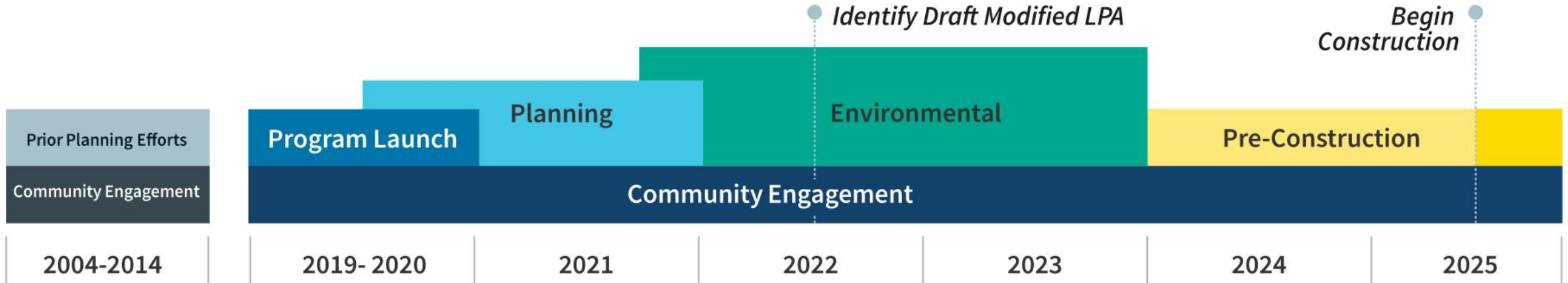
Metro Council  
June 16, 2022

# Agenda

- ▶ Program Timeline & IBR Locally Preferred Alternative (LPA) Process
- ▶ Metro Council LPA Sequence
- ▶ Calendar
- ▶ LPA Description Recap
- ▶ Conditions of Approval Discussion



# Program Timeline



- ▶ **Summer 2022 – Mid-2024:** Additional analysis and design refinements that result in a *Supplemental Environmental Impact Statement (SEIS)*
- ▶ **Mid 2024:** Additional design details finalized plus off-site improvements and mitigations
- ▶ **2025:** Construction begins



# IBR Modified LPA Process

- ▶ IBR LPA modified from 2008 CRC LPA
- ▶ Developed with input of project staff groups informed by public engagement and feedback from community groups
  - Community Advisory Group
  - Equity Advisory Group
  - Executive Steering Group
- ▶ 8 partners asked to present Modified LPA to their commission/boards



# Metro Council Modified LPA Resolution Sequence

- ▶ TPAC recommended JPACT endorsement: June 3, 2022
- ▶ JPACT endorsed Modified LPA: June 16, 2022
- ▶ Metro Council consideration: July 14, 2022



# Partner Endorsement Schedule\*

- ▶ June 22: TriMet Board of Directors
- ▶ July 11: Vancouver City Council
- ▶ July 12: CTRAN Board of Directors
- ▶ July 12: Port of Vancouver Board of Commissioners
- ▶ July 13: Portland City Council
- ▶ July 13: Port of Portland Board of Commissioners
- ▶ July 14: RTC Board of Directors
- ▶ July 14: Metro Council



## Following Partner Endorsement Meetings:

- ▶ July 21: Executive Steering Group to consider consensus recommendation to move the Modified LPA into the SEIS process for further evaluation
- ▶ July 21: Bi-state legislative committee responds to ESG recommendation

*\* Dates as currently scheduled, subject to change*



# IBR Recommendation: Modified LPA


Hayden Island:  
**Partial Interchange**  
 Transit:  
**Light Rail to Evergreen near I-5**

River Crossing  
 Auxiliary Lanes:  
**1**  
 Variable Rate  
 Tolling:  
**Yes**




## Partial Interchange Summary


Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space



Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges



## Benefits of Expanding LRT from Expo to Evergreen

**4** Stations\* 

**3,000+** Residents are within a half mile walk

**26%** BIPOC  **41%** Low-income

\*Includes the existing Expo station and 3 new stations.

