



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, May 25, 2021

2:00 PM

**<https://zoom.us/j/471155552> or
877-853-5257 (toll free)**

This Work Session will adjourn to an Executive Session.

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2:00 Call to Order and Roll Call

Work Session Topics:

2:05 Interstate Bridge Replacement Program-Project Update [21-5556](#)
and Revised Values and Outcomes

Presenter(s): Elizabeth Mros-O'Hara, Metro
Sebrina Owens-Wilson, Metro
Margi Bradway, Metro

Attachments: [Work Session work sheet](#)
[ISBR Revised Values and Outcomes](#)

2:50 Parks and Natural Areas Operating Levy Renewal [21-5554](#)

Presenter(s): Jon Blasher, Metro
Scotty Ellis, Metro
Beth Cohen, Metro

Attachments: [Work Session Worksheet](#)

3:35 Chief Operating Officer Communication

3:40 Councilor Communication

3:45 Adjourn to Executive Session

EXECUTIVE SESSION 192.660(2)(e), TO CONDUCT DELIBERATIONS WITH PERSON DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

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**Interstate Bridge Replacement Program-Project Update and Revised Values and
Outcomes**
Work Session Topics

Metro Council Work Session
Tuesday, May 25, 2021

I-5 BRIDGE REPLACEMENT PROGRAM (IBRP)

Date: May 6, 2021

Department: Planning & Development

Meeting Date: May 25, 2021

Prepared by: Elizabeth Mros-O'Hara

elizabeth.mros-ohara@oregonmetro.gov

Presenter(s): Elizabeth Mros-O'Hara,
Sebrina Owens-Wilson, Margi Bradway

Length: 45 minutes

ISSUE STATEMENT

The I-5 Bridge Replacement Program (IBRP) is a bi-state effort to replace the Interstate 5 Bridge over the Columbia River. The project is regional priority as identified in the 2018 Regional Transportation Plan and the current effort is building on the previous work undertaken as part of the Columbia River Crossing (CRC) project. The CRC project received NEPA approval for the Final Environmental Impact Statement (FEIS) in the form of a Record of Decision (ROD) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in 2013. IBRP starts from the previous effort, bringing the work up to date to address our region's current needs and values.

Based on recent feedback from the FTA and FHWA, the CRC project may be altered to reflect the region's current values and still maintain the NEPA approval/ROD for the CRC. While, the re-evaluation must be based on the CRC Locally Preferred Alternative (LPA) with a new bridge, tolling, and light rail extension into Vancouver, project components can be adjusted to reflect changes since the 2013 ROD to account for:

- physical changes (like new development in downtown Vancouver),
- policy/regulation changes (like the adoption Metro's Climate Smart Strategy and Strategic Plan to Advance Racial Equity, Diversity, and Inclusion), and
- context changes (like the Port of Portland no longer planning a large development on Hayden Island).

Metro is participating in the IBRP as a Participating Agency in the NEPA planning process. Metro Council and Metro staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level group. Metro is also working on technical aspects of the project such as modeling and planning.

Metro Council's desired values and outcomes for this project will provide clear direction to Metro project participants and Council when considering project elements shaped by the process. Based on Council feedback, staff has revised the discussion draft of "Values, Outcomes, and Requested Actions for the IBRP" presented in January. These outcomes and values will provide guidance and shape input from Metro staff to the IBRP throughout the process. This may be especially helpful as the IBRP updates information and analyses,

develops screening criteria, and tests design options to address changes since 2013, when the CRC ROD was approved.

Staff will provide an update on the IBRP program and activities including the project definition of equity and a presentation on the revised Values, Outcomes, and Actions.

ACTION REQUESTED

There is no formal action requested.

Staff will be asking Council to provide input and feedback on the revised Values, Outcomes, and Requested Actions to guide the work of Metro Council and Metro staff on IBRP over the course of the next several years. Staff will also be seeking further guidance and understanding of the progress on the IBR project to date and Metro's role as a Participation Agency.

IDENTIFIED POLICY OUTCOMES

The revised draft of the Values, Outcomes, and Requested Action for the IBRP reflects the goals, objectives, and principles in the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy and input from Council on the Discussion Draft presented in January.

