



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

Council meeting agenda

Thursday, April 25, 2024

10:30 AM

Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)
<https://www.youtube.com/live/x6PaIKGYXF>
[E?si=LRI7OScSrJGuHgG_](https://www.youtube.com/live/x6PaIKGYXF)

1. **Call to Order and Roll Call**
2. **Public Communication**

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. **Consent Agenda**

- 3.1 Resolution No. 24-5408 For the Purpose of Appointing
Members to the Natural Areas and Capital Program
Performance Oversight Committee

[RES 24-5408](#)

Attachments: [Resolution No. 24-5408](#)
[Exhibit A](#)
[Staff Report](#)

- 3.2 Resolution No. 24-5410 For the Purpose of Re-Appointing Members to the Natural Areas and Capital Program Performance Oversight Committee

[RES 24-5410](#)

Attachments: [Resolution No. 24-5410](#)
[Exhibit A](#)
[Staff Report](#)

- 3.3 Resolution No. 24-5403 For the Purpose of Authorizing the Chief Operating Officer to Grant a Park Use Easement to PGE at Farmington Paddle Launch

[RES 24-5403](#)

Attachments: [Resolution No. 24-5403](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 24-5404 For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and the Regional System Fee for 2024-25

[RES 24-5404](#)

Presenter(s): Brian Kennedy (he/him), CFO, Metro

Attachments: [Resolution No. 24-5404](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)
[Attachment 3 to Staff Report](#)

5. Other Business

- 5.1 Budget Committee Deliberation on the FY 2024-25 Proposed Budget and to Consider Proposed Budget Amendments [24-6052](#)

Presenter(s): Marissa Madrigal (she/her), COO, Metro
Brian Kennedy (he/him), CFO, Metro
Brian Evans (he/him), Metro Auditor

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)
[Attachment 6](#)
[Attachment 7](#)

Public hearing on the budget

- 5.2 Department Budget Presentation: Oregon Zoo [24-6044](#)

Presenter(s): Heidi Rahn, Oregon Zoo Director

Attachments: [Staff Report](#)

- 6. Chief Operating Officer Communication
- 7. Councilor Communication
- 8. 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. 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.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщощо 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。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. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។ ប្រសិនបើលោកអ្នក មុនថ្ងៃប្រជុំដើម្បីរៀបចំឲ្យមានអ្នកបកប្រែភាសាសំរាប់លោកអ្នក ។

إشعار بعدم التمييز من Metro

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

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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. 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 ntawv ceeb toom

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

**Resolution No. 24-5408 For the Purpose of Appointing
Members to the Natural Areas and Capital Program
Performance Oversight Committee**
Consent

Metro Council Meeting
Thursday, April 25, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING)	RESOLUTION NO. 24-5408
MEMBERS TO THE NATURAL AREAS AND)	
CAPITAL PROGRAM PERFORMANCE)	Introduced by Chief Operating Officer Marissa
OVERSIGHT COMMITTEE)	Madrigal with the Concurrence of Metro
)	Council President Lynn Peterson

WHEREAS, at the general election held on November 5, 2019, Metro Area voters approved the 2019 Parks and Nature Bond Measure (“Bond Measure”), authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home; and

WHEREAS, the Bond Measure calls for community oversight and states that an independent community oversight committee will review bond expenditures and provide annual reports; and

WHEREAS, Metro Code Chapter 2.19.220 creates and governs the Natural Areas and Capital Program Performance Oversight Committee, which consists of 9 to 21 members, appointed by the Metro Council President and subject to confirmation by the Metro Council; and

WHEREAS, in Resolution No. 21-5155, the Metro Council confirmed the Council President’s appointment of 19 members to the Committee; and 11 of those 19 members continue to serve; and

WHEREAS, an open recruitment has focused on identifying individuals who are committed to the bond mission and criteria, represent the diversity of the region and bring experience and perspective in alignment with the themes identified as priority by the Council; and

WHEREAS, the Metro Council President is appointing 7 individuals to the Committee, as set forth in Exhibit A; and

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

BE IT RESOLVED that the Metro Council confirms the appointments to the Natural Areas and Capital Program Performance Oversight Committee as set forth on Exhibit A.

ADOPTED by the Metro Council this ___ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to the Resolution No. 24-5408 For the Purpose of Appointing Members to the Natural Areas and Capital Program Performance Oversight Committee

The following persons will be appointed to a two-year term beginning in 2024 and eligible to serve two additional two-year terms thereafter:

Sachi Arakawa Environmental Planning Consultant, Cascadia Partners and Adjunct Professor, Portland State University

Yume Delegato Senior Communications Coordinator, Prosper Portland

Ananda Gordon-Peabody Environmental Planner, Maul Foster & Alongi

Sophie Kaady Independent Strategy Consultant

Jean Paul Mugisha Product Development Engineer, Intel Corporation

Jim Sjulín Former Portland Parks & Recreation Program manager, 40 Mile Loop board member

Emma Stocker Information Security Governance Manager, OnPoint Credit Union

IN CONSIDERATION OF RESOLUTION NO. 24-5408 FOR THE PURPOSE OF
APPOINTING MEMBERS TO THE NATURAL AREAS AND CAPITAL PROGRAM
PERFORMANCE OVERSIGHT COMMITTEE

Date: April 8, 2024
Department: Parks and Nature
Meeting Date: April 25, 2024

Prepared by: Beth Cohen

ISSUE STATEMENT

Independent community oversight has been essential to Metro's accountability and delivery on promises made to voters in its funding measures. In February 2021, the Metro Council established the Natural Areas and Capital Program Performance Oversight Committee, charged with providing independent and transparent oversight Metro's use of capital funds from the \$475 million 2019 parks and nature bond and the parks and natural areas levy, and confirmed the appointment of a slate of 19 members.

There are 11 current committee members and after initial review of applications received through March 2024, staff are recommending 7 individuals for appointment. These individuals have demonstrated a commitment to the bond criteria and the potential to address a needed experience on the committee so that the committee can continue to provide effective oversight to the multiple layers of the Parks and Nature bond and represent the diversity of the region. Moving forward, a rolling application period will provide opportunities to identify additional individuals that address needed gaps in committee perspectives.

The purpose of Resolution No. 24-5408 is to appoint 7 individuals to serve on the Natural Areas and Capital Program Performance Oversight Committee.

ACTION REQUESTED

Staff requests approval of Resolution No. 24-5408 to appoint 7 individuals to serve on the Natural Areas and Capital Program Performance Oversight Committee.

IDENTIFIED POLICY OUTCOMES

Direction from the Metro Council has shaped the ongoing recruitment process to ensure recruitment opportunity is shared as widely as possible and with most updated stakeholder list.

Ongoing direction from Council has also shaped priorities for recruitment of new members to ensure the oversight committee represents the diversity of the region, be committed to

the bond criteria of racial equity, community engagement and climate resilience and include members with experience on issues relevant to the bond and the committee's work.

In alignment with direction from Council, the recommend list of applicants includes representation from all three counties, individuals that demonstrate commitment to parks, trails and natural areas and an understanding of the bond criteria and addresses the following needed areas of experience/expertise:

- Accessibility
- Public finance and budgeting
- Familiarity with issues of tribal sovereignty
- Conservation, restoration, environmental issues
- Transit dependent
- Youth (18-plus)

BACKGROUND

In February 2021, the Metro Council amended the Metro code to establish the Natural Areas and Capital Program Performance Oversight Committee and approved a slate of 19 members to serve on the committee to represent the region and bring diverse expertise racial equity values and will include members with technical expertise and lived experience in areas including, but not limited to: finance, land acquisition, land conservation, environmental issues, working lands, tribal sovereignty and issues relevant to the disability community and the urban Indigenous community. The Oversight Committee has been meeting since April 2021.

Metro Council Ordinance No. 21-1460, which established the oversight committee in Metro Code section 2.19.222, states that the Committee will be composed of no fewer than 9 and no more than 21 members and that committee members can serve up to three two-year terms. At the time of appointment, committee members were randomly assigned an initial term of one or two years so committee turnover wouldn't happen all at the same time. Beginning in 2022, in the spring of each year, the Metro Council has re-appointed current committee members to continue serving on the committee. In April 2024, the Metro Council will also be considering approval of Resolution No. 24-5410 for the purpose of re-appointing four committee members to a second term.

ATTACHMENTS

Exhibit A to Resolution No. 24-5408 (list of individuals for appointment)

**Resolution No. 24-5410 For the Purpose of Re-
Appointing Members to the Natural Areas and Capital
Program Performance Oversight Committee**
Consent

Metro Council Meeting
Thursday, April 25, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RE-APPOINTING)	RESOLUTION NO. 24-5410
MEMBERS TO THE NATURAL AREAS AND)	
CAPITAL PROGRAM PERFORMANCE)	Introduced by Chief Operating Officer Marissa
OVERSIGHT COMMITTEE)	Madrigal with the Concurrence of Metro
)	Council President Lynn Peterson

WHEREAS, at the general election held on November 5, 2019, Metro Area voters approved the 2019 Parks and Nature Bond Measure (“Bond Measure”), authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home; and

WHEREAS, the Bond Measure calls for community oversight and states that an independent community oversight committee will review bond expenditures and provide annual reports; and

WHEREAS, Metro Code Chapter 2.19.220 creates and governs the Natural Areas and Capital Program Performance Oversight Committee, which consists of 9 to 21 members, appointed by the Metro Council President and subject to confirmation by the Metro Council; and

WHEREAS, in Resolution No. 21-5155, the Metro Council confirmed the Council President’s appointment of 19 members to the Committee; and

WHEREAS, the Metro Council President has reappointed 5 members to the Committee to serve an additional two-year term, as set forth in Exhibit A; and

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

BE IT RESOLVED that the Metro Council confirms the appointments to the Natural Areas and Capital Program Performance Oversight Committee as set forth on Exhibit A.

ADOPTED by the Metro Council this 25th day of April 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to the Resolution No. 24-5410

**Natural Areas and Capital Program Performance Oversight Committee
Committee Member Re-appointments for 2024**

The following persons will be appointed to a second two-year term beginning in 2024 and eligible to serve one additional two-year term thereafter:

John Ferguson	Former geotechnical engineer
PK Melethil	Traditional Chinese medicine physician and environmental scientist
Vivek Shandas	Professor, Portland State University
Shannon Shoul	Director, Procurement Sustainability, Nike
Erin Upton	Environmental social scientist and landscape architect

IN CONSIDERATION OF RESOLUTION NO. 24-5410 FOR THE PURPOSE OF RE-APPOINTING MEMBERS TO THE NATURAL AREAS AND CAPITAL PROGRAM PERFORMANCE OVERSIGHT COMMITTEE

Date: April 8, 2024
Department: Parks and Nature
Meeting Date: April 25, 2024

Prepared by: Beth Cohen

ISSUE STATEMENT

Independent community oversight has been essential to Metro's accountability and delivery on promises made to voters in its funding measures. In February 2021, the Metro Council established the Natural Areas and Capital Program Performance Oversight Committee, charged with providing independent and transparent oversight Metro's use of capital funds from the \$475 million 2019 parks and nature bond, the parks and natural areas levy and remaining funds from the 2006 natural areas bond, and confirmed the appointment of a slate of 19 members.

In order to ensure continuity in the committee and to avoid having the entire committee membership turn over at the same time, half the committee members were appointed to an initial one-year term and half the members were appointed to an initial two-year term.

The purpose of Resolution No. 24-5410 is to re-appoint individuals originally appointed for a two-year term in 2022 to serve on the Natural Areas and Capital Program Performance Oversight Committee for a second two-year term.

ACTION REQUESTED

Staff requests approval of Resolution No. 24-5410 to re-appoint individuals to serve on the Natural Areas and Capital Program Performance Oversight Committee.

IDENTIFIED POLICY OUTCOMES

The current makeup of the oversight committee reflects the Metro Council's direction for members to bring a deep understanding of conservation values and racial equity as well as multiple complementary backgrounds and knowledge across a range of topics including conservation, habitat and biodiversity, finance, working lands, understanding of the disability community and the urban Indigenous community and of issues around tribal sovereignty.

The Metro Council has asked the oversight committee to monitor how bond implementation activities are meeting the direction in the bond measure, to monitor

financial aspects of program administration and to share with the Metro Council related concerns or recommendations to help adjust work moving forward.