## Equity - Jobs Accessible via Transit (% increase)\*

**68%** General **73%** BIPOC

**59%** Low-income **71%** People w/ disabilities

\*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

## Climate - GHG Reduction\*

**36,000** metric tons/year  
 or the equivalent of

**7,000** homes' electricity for one year **OR** **89,400,000** miles driven by gas powered car

\*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

## Strategies to Combat Climate Change



- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies



Metro

*Discussion: Metro's Draft Conditions of Approval for the Modified LPA of the I-5 Bridge Project*

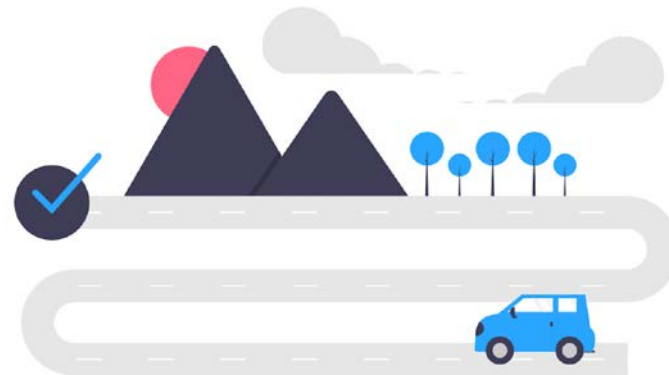
June 16, 2022



# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

- Based on Metro Council's Values, Outcomes, and Actions for the I-5 Bridge Replacement Project
- Took into consideration the prior Metro's Conditions of Approval on the LPA (CRC project)
- Reflects input from Metro Council in the 5 work sessions on this project
- Eight areas of focus



# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### Climate

- ▶ Project should contribute to strategies that meet State's GHG goals
- ▶ Construction should use most sustainable methods possible
- ▶ SEIS to include in-depth GHG / VMT analysis
- ▶ Implement variable rate tolling as soon as possible

### What we heard from Metro Council:

- ▶ Be specific about meeting State's GHG goals
- ▶ Goals should be met through VMT reduction, not just technology
- ▶ Accountability measures for GHG

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### Equity and Community

- ▶ Develop Community Benefits Agreement to mitigate for impacts to health or access
- ▶ Hire/trains local minority-owned contractors for short- and long-term jobs
- ▶ Continue to apply Equity Framework and use EAG's performance measures to assess outcomes for equity
- ▶ Continue engagement through design and construction

### What we heard from Metro Council

- ▶ The Community Benefits Agreement should be led by the community
- ▶ Embrace the EAG recommendations and encourage the EAG to be bold
- ▶ Importance of the Construction Careers Pathway Program

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### TOLLING AND ON DEMAND MANAGEMENT

- ▶ Implement variable rate tolling as soon as possible, coordinated with the Oregon Toll Program
- ▶ Develop a low-income program
- ▶ Provide and publicize alternative transportation options
- ▶ Conduct investment grade analysis of toll revenue

#### **What we heard from Metro Council:**

- ▶ Emphasized that tolling should start as soon as possible
- ▶ Need to educate public about tolling before we toll
- ▶ Importance of pairing TDM programs with tolling

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### ACTIVE TRANSPORTATION

- ▶ Commit to exceptional facilities that attract new bikers/walkers
- ▶ Ensure connections to transit and neighborhoods
- ▶ Adhere to ODOT's Blueprint for Urban Design principles
- ▶ Ensure bike/ped access/connections during construction

#### What we heard from Metro Council:

- ▶ Project should address bike and pedestrian connections to and from the bridge in the Bridge Influence Area, especially on Hayden Island
- ▶ World class bike/ped facilities