In terms of a policy outcome on equity, staff will be sharing the IBR project definition of equity and providing an update of the policy work of the IBR Equity Workgroup.

POLICY QUESTION(S)

- Is Council comfortable with the Vision and Values as a guide for our future decisions on IBR?
- Any feedback on the Equity Advisory Group's definition of equity for the IBR project?

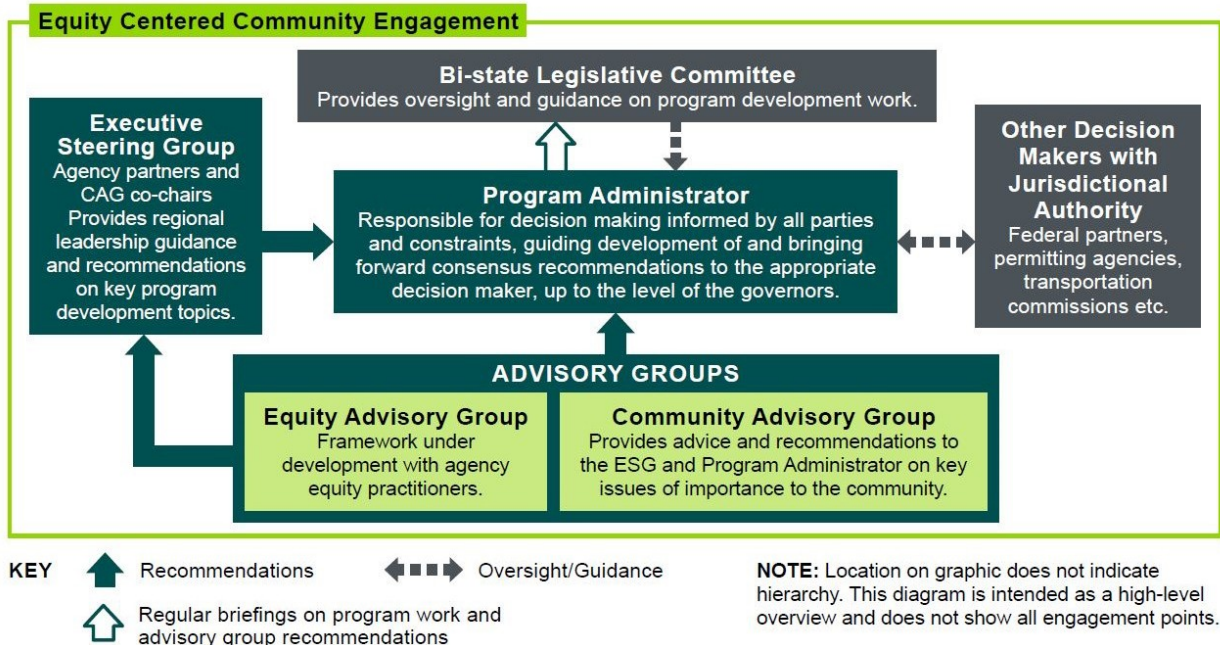
POLICY OPTIONS FOR COUNCIL TO CONSIDER

The draft values, outcomes and actions paper will provide a policy framework to guide future decisions of Metro Council and Metro staff.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The IBRP has created and begun engagement with an Executive Steering Group (ESG), a Bi-state Legislative Committee, a Community Advisory Group (CAG), and an Equity Advisory Group (EAG).

Interstate Bridge Replacement Program Decision Development Framework



Source: Interstate Bridge Progress Report December 2020 ODOT and WSDOT

The ESG includes regional leadership from the ten bi-state partner agencies with a direct delivery or operational role, as well as two community representatives. Metro Councilor Peterson represents Metro on the ESG.

The EAG has met and developed a definition of equity as it applies to the project. The IBRP team has discussed using this definition to develop an Equity Framework to assess work on the project. Metro is represented on the EAG, and staff are also highly-engaged as part of the staff level group which meets weekly. In addition, the IBRP CAG has met to discuss issues around the project and provide feedback, and the IBRP has also conducted extensive engagement with the public.