BACKGROUND

In February 2021, the Metro Council amended the Metro code to establish the Natural Areas and Capital Program Performance Oversight Committee and approved a slate of 19 members to serve on the committee to represent the region and bring diverse expertise racial equity values and will include members with technical expertise and lived experience in areas including, but not limited to: finance, land acquisition, land conservation, environmental issues, working lands, tribal sovereignty and issues relevant to the disability community and the urban Indigenous community. The Oversight Committee has been meeting since April 2021.

Metro Council Ordinance No. 21-1460, which established the oversight committee in Metro Code section 2.19.222, states that the Committee will be composed of no fewer than 9 and no more than 21 members and that committee members can serve up to three two-year terms. At the time of appointment, committee members were randomly assigned an initial term of one or two years so committee turnover wouldn't happen all at the same time. Beginning in 2022, in the spring of each year, the Metro Council has re-appointed current committee members to continue serving on the committee. In April 2024, the Metro Council will also be considering approval of Resolution No. 24-5410 for the purpose of re-appointing four committee members to a second term.

ATTACHMENTS

Exhibit A to Resolution No. 24-5410 (list of members for re-appointment)

**Resolution No. 24-5403 For the Purpose of
Authorizing the Chief Operating Officer to Grant a Park
Use Easement to PGE at Farmington Paddle Launch**
Consent

Metro Council Meeting
Thursday April 25 , 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE) RESOLUTION NO. 24-5403
CHIEF OPERATING OFFICER TO GRANT A)
PARK USE EASEMENT TO PGE AT) Introduced by Chief Operating Officer
FARMINGTON PADDLE LAUNCH) Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, Metro owns and manages approximately 6 acres of real property in Washington County known as Farmington Paddle Launch (“Park”), located along the Tualatin River at the intersection of SW River Road and SW Farmington Road; and

WHEREAS, Washington County is constructing intersection safety and circulation improvements at SW River and Farmington Roads, including a roundabout, pedestrian sidewalks, and crosswalks immediately adjacent to the Park, as well as constructing a new access apron serving the Park; and

WHEREAS, Metro and Washington County cooperated in the design process resulting in intersection improvements that have minimal impact on, but substantially benefit the Park and its visitors; and

WHEREAS, the intersection improvement design and location requires existing Portland General Electric Company (“PGE”) facilities to be relocated, including a power pole and guy anchor line currently adjacent to the Park. While the power pole will be relocated with the SW Farmington Road public right of way, the guy anchor line must be located on Park property to support the pole; and

WHEREAS, to accommodate the guy anchor line, PGE requests a 10-foot by 12-foot easement adjacent to the public right of way in a location that has no impact on the Park or its natural resources; and

WHEREAS, the proposed easement dedication is consistent with Metro’s easement policy (Resolution No. 97-2539B) because it is associated with and necessitated by an intersection improvement project that is designed specifically to benefit Metro’s Park by improving vehicle, pedestrian, and bicycle safety and access; now therefore,

BE IT RESOLVED that the Metro Council authorizes the Chief Operating Officer to grant an easement to PGE in the location depicted in Exhibit A and described and depicted in Exhibit B to this Resolution, on terms approved by the Office of Metro Attorney.

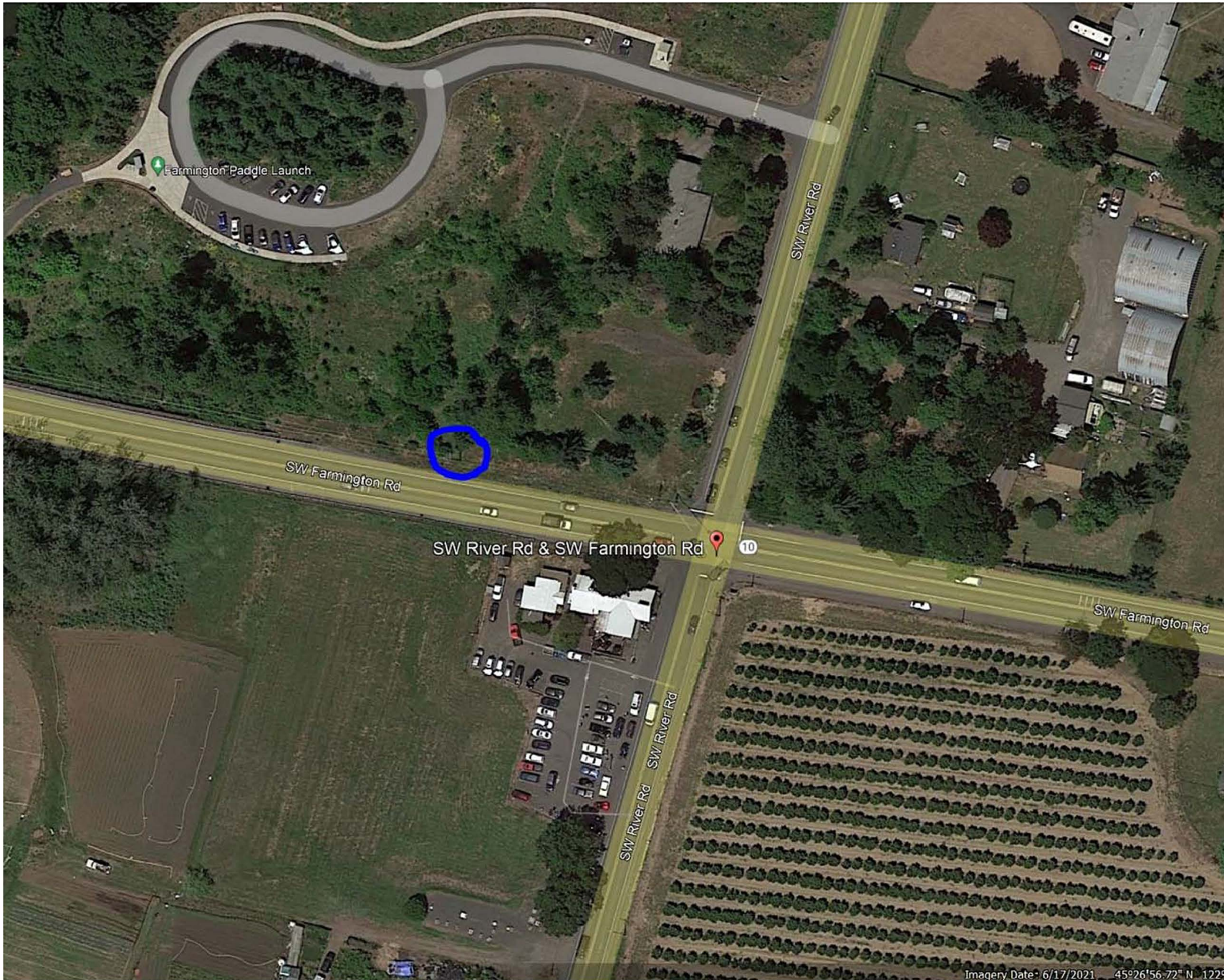
ADOPTED by the Metro Council this 25th day of April, 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A





Portland General Electric
121 SW Salmon Street · Portland, Ore. 97204

EXHIBIT B

EASEMENT AREA

LEGAL DESCRIPTION

A 10.00-foot-wide strip of land lying 5.00 feet on each side of a guy anchor line, in a portion of tax lot 400, as described in Washington County deed 2000-017992, in the southwest corner of Section 28, Township 1 South, Range 2 West, Willamette Meridian, Washington County, Oregon more particularly described as follows:

Beginning at Portland General Electric power pole number 524, said pole bears South 76°02' East 83.6 feet from a 3/4 inch iron pipe with yellow plastic cap stamped "County Surveyor", said iron is marking the northerly right-of-way of SW Farmington Road at centerline station 105+00.41, 45.00 feet left as shown in Washington County survey 33974;

thence North 11°49' East 15 feet along said guy anchor line and the extension thereof to the **Terminus** of said centerline.

Except any portion lying within said right-of-way of Southwest Farmington Road.

The above described strip of land contains 120 square feet more or less.

Bearings are based on Oregon State Plane Coordinate system NAD83(2011), epoch 2010.000.

The above described parcel is shown on Exhibit "C" attached hereto, which by reference thereto is made a part hereof.

TAX LOT 400

METRO, STATE OF OREGON
DEED 2000-017992
TAX MAP 1S228CC

EASEMENT AREA
120 SQUARE FEET +/-

STATION 105+00.41, 45.0' LEFT
FOUND 3/4" IRON PIPE STAMPED
"COUNTY SURVEYOR" AS SHOWN
IN SURVEY NUMBER 33974.

STATION 105+00.41, 0.0' POINT OF TANGENCY
FOUND 3/4" IRON PIPE WITH YELLOW PLASTIC
CAP STAMPED "COUNTY SURVEYOR" AS
SHOWN IN SURVEY NUMBER 33974.

S76° 02'E 83.6'

N11° 49'E 15'

POINT OF BEGINNING
PORTLAND GENERAL ELECTRIC POLE 524.

SW FARMINGTON ROAD (CR 1553)

RIVER ROAD (CR 404)

30'

45'

SURVEY NOTES

BOUNDARY LINES SHOWN HEREON WERE DEVELOPED FROM WASHINGTON COUNTY SURVEY 33974, AND ORIENTED TO FOUND COMMON MONUMENTS.

BEARINGS BASED ON OREGON STATE PLANE COORDINATE SYSTEM NAD83(2011) EPOCH 2010.0000.

Public

Access Not Limited

DISCLAIMER: THE GRAPHIC REPRESENTATIONS AND OTHER INFORMATION/DATA CONTAINED HEREIN (COLLECTIVELY THE "DEPICTION") IS THE PROPERTY OF PGE. THE DEPICTION DOES NOT REPRESENT AN ACTUAL BOUNDARY SURVEY AND RESOLUTION. INFORMATION DERIVED FROM GIS AND OTHER DATA SHOWN IS SUBJECT TO CHANGE. THE DEPICTION IS MERELY TO AID IN DESCRIBING THE CONFIGURATION AND LOCATION OF THE PARCEL OF LAND IN THE ACCOMPANYING LEGAL DESCRIPTION.

REGION/PLANT: WESTERN | SURVEY NO.: 2023-015

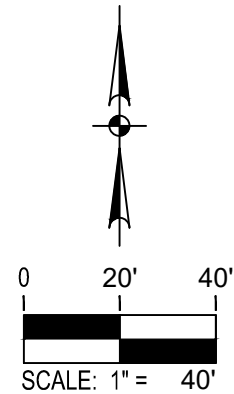
PORTLAND GENERAL ELECTRIC CO.
121 SW SALMON ST., PORTLAND, OR 97204

EXHIBIT C
9745 SW RIVER ROAD
HILLSBORO, OR
SEC. 28, T.1S.,R.2.W., W.M.
WASHINGTON COUNTY

DRAWING NO.-SHEET NO.: M3217770-01 | DATE: 12/14/2023

LEGEND

- FOUND MONUMENT
- POWER POLE
- ← PROPOSED POWER GUY ANCHOR
- ROAD CENTERLINE
- - - - - RIGHT-OF-WAY
- EASEMENT



IN CONSIDERATION OF RESOLUTION NO. 24-5403, FOR THE PURPOSE OF
AUTHORIZING THE CHIEF OPERATING OFFICER TO GRANT A PARK USE
EASEMENT TO PGE AT FARMINGTON PADDLE LAUNCH

Date: April 8, 2024
Department: Parks and Nature
Meeting Date: April 25, 2024

Prepared by: Shannon Leary, Real Estate
Manager
(shannon.leary@oregonmetro.gov)

ISSUE STATEMENT

Portland General Electric (PGE) requests the Metro Council authorize the Chief Operating Officer to grant a small permanent easement of 12 feet by 10 feet adjacent to the public right of way.

ACTION REQUESTED

Metro Council authorization for the Chief Operating Officer to grant a trail easement to PGE.

IDENTIFIED POLICY OUTCOMES

Continued application of the guidance in the Parks and Nature easement policy (Res. 97-2539B).

POLICY QUESTION(S)

Does the Metro Council wish to authorize the COO to grant a small easement adjacent to the public right of way to PGE?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Grant PGE the easement. This will permit PGE to move a power pole and guy anchor line out of the way of a roundabout that Washington County is constructing at the intersection of SW Farmington and River Roads. The improvement was designed to avoid impacts to Metro's Farmington Paddle Launch and benefit park access and safety for pedestrians, bicycles, and vehicles.
2. Do not grant PGE the easement. This will result in PGE not able to move this power pole, which may jeopardize the construction of the roundabout at the intersection of SW Farmington and River Roads, which could negatively impact park access, as well as pedestrian, bicycle, and vehicle safety.