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### TRANSIT

- ▶ Light rail must be included
- ▶ Partners to refine all transit options to accommodate transit demand
- ▶ Optimize bus routes and station locations to facilitate transfers, increase ridership, and reduce VMT
- ▶ Ensure the light rail terminus allows for future expansion

#### What we heard from Metro Council:

- ▶ Important that light rail can be expanded from Evergreen to Clark County in the future
- ▶ Connections between the future light rail system and C-Tran's bus rapid system are key

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### BRIDGE DESIGN

- ▶ Practical design should be used to design the bridge to right-size the bridge
- ▶ Attractive bridge should reflect community values and historical significance
- ▶ Engage the public to inform aesthetics, including art and cultural elements
- ▶ Allow for efficient movement of freight

#### What we heard from Metro Council:

- ▶ Difference between using urban design principles to build a smaller bridge and the need for good architecture – both are important
- ▶ Appearance of the bridge should reflect the cultural values of region

# Draft for Discussion: Metro's Conditions of Approval

## Modified LPA for the I-5 Bridge Replacement Project

### FINANCIAL PLAN

- ▶ Indicate the level of federal, state, and local sources of revenue
- ▶ Include assumptions of how variable rate tolling revenue will be used
- ▶ Balance revenue generation and demand management
- ▶ Take into account operation and maintenance needs of transit

#### What we heard from Metro Council:

- ▶ Questions about how much tolling revenue will pay for bridge
- ▶ Questions about Federal and Oregon's contribution to the financial plan



# Draft for Discussion: Metro's Conditions of Approval Modified LPA for the I-5 Bridge Replacement Project

## COMMUNITY ENGAGEMENT

- ▶ Continue a robust process utilizing the CAG, EAG, and ESG
- ▶ Consider a public bridge naming process
- ▶ Involve Metro Council in
  - SEIS and NEPA-related activities
  - Project design
  - Tolling policies, revenue allocation, toll rate-setting
  - Community Benefit Agreement

EXTRA SLIDES IN BACK

# IBR Modified LPA Components

- ▶ Replacement of I-5 Bridge
  - 3 I-5 through lanes through BIA
  - 1 aux lane b/w Marine Drive and E Mill Plain Blvd
- ▶ Replacement of N Harbor Bridge
- ▶ Partial Interchange at Hayden Island, full interchange at Marine Drive
- ▶ Variable Rate Tolling
  - Funds construction
  - Manages congestion
  - Improves multi-modal mobility within BIA

# IBR Modified LPA Components

## ▶ Transit Improvements

- Light Rail extension from Expo
  - *Generally adjacent to I-5*
  - *Station at Hayden Island*
  - *Interim MOS terminus at Evergreen*
  - *Additional station(s) in Vancouver decided by Vancouver City Council in consultation with C-TRAN, Port of Vancouver, and TriMet*
- Continuation of C-TRAN current and future Vine BRT
- Continuation of C-TRAN express bus service between markets north of the Bridge Influence Area and Downtown Portland, using bus on should facilities where available

## ▶ Active Transportation Improvements

- Multi-Use Path included on new bridge
- Connections to transit, Columbia River Renaissance Trail, 40-Mile Loop