Schedule

The IBRP is reevaluating how to solve issues with the I-5 Bridge while building on past efforts. Major project elements to be completed in the next five years include:

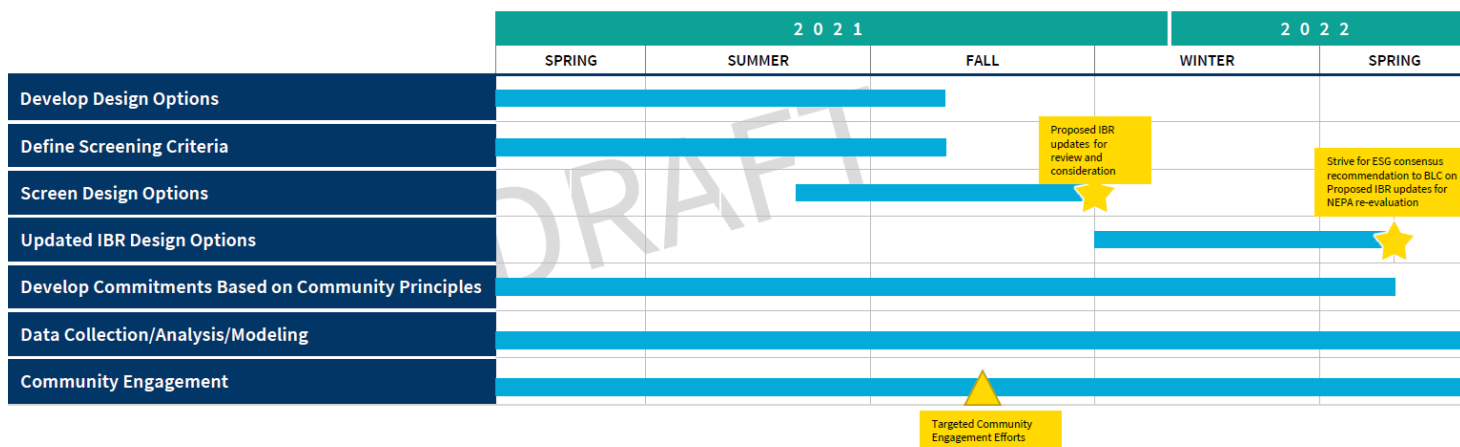
- Completing the federal environmental review process
- Obtaining necessary federal, state and local permits
- Finalizing project design for all modes
- Developing a finance plan
- Securing adequate funding
- Completing right-of-way acquisition
- Advertising for construction

More immediate milestones that will be completed and brought to the Bi-state Legislative Committee include:

- May 2021: ESG will be asked to endorse the strategy for moving forward to incorporate changes to pursue a Supplemental Draft Environmental Impact Statement (SDEIS)
- June 2021: Bi-State Legislative Committee will be asked to confirm a project strategy to move forward

The IBRP general work plan for technical analysis, modeling, developing screening criteria, creating and analyzing design options over the next year in preparation for an SDEIS is provided below. The IBRP project team is planning to develop an Equity Framework and Climate Framework with the EAG, CAG, ESG, and staff level group's input.

DRAFT IBRP Work Plan



I-5 Bridge Replacement Project: Values, Outcomes, and Actions

Metro Council's support for the I-5 Bridge Replacement (IBR) project is contingent on a clear commitment to the outcomes listed below from the Bi-state Legislative Committee, the Executive Steering Group, Community Advisory Group, Equity Workgroup, and technical committees. This document will guide all Metro decisions and review of future funding requests for the project.

The success of the I-5 Bridge will depend on Metro's coordination, cooperation and partnership with organizations on both sides of the Columbia River, including but not limited to: City of Vancouver, Port of Vancouver, SW Washington Regional Transportation Council, Washington Department of Transportation, City of Portland, Port of Portland, and the Oregon Department of Transportation. Metro embraces ongoing engagement and input from the public on the project, and especially from Black, Indigenous, and People of Color (BIPOC) communities who may benefit or be impacted by this project. Metro also recognizes indigenous communities and tribal governments as an important partner in this process.