STAFF RECOMMENDATIONS

Staff recommends the Metro Council approve PGE's easement request and authorize the Chief Operating Officer to grant the easement to PGE.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The request from PGE for a small easement to permanently locate a guy anchor line is a result of Washington County working in partnership with Metro Parks and Nature while designing roadway improvements to facilitate intersection safety and circulation

improvements that will have a positive impact on pedestrians, bicyclists, and drivers in the area, while not impacting Farmington Paddle Launch and benefitting the park and its visitors by improving access and safety. Washinton County consulted with Metro early in the design of the roundabout at the intersection of SW Farmington and River Roads, which is adjacent to and serves Metro's Farmington Paddle Launch. That coordination resulted in Washington County designing the roundabout to have limited impact on Metro's park land, while improving visitors access and safety in all modes of transportation. As a result of the roundabout location, PGE needs to move a power pole and associated guy anchor line. The pole will be relocated to the SW Farmington Road right of way; however, the guy anchor line must be located just over the right of way boundary line on Metro property. Staff considers this a park use easement request, exempt from the analysis included in the easement policy, because the genesis for the request is an access and safety improvement that both benefits the park and limits its impact on the park.

Legal Antecedents

- Metro Resolution No. 92-1637 "For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan"
- Resolution No. 95-2074A, "For the Purpose of Submitting to the Voters a General Obligation Bond Indebtedness in the Amount of \$138.8 Million to Proceed with the Acquisition of Land for a Regional System of Greenspaces"
- Resolution No. 96-2299, "For the Purpose of Approving a Refinement Plan for the Tualatin River Greenway and Access Points Target Area as Outlined in the Open Space Implementation Work Plan"
- Metro Resolution No. 97-2539B "For the Purpose of Approving General Policies Related to the Review of Easements, Rights of Ways, and Leases for Non-Park Uses Through Properties Managed by the Regional Parks and Greenspaces Department"
- Resolution No. 06-3672B, "For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection"
- Resolution No. 07-3849, "Approving the Natural Areas Acquisition Refinement Plan for the Tualatin River Greenway Target Area"
- Resolution No. 14-4583, "For the Purpose of Endorsing Additional Investments for Restoration and Public Access to Nature"

Anticipated Effects

- Washington County will proceed with construction of a roundabout at the intersection of SW Farmington and River Roads to improve safety and traffic flow and PGE will relocate its power pole and guy anchor line.

Financial Implications (current year and ongoing)

- None

BACKGROUND

The Metro Code requires Metro Council approval of new easements over Metro property. As an owner of approximately 18,000 acres of land across the greater Portland region, Metro's Parks and Nature Department receives frequent requests for easements over

Metro property for both park and non-park uses. In 1997, to ensure that the habitat and natural area purposes for which voters funded Metro's property acquisition are not eroded over time by non-park uses, the Metro Council approved Resolution 97-2539B (the "easement policy"). The easement policy directs staff to make recommendations to the Metro Council on whether an easement request should be granted, and the policy provides the framework for staff to make its recommendations. Projects designed for the benefit of a Metro park or natural area (a "park use") are recommended for approval.

ATTACHMENTS

None

**Resolution No. 24-5404 For the Purpose of Adopting
Solid Waste Fees at the Metro Transfer Stations and
the Regional System Fee for 2024-25**
Resolutions

Metro Council Meeting
Thursday, April 25 , 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING SOLID)
WASTE FEES AT THE METRO TRANSFER)
STATIONS AND THE REGIONAL SYSTEM)
FEE FOR FY 2024-25)

RESOLUTION NO. 24-5404

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

WHEREAS, Metro Code Chapter 5.02 establishes the regional system fee, which recovers the costs for all associated regional solid waste activities related to managing, planning, and administering the entire recycling, processing, and disposal system for the Metro region; and

WHEREAS, Metro Code Chapter 5.03 establishes the fees for solid waste at Metro Central and Metro South transfer stations; and

WHEREAS, Metro Code Chapters 5.01 and 5.02 establishes that all solid waste generated from inside the Metro jurisdictional boundary is subject to a regional system fee at the time the waste is delivered to a Metro transfer station or otherwise disposed; and

WHEREAS, Metro Code Section 5.06.030 establishes a community enhancement fee in an amount not to exceed \$1.00 on each ton of putrescible waste delivered to eligible solid waste facilities in the Metro region; and

WHEREAS, Metro Council finds that it is in the public interest for Metro to collect a community enhancement fee of \$1.00 per ton on all solid waste received at Metro’s transfer stations; and

WHEREAS, Metro’s costs for solid waste services and programs have changed; and

WHEREAS, the proposed fees comply with Metro Charter Section 15 (“Limitations on Amount of User Charges”); now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

Section 1. Solid Waste Fees. The schedule of solid waste fees attached hereto as Exhibit “A” is approved and the fees become effective on July 1, 2024.

ADOPTED by the Metro Council this 25th day of April 2024.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

Exhibit "A" to Resolution No. 24-5404

SCHEDULE OF SOLID WASTE FEES

Effective July 1, 2024

Fees at Metro Central Station and Metro South Station

Tonnage Fees by waste class

In accordance with Metro Code Chapter 5.03, Metro will assess the following fee for each ton of solid waste received at a Metro transfer station

- (1) Mixed solid waste\$ 104.37
- (2) Clean Wood80.92
- (3) Yard Debris.....55.00
- (4) Residentially generated organic waste.....93.04
- (5) Commercially generated organic waste.....81.41

Transaction Fees by transaction class

In accordance with Metro Code Chapter 5.03, Metro will assess the following fee for each transaction at a Metro transfer station.

- (1) For users of staffed scales. \$ 27.00
- (2) For users of automated scales 7.25

Minimum Fees

In accordance with Metro Code Chapter 5.03. Metro will assess a minimum tonnage fee for loads of 240 pounds or less, as follows:

- (1) Mixed solid waste \$ 45.00
- (2) Clean Wood37.00
- (3) Yard Debris.....34.00
- (4) Residentially generated organic waste.....38.00
- (5) Commercially generated organic waste.....37.00

Fees on Disposal of Solid Waste

Regional System Fees by waste class

In accordance with Metro Code Chapter 5.02, Metro will assess the following regional system fee on solid waste.

- (1) Cleanup material.....\$ 2.50
- (2) All other solid wastes.....31.72

Community Enhancement Fee

In accordance with Metro Code Chapter 5.06, Metro will collect the following community enhancement fee on solid waste at all eligible solid waste facilities and at Metro transfer stations.

- (1) Putrescible solid waste.....\$ 1.00
- (2) Non-putrescible solid waste (as authorized by Metro Chief Operating Officer) 1.00

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5404 FOR THE PURPOSE OF ADOPTING SOLID WASTE FEES AT THE METRO TRANSFER STATIONS AND THE REGIONAL SYSTEM FEE FOR FY 2024-25.

Date: April 8, 2024
Department: FRS
Meeting Date: April 25, 2024

Prepared by: Kat Kelley, Economist
Presenters: Brian Kennedy, CFO
Length: 15 Minutes

ISSUE STATEMENT

This resolution will authorize increases to Solid Waste fees at the Metro transfer stations and regional system fee to take effect on July 1, 2024.

ACTION REQUESTED

Council adoption of Resolution 24-5404

IDENTIFIED POLICY OUTCOMES

Council adoption of this resolution will:

1. Increase the Solid Waste fees at the Metro transfer stations and regional system fee to be effective as of July 1, 2024;
2. Provide Council with the annual report of the amount of solid waste that was subject to reduced fees and taxes or exempted during FY 2022-23.

POLICY QUESTION

Should Council increase the Solid Waste fees at the Metro transfer stations (including the total disposal fee, transactions fees, materials charges, and minimum load size fees) and the regional system fee to cover the costs of service of Metro station operations and the regional waste system?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Adoption of the resolution to increase Solid Waste fees at the Metro transfer stations and regional system fee to fund current Department expenses.
2. Reject the resolution and Solid Waste fees at the Metro transfer stations and the regional system fee will be unchanged. This action will result in future operational budget shortfalls. This will require Metro to significantly reduce public services and make additional changes to programs and capital plans to keep spending in line with expected revenue collected.

STAFF RECOMMENDATIONS

The Chief Operating Officer recommends adoption of Resolution 24-5404

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

On March 29, 2024, Metro staff presented the recommendations of the Waste Fee Policy Task Force to the Metro Council. Their recommendations included updated fee setting criteria for solid waste fees. Specifically, the task force recommended improved engagement and collaboration on budget and fee development, improved public information about how Metro's fees are developed and used, continuing to maintain separate fund balance reserves for transfer station operations and Regional System Fee-funded activities, updates to Metro's financial policies, and prioritization of four criteria in solid waste fee setting. In that meeting Council directed staff to investigate fee options under two scenarios: Full Cost of Service (COS) in alignment with the recommended fee setting criteria and Fee Predictability (8% Ceiling).

The Full Cost of Service scenario generates enough revenue to break even over the next fiscal year. Under this scenario, the total tip fee increases to \$153.67 which, excluding the Metro excise tax, is 11% higher than the current fee. Under this scenario, WPES's ending fund balance for FY24-25 is estimated to be approximately \$34.6 million.

The Fee Predictability scenario keeps the increase of the overall tip fee within the 8% ceiling of year-over-year growth. This creates a mixed solid waste tip fee of \$149.69. This increase also includes the Metro excise tax increase of \$1.41, which is not a part of the fee development. If the excise tax were flat, the overall tip fee would be 8% increase from the prior year, which is within the ceiling guidance provided by Council. By capping these fees, WPES's ending fund balance for FY24-25 would be \$30.5 million, a decrease of \$4.5 million.

While both scenarios have their pros and cons and cover the needs of the WPES department and the Region's solid waste system, staff recommends moving forward with the Full Cost of Service Scenario to maintain WPES fund balance reserves. Both scenarios maintain separate reserve funds for transfer station operations and the regional system fee.

In summary, if Council adopts the recommended Full Cost of Service fee scenario, the overall tip fee increase is 11.92% and the minimum fee increase is \$5, from \$40 to \$45. The assumed weight per minimum charge stays flat at 240 pounds which is higher than the average minimum load (approximately 205 pounds).

Independent Solid Waste Fee Review: As required by Metro Code Chapter 5.03.070, staff has had the Solid Waste Fees reviewed by an independent reviewer. Metro employs consultant FCS Group who reviews the Solid Waste Rate Model and provisional fees. This review includes a letter with their findings and recommendations during this review. The current review letter is provided as **Attachment 3**.

Clean-up Material and Special Exemptions: Metro Code Section 5.02.070(b) states that the Chief Operating Officer must provide the Metro Council with an annual report indicating the amount of solid waste recycled or disposed under special exemption permits and the total regional system revenue that was not collected during the fiscal year because of those special exemptions. A summary showing the total amount of Metro area waste that was subject to Metro's reduced rate or exempt from fees and taxes during FY 2022-23 is provided in **Attachment 1**.

Known Opposition: A solid waste industry representative has previously indicated opposition to the single disposal fee that Metro charges for solid waste received at its transfer stations. Additionally, some local government partners have also expressed concerns about increasing disposal fees.

Legal Antecedent: The process for setting Metro’s solid waste fees and taxes are set forth in Metro Code Chapters 5.02, 5.03, 5.06 and 7.01. Metro reviews its solid waste fees annually. The proposed FY 2024-25 fees comply with the restriction set forth in Chapter III, Section 15 of the Metro Charter limiting user charges to the amount needed to recover the costs of providing goods and services.