# IBR Modified LPA Components

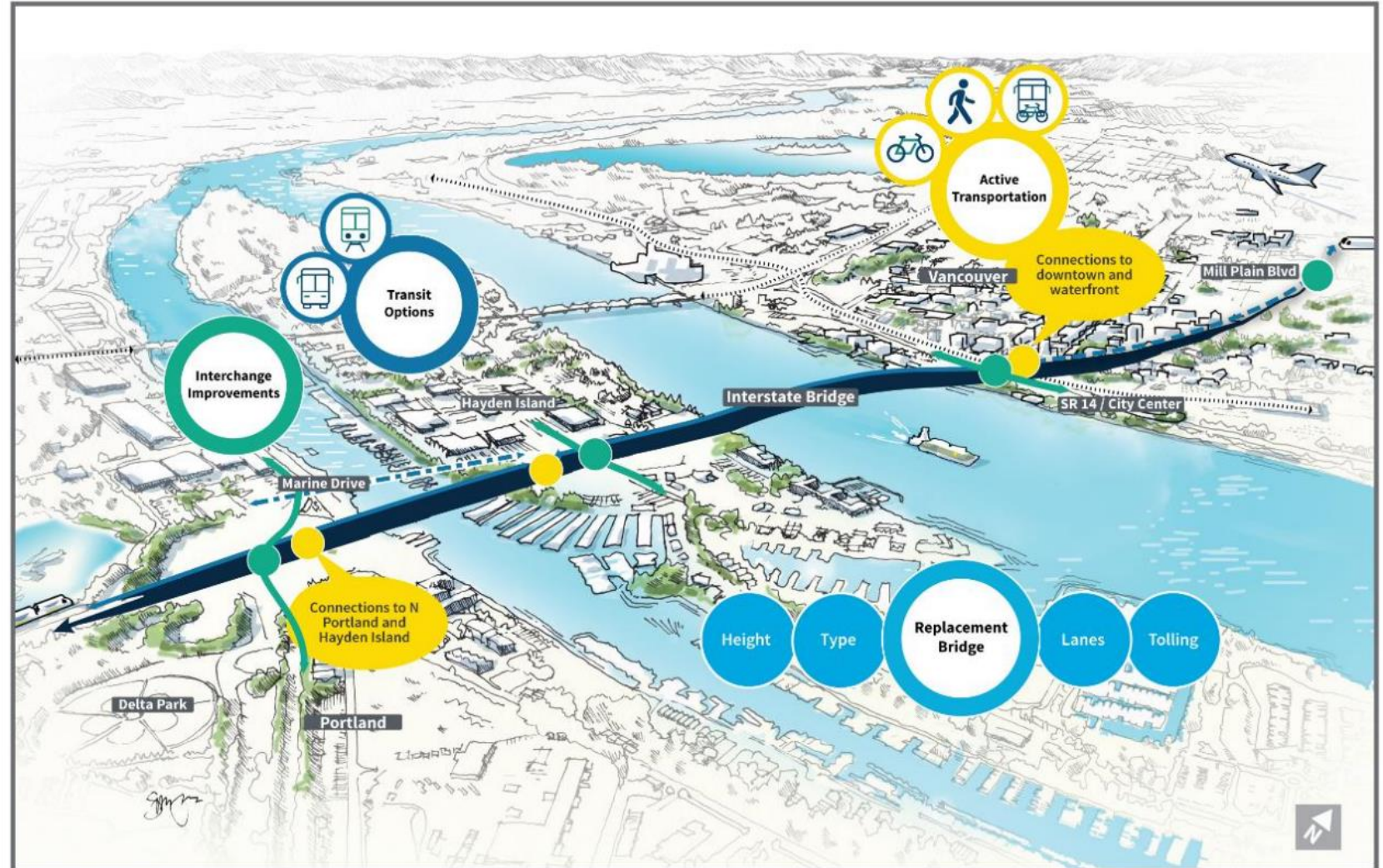
## ▶ Additional Commitments

- Study improvements to additional interchanges within BIA
- Establish a GHG reduction target and develop and evaluate design solutions that contribute to achieving program and statewide climate goals
- Evaluate design options' impact on equity priority areas addressing air quality, land use, travel reliability, safety, and improved access to all transportation modes and facilities
- Development of programs and improvements to be defined in a Community Benefits Agreement

# Modified Locally Preferred Alternative (LPA)

Key components of the Modified LPA:

- ▶ Transit Investment
- ▶ Number of Auxiliary Lanes
- ▶ Tolling
- ▶ Hayden Island/Marine Drive Interchange
- ▶ Bike/Ped Facility