Metro as an organization is grounded in our values which inform the outcomes that we strive for in policies, projects and programs. When it comes to transportation, Metro Council adopted the 2018 Regional Transportation Plan with four primary priorities: Equity, Safety, Climate and Congestion Relief. In addition, our Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces. Many of these values, but not all, are reflected below as outcomes that Metro Council and Metro staff are striving for on the IBR project.

Draft Value: Advancing racial equity

Draft OUTCOMES

- Institutional leadership demonstrates and implements an explicit commitment to improve lives of Black, Indigenous and People of Color (BIPOC).
- Equity starts with co-creation with community, continues with project implementation and includes equitable outcomes for communities that are impacted
- Recognize and account for the history of construction impacts on communities surrounding the I-5 bridge area, support community cohesion, and avoid neighborhood disruption.
- Connectivity to jobs and key community places (such as medical, grocery, social and community services) is improved within the study area especially for marginalized communities.
- Best practices for anti-displacement are integrated into the project design and implementation.
- Quality job opportunities for Oregonians and SW Washingtonians, especially for people of color and other underrepresented workers and local businesses while creating reliable career pathways, and investing in workforce development.
- Disadvantaged Business Enterprise (DBE) opportunities are maximized at every phase of the construction project through programs that provide technical assistance.

Draft ACTIONS REQUESTED

- *Set design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities and anti-displacement community building investment.*

Revised Draft – May 5, 2021

- *Give the IBRP Equity Advisory Group purview over the implementation of the DBE contracting process and/or establish a committee to oversee implementation of the DBE contracting process.*

DRAFT Value: Affordability and economic prosperity

- Right-sizing the project to improve cost-effectiveness while minimizing environmental and land use impacts.
- Economic growth is enhanced by capitalizing on opportunities for supporting goods movement reliability within the bi-state and regional network.
- Hayden Island access and safety is improved and redesigned with better transit, bike, and pedestrian connections on and off the island.
- Improved mobility for goods and people is essential to enhancing regional economic growth and recovery.

Draft ACTIONS REQUESTED:

- *Reduce and redefine the project area as described in the original Environmental Impact Statement.*
- *Develop a financial plan that includes congestion pricing and innovative financing to leverage federal and state funds.*
- *Explore opportunities to create and improve local connectivity to Hayden Island.*
- *Implement affordable and reliable high capacity transit connections to jobs.*

DRAFT Value: Reduce greenhouse gas emissions and improve air quality

Draft OUTCOMES

- Congestion pricing is implemented as part of the project to both manage transportation demand and generate revenue while maximizing limited transportation funding resources.
- High capacity transit (HCT) – light rail or bus rapid transit - provides frequent, reliable, and high-quality connections between the two largest regional centers in the Portland region: downtown Portland and downtown Vancouver.
- HCT provides infrastructure to enable compact urban development and efficient use of infrastructure in support of the Climate Smart Strategy.
- A more efficient transportation system is achieved that improves traffic flow of the highway and improves and increases multi-modal mobility in the project area.
- Bicycle and pedestrian access and safety are improved making these modes real options for traveling and to improve access to transit.
- Air quality is improved and impacts to human health are minimized in the project area, particularly for communities of color disproportionately impacted by air toxins.
- Reduce greenhouse gas emissions through operations and construction of the bridge, using low-carbon equipment, construction materials and other innovative construction methods

Draft ACTIONS REQUESTED

- *Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.*

- *Link the project with larger I-5 corridor planning efforts by taking into account the transportation needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.*
- *Implement congestion pricing as soon as possible and prior to completing the project.*
- *Implement transit improvements as soon as possible to improve mobility and reduce emissions.*
- *Implement a plan to reduce GHG during the construction of the bridge.*

Draft Value: Engaging stakeholders through a transparent and inclusionary decision-making process

Draft OUTCOMES

- Elevate equity considerations as an integral part of project decision-making and evaluation.
- People with diverse backgrounds and expertise are engaged early enough for meaningful input. This includes engagement prior to decision-making; a more robust effort than a typical NEPA analysis.
- Communication and collaboration with interagency partners is clear, consistent, and predictable, and there is demonstrated alignment regarding accountability for project outcomes.