Figure 1. Anticipated fee changes

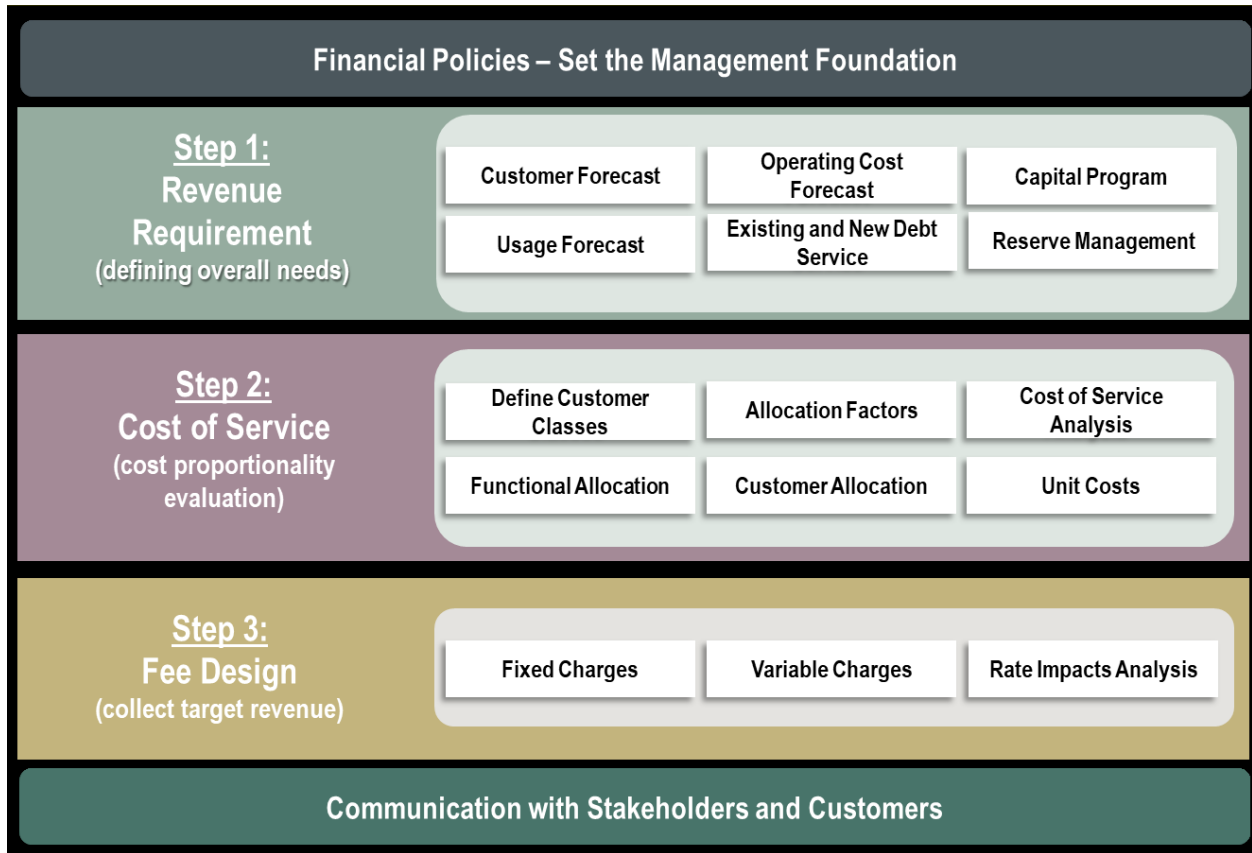
Projected Fee Schedule				
	Existing	Adopted	Difference	
	2024	2025	\$	%
Transaction Fees				
Staffed Scalehouse	\$24.00	\$27.00	\$3.00	12.50%
Automated Scalehouse	\$6.75	\$7.25	\$0.50	7.41%
Tipping Fees				
Mixed Solid Waste (refuse)	\$89.72	\$104.37	\$14.65	16.33%
Clean Wood	\$74.93	\$80.92	\$5.99	8.00%
Yard Debris	\$55.00	\$55.00	\$0.00	0.00%
Residential Organics	\$86.15	\$93.04	\$6.89	8.00%
Commercial Organics	\$75.38	\$81.41	\$6.03	8.00%
Fees and Taxes				
Enhancement Fee	\$1.00	\$1.00	\$0.00	0.00%
Regional System Fee (MSW only)	\$31.41	\$31.72	\$0.31	0.99%
Metro Excise Tax (MSW Only)	\$13.28	\$14.69	\$1.41	10.62%
DEQ Fees (MSW Only)	\$1.89	\$1.89	\$0.00	0.00%
Environmental Cleanup Fee	\$2.50	\$2.50	\$0.00	0.00%
MSW Tipping Fee (including taxes)	\$137.30	\$153.67	\$16.37	11.92%
Minimum Fee (MSW)	\$40.00	\$45.00	\$5.00	12.50%

Financial and budget Impacts: The fees established by this resolution are designed to raise \$127 million in enterprise revenue for FY 2024-25. WPES budget Operating and Materials (O&M) expenses are \$133 million for FY 2024-25.

BACKGROUND

Metro establishes the Solid Waste fees based on principles that are generally accepted and widely followed throughout the utility industry. Three key analyses are done: 1) revenue requirement - which identifies the total revenue to fully fund the department on a standalone basis; 2) cost of service - which establishes how to distribute the costs to the end user of the service (or customer class); and 3) fee design - which develops a fee structure that generates sufficient revenue to meet the system’s revenue requirement and Solid Waste Fee pricing objectives.

Figure 2. Financial policies for fee setting



Metro’s fee development follows these guidelines but makes them *four* steps instead of three, to establish clear roles and responsibilities of the work performed by staff.

Metro Fee Development:

Step 1. Identify the revenue requirement – This step identifies the total annual financial obligations of the system. This information comes from the WPES FY 2024-25 *proposed* budget that includes the department’s full operations and maintenance (O&M) costs, capital improvements and replacements and adheres to Metro fiscal policy compliance.

Most of the revenue requirement is driven by the following two areas:

Metro Disposal Service Costs: Metro owns two transfer stations that provide disposal services to commercial haulers, businesses, and the public. Metro transfer stations cover operating costs, such as wages, equipment, improvements, green fuel, and practices that protect the safety of our workers and our customers. Fees also cover the costs of recycling, transport and disposal of the garbage brought to the facilities. Most of these costs are driven from the operation of the stations. Transport and disposal are all performed by private operators under long-term contracts with Metro.

Regional Programs: Metro provides or participates in solid waste services and programs with region-wide impact. These services include Metro’s Community Stewardship program

(formally known as Regional Illegal Dumping), which cleans up hundreds of tons of garbage dumped on public property every year; education and technical assistance programs to improve recycling and reduce the use of toxic products at homes and businesses; and oversight of private garbage and recycling facilities to ensure they manage waste in a way that minimizes impacts on local communities. The programs are explicitly included in the budget as:

- Clean-up
- Compliance and Regulation
- Grants and Services
- Local Government Funding
- Paint Recycling and Production
- Policy and Planning
- Waste Prevention Education and Leadership

Figure 4. Revenue Requirement from proposed budget

Solid Waste Revenue Fund	
CURRENT FY 2024-25 Proposed Budget	
Personnel Services	\$ 32,477,361
Materials & Services	78,711,214
Direct Transfers for Capital Asset Management	365,100
Indirect Transfers for internal cost allocation plan	20,296,890
Proposed Budget Current Expenditures (excluding Capital Outlay)	\$ 131,850,565
Total of reconciling items to match Fee Model	869,543
Total Revenue Requirement	\$ 132,720,108
TOTAL OPERATING EXPENSES IN THE MODEL	\$ 132,720,108

Revenue requirements are driven by the WPES budget for the disposal service, regional program needs and the administrative costs that allow these activities to happen.

Figure 5. Total amount of revenue to be recovered by the Metro fees

Revenue by Fee Type		2025
Staffed Transactions	\$	9,209,459
Automated Transactions		924,732
Mixed Solid Waste Tip Fee		60,060,629
Clean Wood Tip Fee		77,236
Yard Waste Tip Fee		772,507
Residential Organics Tip Fee		4,127,245
Commercial Organics Tip Fee		1,828,814
Regional System Fee Tip Fee		49,977,185
<i>Cleanup Material</i>		499,527
Total	\$	127,477,334

Step 2. Allocate costs – The fee process uses a cost-of-service approach that distributes costs based on the proportionate share of costs required to provide service. This step calculates (in the fee model) the functional cost allocation to different customer classes based on their unique demands for each service. This provides fee fairness through cost causation.

Indirect Costs: Administrative costs are identified in two different ways: the department’s functional administrative costs and the Agency’s cost to provide administrative central service support (internal cost allocation plan). These two administrative costs are allocated differently to reflect the different nature of which they are caused. Administrative costs from the department are allocated by how the staffing levels are applied to each program area. The Agency central service costs are allocated in a way that most directly reflect how the Agency allocates costs which is a blend of spending and staff allocations.

Direct Costs: The allocation methodology used identifies how expenses are allocated to the solid waste system functional areas including disposal and recovery, regional programs, sustainability, clean-up, and general policy and compliance. Allocations are based on staff time, tickets processed, floor area and tonnage. The allocation factor is designed to be an equitable expression of the how and why the cost is incurred. The cost-of-service details cost allocation for an additional layer of service by waste type: mixed solid waste, wood waste, yard debris, residential organics, and commercial organics. Costs associated with processing each waste type were reviewed and discussed with Metro staff and leadership.

This cost-of-service process is reviewed for the existing cost allocation approaches and identified changes and additional allocation factors used in the process. A sensitivity analysis indicating the fee impacts of alternative general and administrative cost allocations was included in the review.

Step 3. Forecast activity – This step estimates the waste unit activity in the region to forecast the solid waste activity anticipated for the upcoming fiscal year. Metro staff prepares a Solid Waste Forecast for waste unit activity in the region and projected anticipated levels of tonnage and transactions by material type at Metro transfer stations and private facilities. For the FY 2024-25 fee development, staff used the Fall 2023 forecast for unit information.

Step 4, Fee development and design – This step achieves required revenue levels by establishing fees and charges that accurately reflect the cost to provide a particular service. Unit costs were developed for each fee charged and were analyzed to identify any warranted shifts in cost burden that could improve equity between the fees and charges. The result of the cost-of-service process is a calculated fee for providing solid waste services. This process has a great deal of influence from Metro leadership and compliance to financial policies.

Figure 6. Recommended fees and charges for FY 2024-25

Description	Mixed Solid Waste	Clean Wood	Yard Debris	Residential Organics	Commercial Organics
Transaction Fee:					
Staffed Scalehouse	\$27.00	\$27.00	\$27.00	\$27.00	\$27.00
Automated Scalehouse	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25
Tip Fee:					
Tonnage Charge	\$104.37	\$80.92	\$55.00	\$93.04	\$81.41
Regional System Fee	\$31.72	-	-	-	-
Excise Tax	\$14.69	-	-	-	-
DEQ Fees	\$1.89	-	-	-	-
Community Enhancement Fee	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Total Tip Fee	\$153.67	\$81.92	\$56.00	\$94.04	\$82.41
Min Load Fee (240 lbs.)	\$45.00	\$37.00	\$34.00	\$38.00	\$37.00

Fee Setting Criteria:

Per Metro Code 5.03.060, each year the Chief Operating Officer will propose fees to Council that will consider any solid waste fee setting criteria and fee setting policies adopted by Council.

Attachment 2 is the current fee setting criteria that will be adopted by Council, through this resolution.

Other Fee Considerations:

Metro assesses the regional system fee and excise tax on waste at the time of disposal. The amount of the fee and tax rate is calculated annually in accordance with Metro Code Chapters 5.02 and 7.01.

In general, Metro has a three-tiered fee and tax rate structure for waste that is transported directly to disposal sites.

- **Full Rate:** The full fee and tax rate, which is included as a component of Metro’s transfer station charges, is assessed on most of the region’s waste at the time of its disposal (such as household garbage, construction and demolition debris, etc.).

- Reduced Rate: The reduced fee and tax rate is generally assessed on contaminated “cleanup material” at the time of its disposal (such as contaminated soils, catch basin pumping, street sweepings, etc.).
- Exempt: There is a fee and tax exemption for any material that is recovered, recycled, or diverted away from disposal sites. Under certain circumstances, Metro may also waive fees and taxes for certain types of waste that are sent to disposal sites (such as under special exemption permits, tire processing residual, and “useful material” which includes alternative daily cover and road base used at a landfill).

Metro Code Section 5.02.070 states that the Chief Operating Officer must provide the Metro Council with an annual report indicating the amount of solid waste disposed under special exemption permits and the total lost revenue arising from the exemption permits granted during the fiscal year. A summary showing the total amount of Metro area waste that was subject to Metro’s reduced rate or exempt from fees and taxes during FY 2022-23 is provide in **Attachment 1**.