# LPA Recommendation: LRT to Evergreen

- ▶ The Preferred transit components:
  - Mode: Light Rail
  - Alignment: I-5 Running/Adjacent
  - Terminus: Near Evergreen
- ▶ Components to be studied further:
  - General station locations
  - General P&R location and size
  - Operations and Maintenance Facility
  - System improvements to transit speed and reliability



**DRAFT**  
Date: 12/21/2021

# Modified LPA – Auxiliary Lanes

- ▶ Aux lanes are ramp-to-ramp connections that facilitate acceleration and deceleration, weaving, merging and diverging between intersections

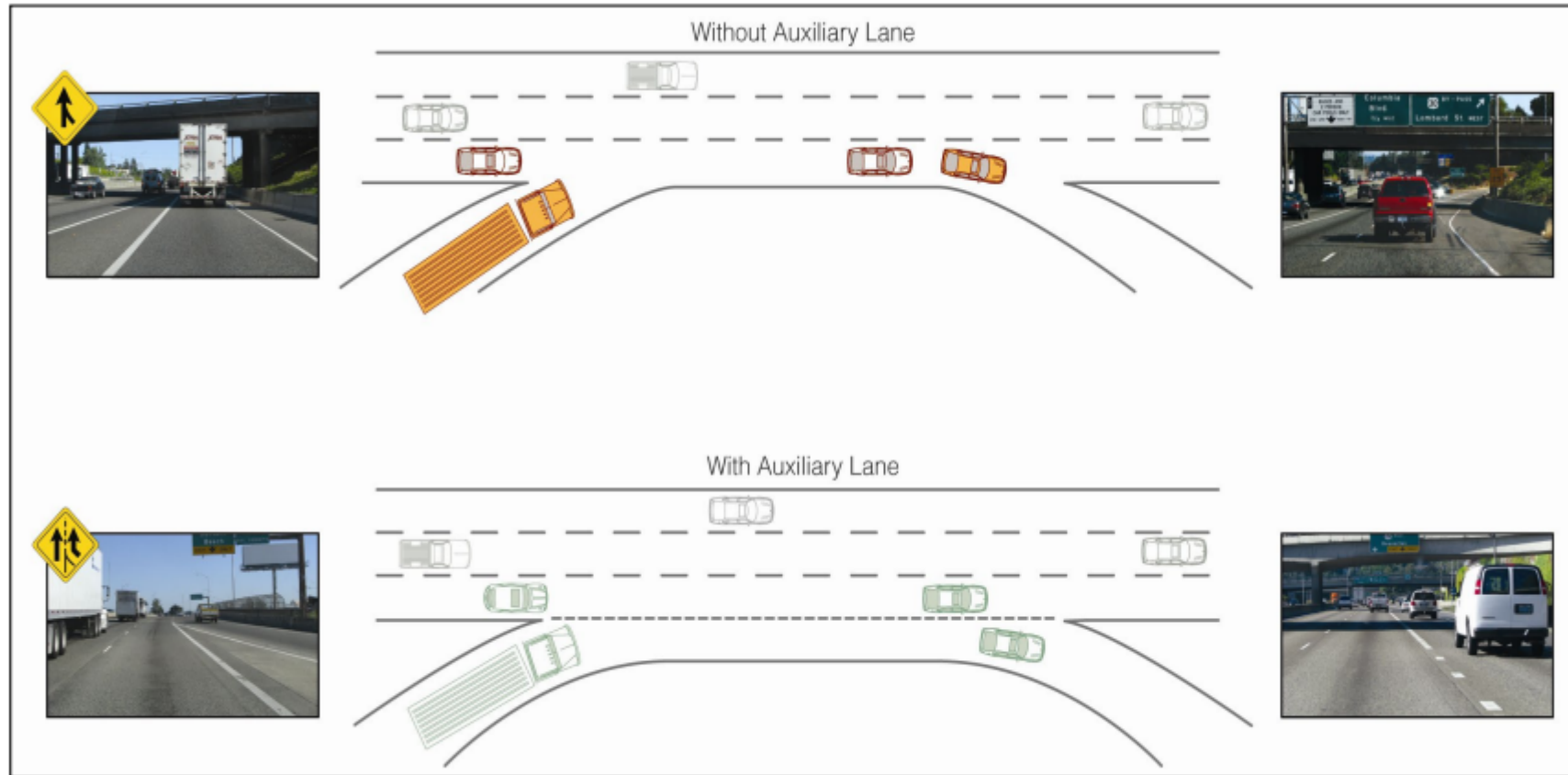
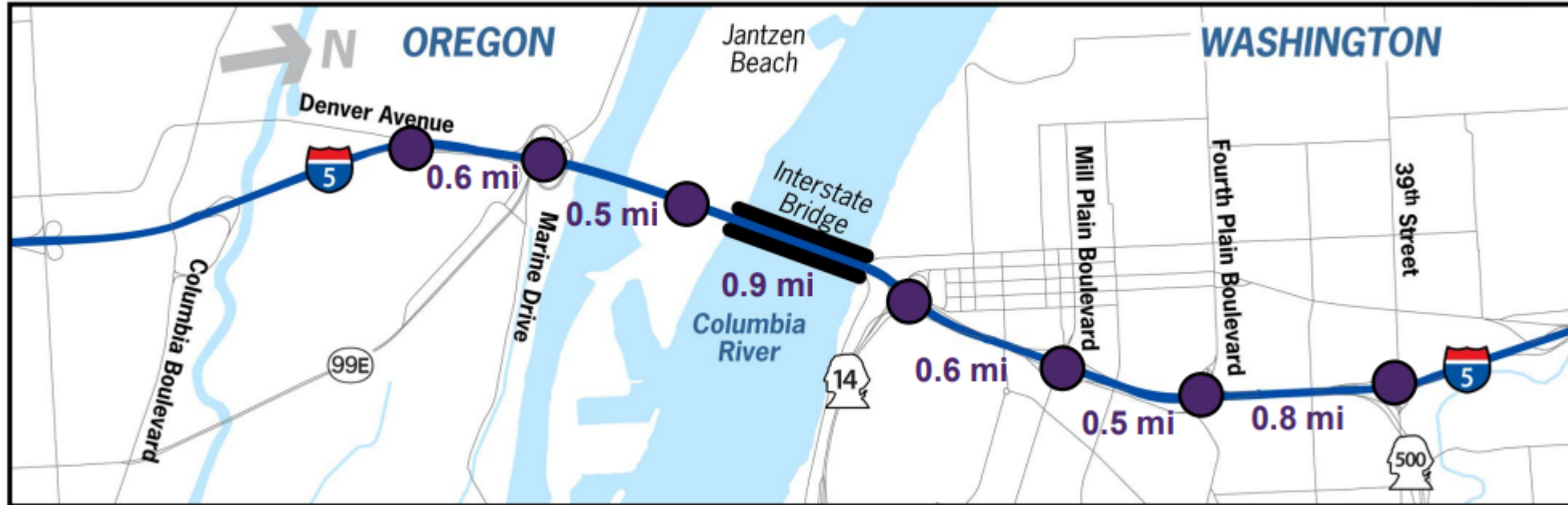


Figure shows typical highway Merge and Diverge conditions, without (top) and with (bottom) Aux Lane



# Modified LPA – Auxiliary Lanes



- ▶ AM Peak Hour – 85% of SB traffic to or from 7 interchanges
- ▶ PM Peak Hour – 75% of NB traffic to or from 7 interchanges
- ▶ Intersections closely spaced
- ▶ Contributes to crashes and congestion

# Modified LPA – Hayden Island/Marine Drive Interchange

## Design Assumptions

- ▶ North Portland Harbor bridge replacement
- ▶ Local auto access on bridge between N. Portland and Hayden Island
- ▶ Local ped/bike connections with shared use path
- ▶ High Capacity Transit station on Hayden Island





# Half Interchange Option