Draft ACTIONS REQUESTED

- *Develop a robust public engagement process for public input to inform the Supplemental Environmental Impact Statement (SEIS).*
- *Authentically engage the Community Advisory Committee (CAG), Equity Advisory Group (EAG) and Executive Steering Group (ESG), and demonstrate how committee feedback is incorporated into project efforts, timelines, and milestones.*
- *Clearly define how feedback mechanisms will function between the CAG, EAG, ESG, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).*

Parks and Natural Areas Operating Levy Renewal
Work Session Topics

Metro Council Work Session
Tuesday, May 25, 2021

PARKS AND NATURAL AREAS LOCAL OPTION LEVY RENEWAL

Date: May 6, 2021
Department: Parks and Nature
Meeting Date: May 25, 2021

Prepared by: Beth Cohen, Scotty Ellis
Presenters: Jon Blasher, Scotty Ellis, Beth Cohen

ISSUE STATEMENT

The Metro Council has twice referred to the voters of the region a five-year parks local option levy to restore Metro's natural areas, maintain and operate parks, engage the community and improve opportunities for people to safely use and enjoy parks and natural areas. The region's voters first approved the levy in 2013, and renewed it in 2016.

The current levy funding expires in June 2023. The Metro Council must determine whether and when the levy renewal will again be referred to the voters of the region in 2022. By extending the levy another five years, Metro can continue to make the most of the land that voters have protected for future generations.

ACTION REQUESTED

At the work session on May 25, 2021, staff will provide background on the parks and natural areas levy and share information about the restoration and other programs it supports. Staff will seek Metro Council direction on high-level parameters of a potential renewal and ask for confirmation of staff's proposed approach to technical and engagement work needed to prepare for a Council decision on levy renewal in early 2022.

IDENTIFIED POLICY OUTCOMES

The parks and natural areas levy has allowed Metro to advance its parks and nature mission by improving water quality, controlling invasive weeds and planting native trees and shrubs at Metro properties. Levy funding also has helped connect people with nature by improving Metro parks, planning for public access and opening new sites for visitors, expanding volunteer and education programming, and awarding grants to community nature projects.

Metro's portfolio of natural areas and park facilities is large and growing due to the three voter approved natural areas bond measures (1995, 2006, 2019), as well as the Multnomah County parks and cemeteries that Metro inherited in 1994. The three capital bond measures cannot be used for expenses to help operate and maintain these natural areas and aging parks facilities. Additionally, levy-funded education and outreach activities, grants and other partnerships are an important part of Parks and Nature's strategy for advancing racial equity and centering historically marginalized communities in our work.

The impact and reach of the parks and natural areas levy can be felt across the region in improvements and access at sites like Blue Lake Park and Newell Creek Canyon Nature Park, scheduled to open in fall 2021. Levy-funded Nature in Neighborhoods grants and partnerships support community organizations in implementing restoration, nature education and other projects that connect communities of color to nature. The levy also pays for expanded nature education programming, such as in-person and virtual field trips, seasonal activity guides and self-guided twilight walks. Finally, at any one time, there are roughly a hundred active restoration, monitoring and research projects that touch every major habitat type across the region at sites such as Clear Creek Natural Area, Smith and Bybee Natural Area and Chehalem Ridge Nature Park.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 25, 2021 work session, staff will seek Council direction on the overall approach for the levy renewal, including confirmation that a 2022 levy renewal measure will propose the same rate and overall framework as the 2016 levy renewal.

More engagements with Council will come in the summer and fall of 2021. At these engagements, staff will seek Council direction on the following questions.

1. Determine whether the allocation percentages contained within the 2016 levy framework need to be adjusted to ensure most effective utilization of levy funds.
2. Determine timing for referral of levy renewal in 2022, though staff will be ready if Council chooses to refer the renewal to the May 2022 ballot.
3. Determine how best to align the levy renewal work within the values of Metro Council priorities including Metro's strategic framework, the Strategic Plan to Advance Racial Equity, and the 2019 parks and nature bond.

STAFF RECOMMENDATIONS

Staff recommends that Council confirm staff's proposed approach for developing a levy renewal recommendation.