ATTACHMENTS

- Resolution 24-5404
- Attachment 1 – Annual Credit and Exemptions Report for FY 2022-23
- Attachment 2 – 2024 Fee Setting Criteria
- Attachment 3 – Independent Review Letter

Tons of Metro area waste subject to Metro's reduced rate or exempt from fees and taxes at a disposal site

July 1, 2022 - June 30, 2023

Fiscal Year 2023

Reduced rate waste (cleanup material)	Tons
Type:	
Petroleum Contaminated Soil	197,706
Other	86,044
total	283,750

Exempt waste	Tons
Generator:	
Columbia Steel Casting Co Inc	6,358
Evraz NA	1,364
Greenway Recycling	7,761
Metro Paint	866
Metro South	21
RA Roth / NW Shingle	0
RB Recycling	3,250
Rivergate Scrap Metals	11,665
Schnitzer Steel	67,128
Siltronics Corp	395
Synagro Technologies	756
Tire Disposal and Recycling	2,668
Tualatin Valley Waste Recovery	8,749
Willamette Resources Inc	3,021
total	114,003

Special Exemption Permits	Tons
Generator:	
Oregon Department of Agriculture	2,421
(yard debris from beetle quarantined area - Wash Co) *	2,421
total	2,421

* No lost revenue as material would have normally been composted

Even if I corr

In district wa

PCS
catch basin, street sweepings, contaminated soil - other

Use adhoc query 'Credits'. This is what was actua

industrial process waste
industrial process waste
shaker screen fines & asphaltic tear off
industrial sludges
asbestos
asphaltic tear off
tire residual
auto shredder residue
auto shredder residue
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land application
tire processing residual
asphaltic tear off and glass
shaker screen fines

Look up:
Wasco
Wasco
Wasco & Finley
Columbia Ridge
Hillsboro
Wasco
Wasco & Finley
Wasco, Finley, & Cowlitz (account code 8860)
Columbia Ridge, Cowlitz (account code 7597), Fir
Wasco
Wasco
TDR
Hillsboro
Coffin Butte (they call material C&D - EARTH/DIR

Use Approv

I used landfi

use landfill t

was reporte
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infested material

Hillsboro **Pull Infestec**

ect a ticket, nowhere is the exemptions or credits corrected. The monthly report is static and the approved exemptions and



lly claimed for schedule A. Check against landfill tonnage query. LF tonnage should be close, but material codes may be off

ed Exemptions query, unless otherwise noted. This query pulls from the monthly reports. I do occasionally have to adjust

d at reduced rate, but s/b exempt. Wasn't on Approved exemptions report, but should have been. Issued credit to filer

credits queries are static because they both pull from the monthly report.

Fee Setting Criteria

April 2024

Rationale: During the process of fee development, staff relies on Metro's legal authority as determined by Metro Code and Oregon Revised Statute, as well as policy adopted by the Metro Council and other informal guidance. In addition, the solid waste fee setting process is guided by core set of criteria used to ensure effective management of the regional solid waste system.

Action: Solid waste fee and rate setting guidance recommends that fee and rate setting policy be periodically reviewed. The fee setting principles below are based on recommendations from the Waste Fee Policy Task Force appointed by the Metro Council in FY2023-24. By adopting fees and the fee setting criteria, Council has reviewed the below fee setting criteria that are to be used during fee development.

Prioritized criteria in fee development:

Accessible and Equitable System: Fee setting should encourage public, private, and nonprofit investment in services that provide regional benefit, emphasizing geographic equity, access to service and a reduction in local environmental and human health impacts.

Healthy Environment: The fee structure should encourage keeping valuable materials out of the landfill, reducing climate and environmental impacts through highest material use, and safe disposal of hazardous waste.

Affordability: Fee setting should consider the economic effects and distribution of benefits to the various types of users in the Solid Waste System, including the cost of living on residential waste generators and the cost of doing business on nonresidential generators, as well as the economic effect on others in the region. Public-

Private System: Fees should give fair weight to the operational and capital needs of all providers: publicly owned, privately owned, and nonprofit.

The following criteria are important considerations, but are not prioritize as those above:

- A. **Predictability:** Metro fee adjustments should be predictable and orderly to allow local governments, haulers, and rate payers to perform effective planning.
- B. **Resilient Economy for All:** Fee setting should consider the economic effects of short- and long-term fee changes.
- C. **Service Provision:** Charges to users of the waste disposal system should be directly related to disposal services received. Fee impacts to residents of the Metro service district who may not be direct users of the disposal system should be related to other benefits received.
- D. **Consistency:** Solid waste fee setting should be consistent with Metro's agency-wide planning policies and objectives, including but not limited to the Regional Waste Plan.

April 17, 2024

Metro

600 NE Grand Avenue
Portland, OR 97232-2736

Subject: Review of Fiscal Year 2024-2025 Solid Waste Disposal Fees

Dear Ms. Madrigal, Chief Operating Officer,

Metro engaged FCS GROUP to provide an independent review of the methodology for calculating proposed solid waste disposal fees for Fiscal Year (FY) 2024-2025. In response to this request, we have reviewed Metro's updated Excel Fee Model (Model) and associated fees for accuracy, adequacy, reasonableness and compliance with industry practices. This review is in accordance with *Metro Code – Title V Solid Waste Section 5.03.070 “Independent Review of Fee Setting Process; Written Report”*.

This review focused on the overall methodology and resulting fees for compliance with industry practices for FY 2024-2025. The review did not validate the accuracy of source documents or formulae and structure utilized in the Model.

The FY 2024-2025 findings and comments are summarizing below:

- The methodology utilized in the fee setting process follows best practices in the industry. The overall analysis is structured around three (3) fee setting components, or steps:
 1. *Revenue requirement*: evaluates the overall revenue needs of the utility on a self-supporting basis, considering operating and maintenance expenditures, capital/equipment funding needs, debt requirements and fiscal policies.
 2. *Cost-of-service*: equitably distributes costs to services based on their proportional demand and use of the system.
 3. *Rate / fee design*: includes the development of fees that generate sufficient revenue to support the revenue requirement and address Metro's policy goals and objectives.
- The recommended overall fee strategy (step 1, revenue requirement) for FY 2024-2025 projects revenues after increase to be sufficient to cover annual obligations and generate a positive cash flow. The cash flow is utilized to meet existing reserve policy targets and continue funding projected capital expenditures. The benefit of projecting revenue requirements beyond the immediate test year period is the ability to level out impacts over time, if necessary. The Model does project the revenues after increase for subsequent years to meet the estimated revenue needs, assuming the proposed fees are implemented.
 - » This year's model includes an updated tonnage forecast, reflecting the latest economic conditions and actual utilization of Metro's transfer stations. The tonnage forecast is key to the analysis and affects both revenues and expenses. Based on the updated projections, the overall tons are forecasted to increase compared to the prior year's Model, which has a net positive impact on rate revenue projections. It will be important to continue monitoring

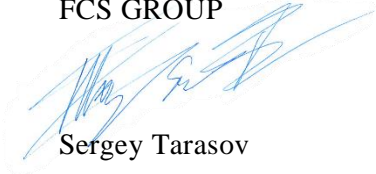
- tonnage and its impact on both revenues and expenses and modify the projections as necessary if significant deviation in the forecast occurs.
- » The operating and maintenance (O&M) expense projection for this year's Model update does include the most recent contract with Recology Oregon Recovery – Central Inc. (Recology) for the Metro Central Transfer Station operations. The contract reflects updated costs from Recology to operate the Central Transfer Station.
 - » With the proposed fee adjustments, FY 2024-2025 ending cash balances are projected to meet or exceed minimum target levels.
- The cost allocation (step 2, cost of service) utilized in developing service level charges appears technically sound and consistent with that deemed acceptable by industry practices. Costs appear to be allocated with cost causation principles, mimicking the nature of how they are incurred. Primary allocation occurs based on actual time spent by employees within each service level, contractual costs associated with each service level or a direct assignment of costs to a specific service level.
 - » Building onto the expanded O&M expense line-item budget detail that was added during the prior year's update, Metro has added additional detail to identify the capital related components of the budget (e.g., Operating Support & Planning, Engineering & Tech Support, etc.). The primary driver behind this cost separation was related to the fact that any capital-related expenses included in the O&M budget were not associated with the Regional System; therefore, cost should not be allocated to the Regional System Fee. Instead, the expenses were allocated to the municipal solid waste (MSW) cost pool.
 - » The results of the cost-of-service analysis indicate that cost differences are present between existing fees and the cost-based allocation. It should be noted that, typically, if the result of each individual service is within plus (+) or minus (–) 5.0 to 10.0 percent of the overall system average, they are generally considered to be within cost-of-service. This range of reasonableness is given since although there is an industry accepted methodology, the specific classification and allocation of expenses reflect cost and waste characteristics at a given point in time. With time, waste patterns, composition and facility requirements change resulting in changes to cost-of-service. The flexibility to work within the range of reasonableness can minimize annual peaks and valleys and help maintain stable fees from year to year.
 - The proposed fees (step 3, rate / fee design) phase-in cost-of-service results over a 5-year period. Staffed and automated fee, mixed solid waste, residential organics and commercial organics are phased-in to within 5.0 percent of their cost-of-service level, with the majority projected to be within 1.0 percent. By the end of the 5-year period, clean wood fees are projected to be within 37.0 percent of their cost-of-service, which is outside the 10.0 percent range of reasonableness. The updated contract for the Central Transfer Station increased the cost of wood processing impacting the results of the cost-of-service analysis compared to the prior year's Model. The yard waste fee is projected to be held constant to allow it to phase-in towards cost-of-service, which is projected to end the 5-year period within 12.0 percent of cost.
 - » The proposed rate design, when reconciled with projected billing units, does project a lower revenue generation in comparison to the total revenue requirement targets identified in step 1, revenue requirement. The deficiency ranges from \$2.0 million in FY 2024-2025 down to

\$713,000 in FY 2028-2029. Metro's existing fund balances are projected to be sufficient to cover the deficiency.

We appreciate the opportunity to work with Metro on this project. Please do not hesitate to contact me if you have any questions regarding this letter or if additional information is needed.

Sincerely,

FCS GROUP



Sergey Tarasov

Principal

cc: Financial Planning Director Cinnamon Williams, Chief Financial Officer Brian Kennedy, and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan and Hwang

**Budget Committee Deliberation on the FY 2024-25 Proposed
Budget and to Consider Proposed Budget Amendments**
Public Hearings

Metro Council Meeting
Thursday, April 25 , 2024

STAFF REPORT

FOR THE PURPOSE OF THE BUDGET COMMITTEE TO DELIBERATE ON THE FY 2024-25 PROPOSED BUDGET

Date: April 8, 2024

Prepared by:
Joshua Burns, Interim Budget Coordinator

Department: Office of the Chief Operating Officer

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

Meeting date: April 25, 2024

Length: 45 minutes

ISSUE STATEMENT

An opportunity for Council, acting as the Budget Committee, to deliberate on the FY 2024-25 Proposed Budget, discuss the COO's Budget Message, the Metro Auditor's budget presentation, and the department budget presentations, in the context of the Council priorities, strategic framework, racial equity outcomes, and climate action goals.

This is a public hearing and public testimony will be taken by interested members of the public and agency stakeholders. Information shared at this meeting will help guide the development of the FY 2024-25 Approved Budget.

ACTION REQUESTED

Council deliberation and feedback on the submitted FY 2024-25 Proposed Budget and the budget presentations.

IDENTIFIED POLICY OUTCOMES

Development of a FY 2024-25 Adopted Budget that aligns with Council priorities.

POLICY QUESTIONS

Specific factors for Council consideration *may* include:

- Does Council need clarification on any of the answers provided to their submitted budget questions?
- After having time to review the Proposed Budget and the COO's Budget Message, does Council have any comments or need any questions answered, to improve budget deliberations?
- Does Council require any further explanation, or can any actions be taken, to enhance the Council's understanding of the Proposed Budget, after attending the department presentations?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part, and modify individual items or larger program requests.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council hear all the department presentations prior to determining their support for each departments' proposed budget.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Each department's FY 2024-25 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2023. The base budgets allow the departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the Proposed Budget, released on April 5, 2024, and presented by the Chief Operating Officer, acting as the Budget Officer, on April 11, 2024, with their budget message.

Legal Antecedent

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as Metro's Budget Committee.

BACKGROUND

The Budget Officer presented the Metro Council, acting as the Budget Committee, the FY 2024-25 Proposed Budget to fully deliberate and to provide guidance in developing the FY 2024-25 Approved Budget, and eventually, the FY 2024-25 Adopted Budget.

**FY 2024-25 Council Proposals
For Budget Note Discussion**

Budget Note Title:

Vehicle Mile Tax Scenario Assessment

Budget Note Narrative:

The rise of electric and more fuel-efficient vehicles has made the gas tax an unreliable revenue source with projections looking dimmer. An alternative, such as the Vehicle Mile Tax (VMTax), is necessary to ensure the future of Oregon’s transportation system.