POLICY QUESTION(S)

Does this approach align with the Metro Council's expectations at this point?

Is there information that the Metro Council would like in the future to inform its decision making?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Legal Antecedents

In 2016, the Metro Council approved Resolution No. 16-4690 for the Purpose of Referring to the Metro Area Renewal of Metro's Local Option Levy for Protecting Water Quality,

Restoring Fish and Wildlife Habitat and Connecting People to Nature.

Anticipated Effects

Funding from the current levy began in July 2018 and will expire in June 2023. The levy raises over \$16 million a year, which is essential to the operations of Metro's Parks and Nature department and its work across the region. By November 2021, staff will have a better understanding of the impacts on current levy revenues from potential compression due to the Portland Parks levy passed in November 2020, and pandemic-related economic factors.

Council direction on and engagement in the work

Pending Council direction, Parks and Nature staff are planning to provide regular updates to Council on the progress of levy renewal work using existing channels including Chief Operating Officer updates, communications from the Parks and Nature Director and through the parks bond refinement Council liaisons. Staff can provide additional opportunities for information sharing and engagement upon Council's direction.

Staff readiness to complete the work

Pending Council direction, Parks and Nature staff will launch work in summer and fall of 2021 to inform and shape a potential levy renewal. Anticipated activities will include building communications resources, planning for targeted engagement with specific stakeholder groups and public opinion research to deliver a recommended levy renewal package to the Metro COO and Metro Council as early as February 2022.

Regional Investment Strategy Coordination

Staff will continue coordination and collaboration with colleagues working to implement other funding measures in the Regional Investment Strategy.

Coordination with 2019 parks and nature bond

To ensure coordination and alignment across both funding measures, Parks and Nature staff will work to synchronize the 2022 levy renewal language with that of the 2019 bond. In addition, staff anticipates that levy engagement will be coordinated with the ongoing engagement for the refinement and implementation of the bond.

This coordination is key because many of the stakeholders engaged in the bond refinement activities would likely be closely involved in the development of a levy renewal. Community feedback and themes surfaced during bond refinement could help inform the levy renewal process. Finally, the proposed intentional alignment between the levy and the bond will support the establishment of outcome measures for both funding streams that are coordinated and demonstrate collective impact.

BACKGROUND

In December 2012 the Metro Council referred to the voters a five-year parks operating levy to restore Metro's natural areas, maintain and operate parks, engage the community and improve opportunities for people to safely use and enjoy parks and natural areas. In May

2013, voters of the Metro region approved this levy at a rate of 9.6 cents per \$1,000 of assessed value, with 56 percent support region wide.

In June 2016, the Metro Council referred a five-year renewal of the levy, at the same rate, to the November 2016 ballot. The region's voters overwhelmingly approved this renewal with 74 percent support.

The framework for the 2016 levy renewal was split between restoration and connecting with nature, informed by engagement with conservation stakeholders and community partners. The 2016 levy framework included the following allocation ranges:

1. 40-50 percent of funds for protecting and conserving nature for wildlife, fish and water quality through natural areas restoration and land management
2. 20-30 percent of funds for regional parks operations
3. 5-15 percent of funds to improving natural areas for people
4. 5-15 percent of funds for nature education/volunteer engagement
5. 5-15 percent of funds for Nature in Neighborhood grants and community partnerships

ATTACHMENTS

- Is legislation required for Council action? ☐ Yes x☐ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today?

Materials following this page were distributed at the meeting.

Interstate 5 Bridge Replacement Program

Metro Council Work Session

May 25, 2021

I-5 Bridge Replacement Program

Our purpose today:

Staff will review IBRP project updates and Metro's participation on the project.

Staff will seek feedback on the revised IBRP Values, Outcomes, and Actions based on Council's feedback. This document is being used seek agreement across Council and provide guidance to staff on direction and potential further steps to advance Council's priorities.

I-5 Bridge Replacement Program

- IBR Project Update
 - Program scope and schedule
 - Federal direction on NEPA
 - Metro's participation
- Review Revised IBR Values, Outcomes, Requested Actions
- Council discussion and guidance for staff

Major IBR Scope Components through 2025

- Completing the federal environmental review process
- Obtaining necessary federal, state and local permits
- Finalizing project design for all modes
- Developing a finance plan
- Securing adequate funding
- Completing right-of-way acquisition
- Advertising for construction

Interstate Bridge Replacement Program Decision Development Framework

Equity Centered Community Engagement



KEY  Recommendations  Oversight/Guidance

 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

Executive Steering Group

- Provides regional leadership recommendations on key IBR program issues
- Includes representatives from the 10 bi-state partner agencies with a direct delivery or operational role, as well as two community representatives:

ODOT: Kris Strickler, Director	WSDOT: Roger Millar, Secretary
TriMet: Steve Witter, interim	C-TRAN: Shawn Donaghy, CEO
Metro: Lynn Peterson, Council President Alternate: Councilor Nolan	Southwest WA Regional Transportation Council: Scott Hughes, Board Chair
City of Portland: Joanne Hardesty, Commissioner	City of Vancouver: Anne McEnerny-Ogle, Mayor
Port of Portland: Kristen Leonard, Chief Public Affairs Officer	Port of Vancouver: Julianna Marler, CEO
Interim Community Advisory Group Co-Chair (OR): Ed Washington	Interim Community Advisory Group Co-Chair (WA): Lynn Valenter

Metro's Role on the IBRP

- Participating partner on the NEPA process
- Executive Steering Group - President Peterson/Councilor Nolan
- Staff Level Group –Margi Bradway, Malu Wilkinson, Elizabeth Mros-O'Hara
- Equity Advisory Group - Sebrina Owens-Wilson
- *Staff are also working with the IBR technical team – modeling, planning, engineering.*

Path forward –

Federal Guidance on the Environmental Process

- Project must build on previous CRC to maintain its NEPA approval (Record of Decision) or start the whole process over
- Project must be updated to reflect today but still:
 - Start with the CRC Purpose and Need
 - Start with the Locally Preferred Alternative (LPA)
 - New bridge, Light Rail Transit, bridge tolling, and highway interchanges

Changes since the Record of Decision

Project must address changes since NEPA approval

- Physical Changes (development in downtown Vancouver, etc...)
- Policy/Regulation Changes (new plans/policies like Climate Smart Strategy and Racial Equity, Diversity, and Inclusion Strategy)
- Context Changes (Port of Portland plans for Hayden Island, etc..)

Project Meetings --IBR Groups and Public

- Public outreach including listening sessions in May and June
 - Hayden Island Listening Session: May 18th
 - Freight Movement Listening Session: May 27th
 - Downtown Vancouver Listening Session: June 1st
 - Active Transportation Listening Session: June 8th
 - Sustainability and Climate Listening Session: June 17th
- Staff Level Group – every week
- CAG and EAG - twice a month
- Executive Steering Group (ESG) – monthly
- Bi-State Legislative Committee (BLC)- quarterly – TBD