Although a VMTax could be statewide, it would have disproportionate impact on the Metro region due to the highest concentration of population and economic importance. Our region also has a growing list of necessary infrastructure improvements with large price tags. The conceptual basis for potential forms of a VMTax have not been widely disseminated and the potential public perception and technical equipment costs have not been addressed.

A VMTax would require the creation and management of a new data set involving miles traveled for each private vehicle in the state. Such program could potentially require added auto technology to record, store, and transmit usage (mileage) data. An assessment of the options, constraints, and revenue are needed to inform developing conversations.

This proposal is for a Metro effort to provide a preliminary analysis of the concepts, potential perceptual issues, technical constraints, and revenue allocations for both statewide and a regionally based VMTax system. A preliminary and conceptual analysis would be useful in discussions with regional legislators, ODOT and the OTC regarding revenue generation and distribution.

Request:

A new 1-FTE is anticipated to aggregate regional, national, and international information pertinent to a VMTax concept and to develop a preliminary report, prior to the 2025 legislative session, to guide Metro’s input into transportation package funding. A \$25,000 allocation for consulting support for technologies or system configurations. This proposal does not anticipate additional revenues in the current cycle and so necessary allocations would come from general fund revenues.

Stakeholders:

Initially, major stakeholders might be limited to the Metro jurisdictions that depend on state funding for transportation and transit projects. If adopted, such a program would be of interest to all Oregonians and all economic sectors.

Primary Sponsor

Councilor Gerritt Rosenthal

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

**FY 2024-25 Council Proposals
For Budget Note Discussion**

Budget Note Title:

Regional Values Tolling Prototype

Budget Note Narrative:

The recent approach to implementing tolling in Oregon did not meet the values and desired outcomes of stakeholders, especially in the Portland Metro region. While Governor Tina Kotek has paused the process, Metro and its partners should continue to move forward in creating a solution that addresses local needs and the funding gap for transportation in Oregon. With several large projects, including IBR, pending, we have a responsibility to provide a solution that supports regional prosperity.

<p style="text-align: center;"><u>Primary Sponsor</u></p> <p>Councilor Gerritt Rosenthal</p> <p style="text-align: center;"><u>Sponsoring Councilors</u></p> <p><input type="checkbox"/> President Peterson</p> <p><input type="checkbox"/> Councilor Simpson</p> <p><input type="checkbox"/> Councilor Lewis</p> <p><input type="checkbox"/> Councilor Rosenthal</p> <p><input type="checkbox"/> Councilor González</p> <p><input type="checkbox"/> Councilor Nolan</p> <p><input type="checkbox"/> Councilor Hwang</p>
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It is important to recognize that tolling has not been proposed for other parts of the state. A future program has regional implications for equity (both income and geographically), congestion, diversion, revenue raising, lifestyle, and the economy. Metro adopted values in 2023 that should guide any metro area tolling proposal. Metro also has the data and expertise to propose, at least, a preliminary proposal that reflects these values and helps us advance climate priorities (reducing trips, GHG).

Metro must be proactive in helping identify potential legislative changes that facilitate a regional system ahead of the upcoming legislative session. A prototype plan developed by Metro would act as a catalyst for in-depth discussion and evaluate a range of potential tolling locations that consider updated travel patterns, projections, freight, and high-capacity corridors. The proposal would also provide a concrete analysis of revenue, economic impacts to our communities, administrative costs, and ongoing responsibilities of stakeholders. A prototype plan would also inform the correct political approach for fostering support among constituents by studying cost elasticity.

The development of such plan is complex. Regional pinch points are well known. In 2021 Metro completed a study that demonstrated the negative impacts of developing a piecemeal tolling plan and that study could serve as a baseline for a more robust proposal.

A tolling prototype is also necessary for ultimate comparison with other proposals for highway project financing (such as a Vehicle Mile Tax). This would be a limited duration project though it may require continuance into the 25-26 biennium depending on legislative action and OTC response.

Request:

1 FTE from general fund dollars along with an allocation of \$200,000 for consultant support.

Stakeholders:

All Metro cities would be impacted either directly or indirectly; Outlying jurisdictions may also have an interest along with all economic sectors and constituencies.

FY 2024-25 Council Budget Amendment Proposal

For Budget Amendment Discussion

Amendment Title (brief):

Portland State University Transportation and Traffic Class

Department:

Unknown. Potentially Planning/COO.

Concise Description

Metro would take over financial support of the Portland Traffic and Transportation (PTT) class offered at Portland State University (PSU). Previously, this class was supported by the Portland Bureau of Transportation (PBOT), however due to budget constraints, PBOT decided to cut the PTT class. This class has been a great opportunity for the region and has facilitated partnerships with agencies such as Metro and TriMet in the past.

This proposal has support from Metro COO Marissa Madrigal.

There is an opportunity for Metro to take on the leadership of this course if desired. PBOT is open to further conversation and a spectrum of options on how to run this class. PBOT is happy to hand the program off to Metro, but be available for initial knowledge transfer and making connections to speakers, etc. There is a potential hybrid option as well, where Metro remains the funder but could ask for staff support from PBOT to work with a facilitator to set up the course and do outreach. There is room for Metro to decide what model is preferable.

Course description:

The Portland Traffic and Transportation Class is a sponsored course in partnership with PSU and a consultant facilitator with an emphasis on land use, mobility, social justice, and racial equity. The class focuses on equitable traffic and transportation design and planning for our communities and infrastructures in the City of Portland. The 10-week course is composed of weekly guest speaker lectures and student-led projects. For the final class, students prepare a vision plan or class project addressing community planning for transportation systems (e.g., roads, bridges, transit, parks, urban centers, etc.). Students are encouraged to research current design trends in the traffic and transportation industry, including new developments in connectivity, green technologies, and changing populations. This class is free to Portland area residents, and PSU students may take the course for credit.

Objective

Demonstrate and increase Metro's leadership in building knowledge in the region. This outcome will be supported by students if there is enrolling in the class.

Primary Sponsor

Councilor Simpson

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- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

Funding time period

One-time Specific time period (e.g. two years) On-going

Cost Estimate

The total operating costs for this class in the past were \$41,000. A cost breakdown is as follows:

- \$15K for facilitator
- \$15K for PSU/ facility/ grad assistant support
- \$11K staff time (could potentially be Metro staff in the future, please see description above.)

Funding Options

Unclear where this funding should come from.

Relationship to other programs

This class aligns with Metro's transportation planning work.

Stakeholders

This class positively impacts students and people around the region looking to learn about transportation and multi-modal transportation in particular throughout the region. This class also positively impacts PSU by providing an opportunity for practical learning regarding the future of transportation in the Portland area.

FY 2024-25 Council Budget Amendment Proposals

For Budget Amendment Discussion

Please provide the information requested below. When finished, please delete all blue font instructions before submitting the form.

Amendment Title (brief):

Performing Arts Grants

Department:

Please note the department(s) impacted.

Venues or COO?

Concise Description

Describe the proposal in sufficient scope that it can be evaluated.

This budget amendment directs the Chief Operating Officer to create a one-year grant program for performing arts.

Objective

Describe what this proposal is intended to accomplish (desired outcome). How will the agency know if the proposal reaches the desired outcome?

This funding proposal is in response to a uniquely challenging arts environment. \$125,000 will be divided into two distinct grant programs. One program will offset cost increases at our venues for resident performing arts companies that exclusively perform in the halls we operate. The second program will provide grants to partner with local community-based organizations (CBOs) specifically for venue rentals. This allows organizations to collaborate with our Department of Culture and Community to curate events relevant to their communities.

Benefits:

- **Develop new audiences:** Attract younger and more diverse patrons from marginalized communities.
- **Invest in Portland's future:** Build a sustainable theater by nurturing a wider audience base.
- **Economic empowerment:** Creating financial opportunities for historically excluded groups
- **Vibrant cultural scene:** Spark fresh perspectives and stories through collaboration.

Funding time period

Indicate the time period the additional funding is required

One-time Specific time period (e.g. two years) On-going

Cost Estimate

Describe the estimated costs of the proposal. Provide as much information as possible including anticipated personnel service costs (number and types of positions) and materials and services costs (contracted services, computers and other types of equipment).

\$125,000

Funding Options

Describe possible ways to fund the proposal. Options to consider may include:

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- President Peterson
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- Councilor Nolan
- Councilor Hwang

- Reassigning staff or eliminating an equivalent dollar amount from the Proposed Budget (be specific).
- Use of one-time money from a specified reserve. This option follows the financial policies of using one-time money to fund one-time (not permanent) expenses. Funding for multi-year proposals would all come from this year's reserves. Depending on the chosen reserve, this may require replenishing the reserve next year under the "pay yourself first" principal for maintaining specified reserves.
- If the proposal generates revenue; provide information on amount and timing of potential revenues.
- If you don't know where the funding will come from, please specify, and the COO and CFO will review the amount and determine what resources are available.

\$25,000 reappropriation in Special Appropriations (RACC funding) plus \$100,000 redirected funds in the COO/Council budget.

Relationship to other programs

Describe how the proposal enhances or complements existing programs or projects?

This proposal compliments our venues work and enhances our partnerships with performing arts groups.

Stakeholders

List stakeholders potentially impacted by this proposal (positively and negatively). Are there known groups or coalitions that will have interest in this proposal?

- Resident art companies that currently use city of Portland venues that are managed by Metro
- Arts organizations that qualify for reduced pricing at Brunish Hall but lack funds necessary to cover additional costs, such as labor
- RACC

FY 2024-25 Council Budget Amendment Proposals

For Budget Amendment Discussion

Please provide the information requested below. When finished, please delete all blue font instructions before submitting the form.

Amendment Title (brief):

Unallocated General Fund Reserve for Capital— Climate Resilience

Department:

Please note the department(s) impacted.

All General Fund

Concise Description

Describe the proposal in sufficient scope that it can be evaluated.

Allocate of the unallocated general resources after required reserves are fully funded to expanded capital reserve in the general fund. The funds will be used with a focus on climate justice and resilience on Metro property.

Objective

Describe what this proposal is intended to accomplish (desired outcome). How will the agency know if the proposal reaches the desired outcome?

Funding time period

Indicate the time period the additional funding is required

One-time Specific time period (e.g. two years) On-going

Cost Estimate

Describe the estimated costs of the proposal. Provide as much information as possible including anticipated personnel service costs (number and types of positions) and materials and services costs (contracted services, computers and other types of equipment).

Depends on remaining balance in the unallocated general resources fun after required reserves are fully funded.

Funding Options

Describe possible ways to fund the proposal. Options to consider may include:

- Reassigning staff or eliminating an equivalent dollar amount from the Proposed Budget (be specific).
- Use of one-time money from a specified reserve. This option follows the financial policies of using one-time money to fund one-time (not permanent) expenses. Funding for multi-year proposals would all come from this year's reserves. Depending on the chosen reserve, this may require replenishing the reserve next year under the "pay yourself first" principal for maintaining specified reserves.
- If the proposal generates revenue; provide information on amount and timing of potential revenues.
- If you don't know where the funding will come from, please specify, and the COO and CFO will review the amount and determine what resources are available.

Unallocated general resources after required reserves are fully funded

Relationship to other programs

Describe how the proposal enhances or complements existing programs or projects?

This proposal enhances Metro's capital reserve in the general fund.

Primary Sponsor

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- President Peterson
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- Councilor Nolan
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Stakeholders

List stakeholders potentially impacted by this proposal (positively and negatively). Are there known groups or coalitions that will have interest in this proposal?

Metro staff

Members of the public who use Metro facilities

**FY 2024-25 Council Proposals
For Budget Note Discussion**

A budget note presented by a Councilor may be considered and voted on by Council in the same way action is taken on a Councilor budget amendment. A budget note is an appropriate alternative to a budget amendment if Council wishes to document legislative intent in the Adopted Budget before the programmatic specifics required to develop an amendment have been fully developed.

The introductory paragraph included in the budget document will contain the following text applicable to all approved budget notes:

“The Council approved the following notes in the Adopted Budget. They provide additional direction to staff in carrying out the programs or functions of the agency and serve as statements of legislative intent.”

[Please provide the information requested below.](#)

Budget Note Title:

WPES Reuse Pilot

Budget Note Narrative:

WPES intends to hire a Hatfield fellow to develop a work plan for this pilot project. This budget note relates to the timing of that work, and instructs WPES staff to return to council by November 2024 with a full presentation on investment scenarios that include new resources or reallocation of existing resources to establish near-term, ongoing, predictable funding grants or similar mechanisms for reuse organizations that can measure effectiveness in diverting reusable items from the landfill.

Primary Sponsor

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

**FY 2024-25 Council Proposals
For Budget Note Discussion**

A budget note presented by a Councilor may be considered and voted on by Council in the same way action is taken on a Councilor budget amendment. A budget note is an appropriate alternative to a budget amendment if Council wishes to document legislative intent in the Adopted Budget before the programmatic specifics required to develop an amendment have been fully developed.

The introductory paragraph included in the budget document will contain the following text applicable to all approved budget notes:
“The Council approved the following notes in the Adopted Budget. They provide additional direction to staff in carrying out the programs or functions of the agency and serve as statements of legislative intent.”

[Please provide the information requested below.](#)

Budget Note Title:

Washington Park Train Task Force

Budget Note Narrative:

A Washington Park Train Task Force is coalescing thanks to the efforts of Metro Council’s Chief of Staff. This note directs the Chief of Staff and the Council Office Director to provide staff support to the task force for three to six meetings. Additional technical and/or engagement resources should be provided by the Parks and Nature and/or Planning and Development departments, as necessary. The task force should study and make recommendations regarding future feasibility and funding scenarios for a Washington Park whole loop train. The task force should include stakeholders, including members of the public, city of Portland representation, and Oregon Zoo staff.

Primary Sponsor

Sponsoring Councilors

- President Peterson
- Councilor Simpson
- Councilor Lewis
- Councilor Rosenthal
- Councilor González
- Councilor Nolan
- Councilor Hwang

Department Budget Presentation: Oregon Zoo
Public Hearings

Metro Council Meeting
Thursday, April 25, 2024

STAFF REPORT

DEPARTMENT BUDGET PRESENTATIONS: Oregon Zoo

Date: March 28, 2024

Prepared by:
Cinnamon Williams, Financial Planning Director
Joshua Burns, Interim Budget Coordinator

Department: Oregon Zoo

Presented by:
Heidi Rahn, Zoo Director

Meeting date: April 16, 2024

Length: 60 minutes

ISSUE STATEMENT

This work session will provide Council, acting as the Budget Committee, the opportunity to hear how the Oregon Zoo FY 2024-25 budgets align with Council priorities, strategic framework, racial equity outcomes, and climate action goals. Information shared at the work session will help guide development of the FY 2024-25 Approved Budget.

ACTION REQUESTED

Council discussion and feedback on the departments' proposed budget.

IDENTIFIED POLICY OUTCOMES

Development of a FY 2024-25 Metro budget that aligns with Council priorities.

POLICY QUESTIONS

What are the policy implications and tradeoffs that will result from the department's budget?
Specific factors for Council consideration *may* include:

- How well do the department's programs align with Council priorities and direction?
- Does the budget represent a good investment in and advance the Council priorities?
- Has the department demonstrated sufficient planning to successfully implement any new programs and/or projects?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part and modify individual items or larger program requests.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council hear all the department presentations prior to determining their support for departments' proposed budget.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Each department's FY 2024-25 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2023. The base budgets allow the departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the Proposed Budget, released on April 5, 2024, and presented by the Chief Operating Officer on April 11, 2024, with their budget message.

Legal Antecedent

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Financial Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as our Budget Committee.

BACKGROUND

Each department will provide information pertaining to their proposed budget, that include budget modification requests approved by the Chief Operating Officer.

Materials following this page were distributed at the meeting.

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#221]
Date: Thursday, April 25, 2024 5:50:28 AM

Name *	Cozette Tran-Caffee
Email *	cozette.trancaffee@gmail.com
Address	<input type="checkbox"/> Portland, OR 97211 United States

Your testimony

Dear Metro Councilors,

I write as a ReBuilding Center board member, in support of ReBuilding Center's request for \$200,000 in funding from Metro's Waste Prevention & Environmental Services 2024–2025 budget.

ReBuilding Center is a key player in the solid waste ecosystem, and the single largest reuse operation in terms of tons diverted from Metro's facilities. ReBuilding Center has a long history of meeting community need for affordable materials while reducing waste, and it is vital to preserve ReBuilding Center's ability to continue as a resource despite detrimental long-term economic shifts.

ReBuilding Center is facing numerous fiscal challenges that are beyond its control and cannot raise prices as a for-profit business would in order to cover those shortfalls. Supporting ReBuilding Center during this critical time falls squarely within WPES and Regional Waste Plan goals of waste prevention and responsible reuse practices.

Thank you for your attention to these issues and consideration of this proposal.

Cozette

Is your testimony related to an item on an upcoming agenda? * Yes

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#222]
Date: Thursday, April 25, 2024 7:15:38 AM

Name * Holloway Huntley

Email * holloway@environspx.com

Address 3165 SW Sherwood Place
Portland, OR 97201
United States

Your testimony

Hello Council, I am writing to urge you to provide much needed financial support to the Rebuilding Center. It's important to consider this organization as far more than a waste diversion resource. Their programming should be viewed as a proactive tool that is helping to keep people in their homes and off of the streets. As a community we need to fund nonprofits like these as a way of getting IN FRONT of the homeless crisis. Let's be forward thinking and invest in the Rebuilding Center so that they may continue their work to keep folks in their homes via classes, discounted/free material and tools, and assistance with repairs.

Is your testimony related to an item on an upcoming agenda? * Yes

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#224]
Date: Thursday, April 25, 2024 8:40:00 AM

Name *	John Waldram
Email *	WALDRAMJ86@GMAIL.COM
Address	<input type="checkbox"/> 2312 E 16TH ST VANCOUVER, WA 98661 United States

Your testimony

Dear Members of the Metro Council,

I write to advocate for the urgent funding proposal by the Community Warehouse and ReBuilding Center. These nonprofits play a crucial role in our community by diverting millions of pounds of useful materials from landfills annually, providing low-cost home essentials to families in need.

Their impact on waste reduction and housing stability cannot be overstated. However, external factors such as paused grant funding, inflation, and decreased donations are hindering their ability to gather resources independently.

I urge the Metro Council to consider their invaluable contributions and approve the requested funding. By supporting these organizations, we not only promote sustainability but also ensure vital assistance for our community's most vulnerable members.

Thank you for your attention to this matter.

Sincerely,

John Waldram

Is your testimony related to an item on an upcoming agenda? *	Yes
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From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#223]
Date: Thursday, April 25, 2024 7:23:19 AM

Name *	Mark Grismer
Email *	mgrismer@gmail.com
Address	<input type="checkbox"/> 2106 SE 42nd Ave Portland, Oregon 97215 United States

Your testimony

Dear Metro Councilors,

I'm reaching out to you as a proud member of the ReBuilding Center's board, advocating for the inclusion of \$200,000 in funding from Metro's Waste Prevention & Environmental Services 2024-2025 budget for our organization.

The ReBuilding Center stands as a cornerstone in our solid waste ecosystem, serving as the largest reuse operation by volume of materials diverted from Metro's facilities. With a rich history of fulfilling community needs for affordable resources while championing waste reduction, it's imperative to ensure the ReBuilding Center's continued operation despite challenging economic shifts.

Currently, the ReBuilding Center faces significant financial hurdles that cannot be addressed through conventional means such as price increases, as it operates for the community's benefit rather than for profit. Supporting the ReBuilding Center in this critical juncture aligns perfectly with the objectives of waste prevention and responsible reuse outlined in the WPES and Regional Waste Plan.

Your attention to these matters and thoughtful consideration of our proposal are greatly appreciated.

Sincerely,

Mark Grismer

Is your testimony related to an item on an upcoming agenda? *	Yes
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From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#225]
Date: Thursday, April 25, 2024 8:49:35 AM

Name *	Waylon White
Email *	wwhite@earthadvantage.org
Address	<input type="checkbox"/> 5802 SE Ogden St Portland, OR 97206 United States

Your testimony

Dear Metro Councilors,

I am a senior manager at Earth Advantage and a ReBuilding Center board member. I write today in support of ReBuilding Center's request for \$200,000 in funding from Metro's Waste Prevention & Environmental Services 2024–2025 budget.

ReBuilding Center is a key player in the regional sustainable building industry, and the single largest reuse operation in terms of tons diverted from Metro's facilities. ReBuilding Center has a long history of meeting community need for affordable materials while reducing waste, and it is vital to preserve ReBuilding Center's ability to continue as a resource despite detrimental long-term economic shifts.

ReBuilding Center is facing numerous fiscal challenges that are beyond its control and cannot raise prices as a for-profit business would in order to cover those shortfalls. Supporting ReBuilding Center during this critical time falls squarely within WPES and Regional Waste Plan goals of waste prevention and responsible reuse practices.

Thank you for your attention to these issues and consideration of this proposal.

Waylon White

Is your testimony related to an item on an upcoming agenda? * Yes



Metro Council Meeting Testimony: April 25, 2024

My name is Jackie Kirouac-Fram, and I'm the Executive Director of the ReBuilding Center.

I've been in my role for five years, and during that time we have experienced tremendous change and evolution, mostly for the better.

We have become an even stronger resource for homeowners to affordably and safely repair their homes while continuing to divert more than 2 million pounds of building material from the landfill each year.

I have had the opportunity to partner with Metro as a member of several roundtable discussions, task forces, and informal discussions about how to amplify reuse as an equitable practice and resource for the region, and I have truly appreciated Metro's openness to our feedback and suggestions.

As one outcome of those partnerships, I am thrilled to hear that Metro will be considering how to institute long-term funding for reuse operations in the future.

However, economic conditions far beyond our control have created a challenging financial situation for our organization, and we need support from Metro now.

Over the past three years, we have benefitted from significant federal support in the form of COVID relief packages, and that funding supported our continued growth and impact while interest rates were rising, inflation was raging, and the housing market was stalling.

That funding is now gone, but these challenging economic situations continue.

I have sent each of you a detailed outline of our financial situation, but what I'd like you to take away from my testimony today is this:

The ReBuilding Center is a nationally-recognized leader in reuse. We have paved the way for similar organizations across the country, led the process to secure the first deconstruction ordinance in the nation, and continue to stand as a strong resource for reuse and affordable home repair.

We are a beloved Portland nonprofit institution, and a key partner in Metro's efforts to make reuse more accessible and affordable as a means to reduce waste and strengthen communities.

And we cannot continue to have the same level of impact without support from Metro that recognizes the importance of our work in our region.

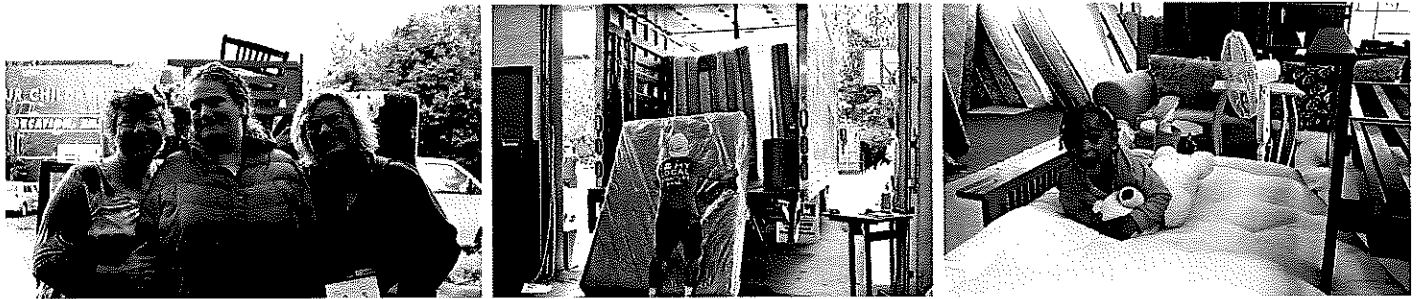
We are an organization that serves a purpose and provides a model for how community-centered, low-cost reuse can result in significant waste reduction and support communities across the country.

We are a vital part of the region's solid waste system, and we need your support at a level that allows us to continue diverting millions of pounds of material from the landfill while helping low-income homeowners to repair and retain their homes with sustainable, affordable materials.

This is a critical moment for us, and I urge you to propose and support a budget amendment of \$200,000 to provide stopgap funding for the ReBuilding Center in 2024 while plans develop for a longer-term solution, perhaps with funds initially earmarked for the Investment and Innovation grant program.

I am always available for questions and follow-up, so please reach out. I have always appreciated Metro's openness to new solutions, and I am hopeful that each of you will see the value in supporting our work this year.

Thank you.



Date: April 19, 2024

From: Community Warehouse & Rebuilding Center

To: Metro Council

Subject: Critical Support for Reuse and Sustainability in Partnership with Metro

Background:

Community Warehouse and ReBuilding Center are two nonprofit organizations at the forefront of addressing bulky household item reuse and housing stability in the metro area. ReBuilding Center keeps more than 2.5 million pounds of useful building materials out of the landfill each year and redistributes them at low-to-no cost to support affordable, sustainable home repair and retention. Community Warehouse annually redistributes 1.3 million pounds of essential home furnishings to individuals and families transitioning out of homelessness or experiencing furniture poverty.

As part of our missions to promote reuse, housing stability, and sustainability, Community Warehouse and Rebuilding Center are seeking funding from Metro's Waste Prevention & Environmental Services (WPES) 2024-2025 budget. Our need for funding is critical this fiscal year due to several factors, including the pause of Metro Innovation & Investment grant funding, high inflation and overall rising costs of living, significant downturn in the home improvement sector leading to insufficient material donations, and skyrocketing demand for furniture bank services as our region invests in homelessness and housing initiatives.

ReBuilding Center: Our Impact and Our Need

Last year, ReBuilding Center diverted more than 2.5 million pounds of useful building materials from the landfill and provided them for low-to-no cost to more than 40,000 people, saving them more than \$700,000 in new product costs. We provided material pick-up and delivery service to more than 600 people and businesses, increasing access to reuse and reducing the likelihood of illegal dumping. And in October 2023, we launched Home Repair for All, a supportive program that provides six months of free home repair classes and \$500 in reclaimed materials to 60 low-income homeowners per year, increasing their ability to repair, mitigating their need for expensive repair services and materials, and educating them about the utility and sustainability of reclaimed materials as viable alternatives.

Over the past few years, our expenses have increased dramatically. These increases are largely driven by personnel costs as we strive to pay thriving wages and provide full benefits, but affect all budget categories in an inflationary economy. Pricing in our store, however, is not flexible enough to manage these changes. To carry out our mission of providing low-to-no-cost home repair materials, we simply cannot raise our prices more than we already have. Whereas the store provided 90%+ of our organization's revenue budget in 2015, it now covers only about 63%.

For the past three years, COVID- and post-COVID-era federal financial support (PPP loans, Employee Retention Tax Credits) have helped us cover these increasing expenses. That support has come to an end and the home improvement sector nationwide is also experiencing a notable downturn, depressing our store revenues even below 2023 levels. With home sales slowed and expensive renovations on pause for most of the region, our material donations are down, limiting our ability to meet the demands of people who are trying to affordably and sustainably repair their homes.

We are very much in need of Metro's support to continue operating at our current size and impact. Without your support, we will likely need to reduce our hours of operation and/or our staffing, which will only reduce our ability to serve as **one of Metro's key reuse partners in the region.**

Community Warehouse: Our Impact and Our Need

Community Warehouse is the only nonprofit furniture bank in the metro area serving low-income individuals and families overcoming adversity who are referred by partner agencies. **Since Q4 2020, demand for furniture bank services has increased 240%.**

In response, as part of our 2023-2026 Strategic Plan, we intend to expand services by opening a new furniture bank in Gresham as soon as July 2024. This expansion would allow us to expand furniture bank services by 30%: from 65 to 85 households furnished each week. Additionally, we intend to expand pickup services in East County, offering an affordable reuse option for furniture and household items for residents east of 82nd. **Metro has identified transportation as one of the biggest barriers for individuals and families to access bulky item reuse.** Increased access through pickup and delivery services will further reduce illegal dumping and tonnage of useful materials sent to the landfill, and allow transit-dependent individuals to benefit from the low-to-no-cost home furnishings that Community Warehouse offers.

Our goal is to not only maintain our current operations and impact, but to grow. Without support, we will not be able to maintain this needed service expansion on our own. **Community Warehouse is a key player in Metro's vision** to strengthen reuse as a tool for community resilience in the region, and we need Metro's support now more than ever.

Budget Request:

Community Warehouse and ReBuilding Center are seeking a total of \$400,000 in funding from Metro WPES to support pickup programs.

- **Community Warehouse requests \$200,000 to cover the cost of a new pickup truck and associated operating expenses for one year.** This project will involve purchasing a new pickup truck and offering sliding-scale furniture pickup services primarily to East County residents. The furniture collected will be provided to local residents transitioning out of homelessness or experiencing furniture poverty.
- **ReBuilding Center requests \$200,000 to subsidize critical material pickup, delivery, and processing costs for one year.** This funding will allow us to continue our current level of waste diversion (2.5m pounds per year) and community impact as outlined above.

We recognize Metro may prefer to allocate funding through a procurement process, and are open to making recommendations for organizational criteria to ensure your investment supports efficient, effective reuse operations that serve the most number of local residents who have the greatest need.

Alignment with WPES Goals:

This project aligns with WPES and Regional Waste Plan goals of waste prevention and responsible reuse practices, and recognizes the need for short-term, critical support while Metro works to create a long-term plan for supporting reuse in the region.

Conclusion:

Community Warehouse and ReBuilding Center are committed to promoting reuse and sustainability in partnership with Metro's WPES department, as well as housing support and stability aligning with Metro's housing goals. **Providing critical, one-year support for our important work aligns with WPES goals and will have a positive impact on the community.**

Thank you for considering our proposal. We look forward to the opportunity to work together to promote sustainable materials management in the communities Metro serves..

Sincerely,



Anna Kurnizki, Executive Director
Community Warehouse



Jackie Krouac-Fram, Executive Director
ReBuilding Center





Oregon Zoo

Together for Wildlife

Oregon Zoo FY 2024-25 Proposed Budget

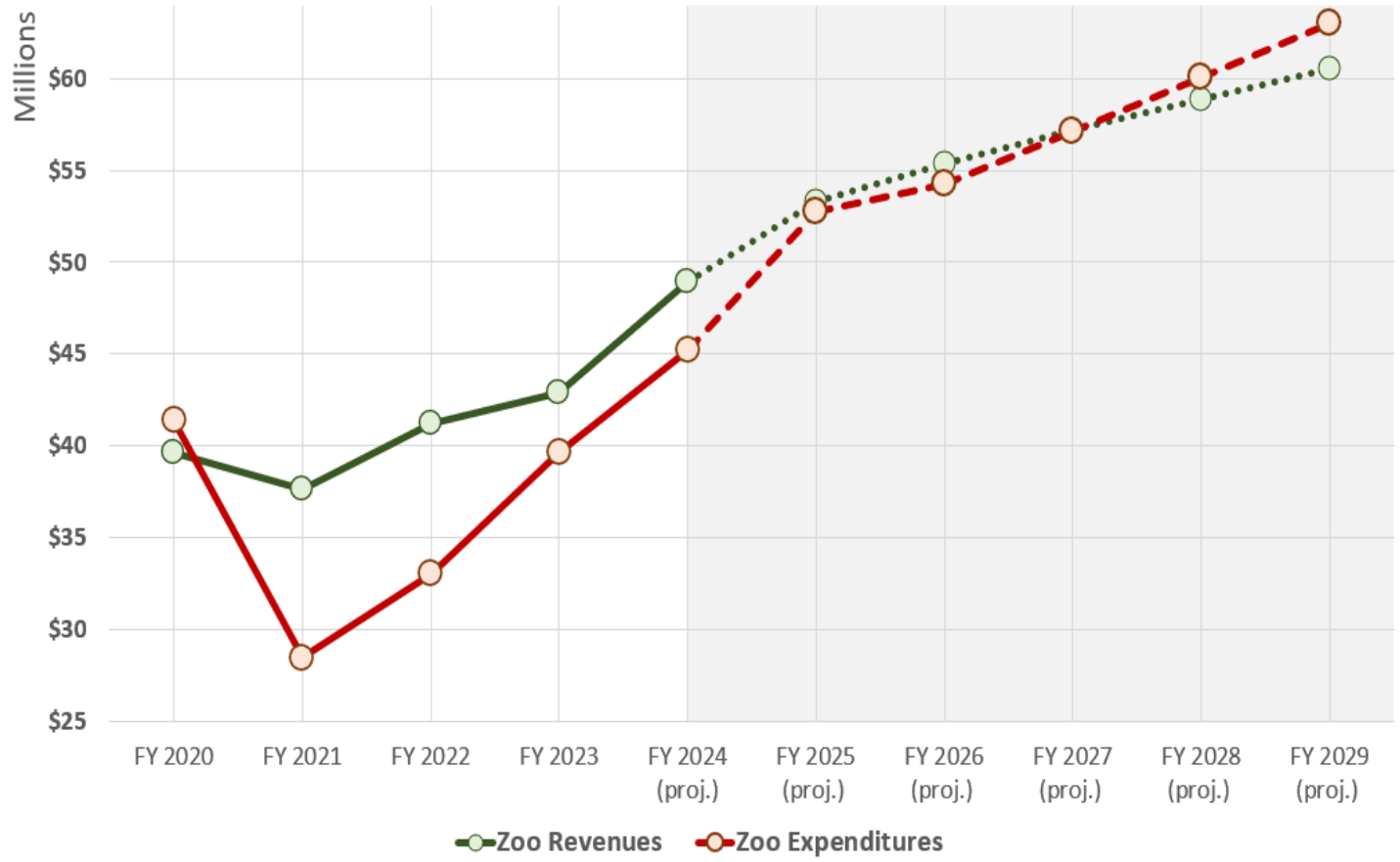
April 25, 2024



AGENDA:

- FY 2023-24 Department Investment Progress
- FY 2024-25 Budget Overview
- Investments in Target Areas
- Budget Performance Measures
- Equity Metrics
- Budget Modifications
- Council Discussion





FY 2025 Capital and Renewal & Replacement

Capital (\$7.25M)

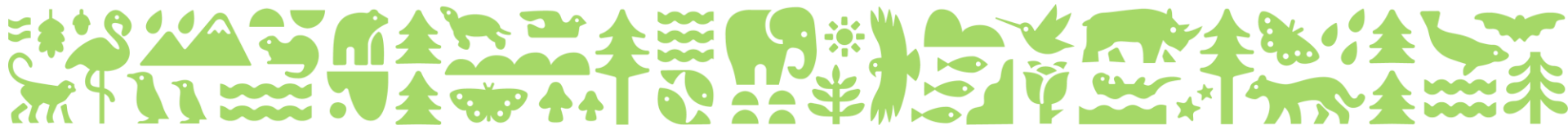
- Jonsson Center Modernization
- Plaza Structure at Polar-Growlers-Elephants area

Renewal & Replacement (\$2.65M)

- Point of Sale Implementation
- Cascade Crest Building Work
- Emergency Power Resiliency

Ongoing R&R project work (\$2.5M)

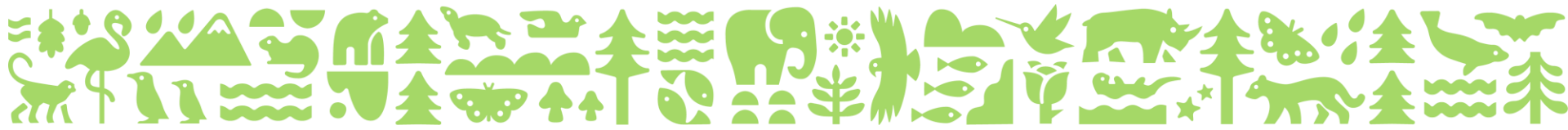
- Building and Grounds Improvements
- Sustainability and Accessibility
- Technology
- Studies and Assessments
- Vehicles and Equipment



Investments in Target Areas

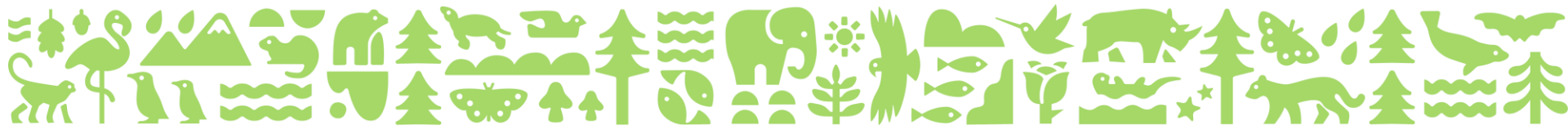
Economy

- Inspiring guest experience
- Significant regional impact
- Campus planning



Budget Performance Metrics

- **Water usage**
- **Energy usage**
- **Species conservation**
- **Regional economic impact**





Oregon Zoo
Together for Wildlife

Council Discussion

Questions?





Oregon Zoo

Together for Wildlife

The Oregon Zoo is part of Metro.  Metro