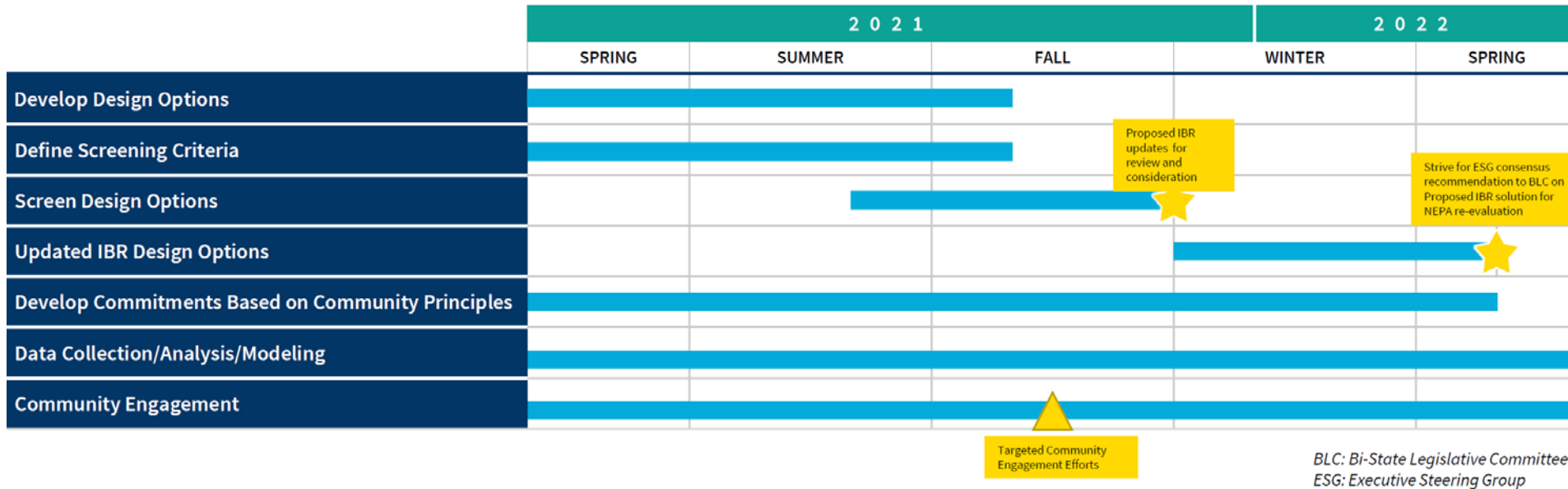
Meetings and Actions

5/19 meeting with the Executive Steering Group

- Endorsed strategy for moving forward – updates based on changes
- Agreed that robust data and analysis must inform project designs
- Agreed that screening criteria must include ***Climate and Equity***
- Agreed that coordination with local partners is important for all to keep the federal delegations updated

Bi-State Legislative Committee meeting soon (TBD) to discuss this direction

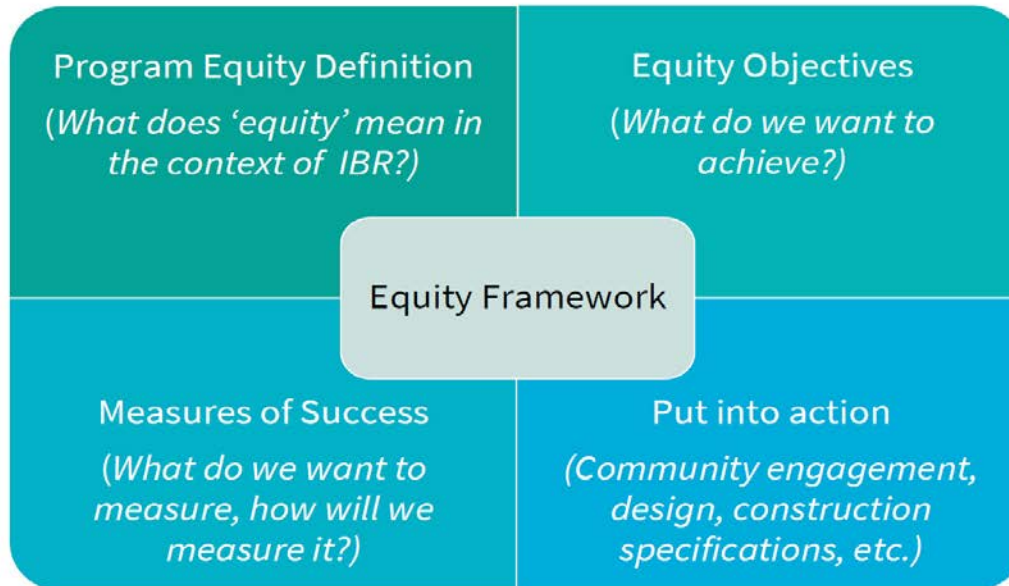
Work Plan and Schedule



Work Plan and Schedule

- Regular work sessions on design areas topics
- Developing screening criteria
- Updated traffic, transit, policy, and land use analysis
- Screening wide range of options to determine that should move forward into NEPA evaluation
 - Fall 2021 --decision on which options should be evaluated in more depth
 - Spring 2022-- ESG to recommend IBR design for NEPA evaluation to Bi-state Legislative Committee

Equity Advisory Group



Interstate Bridge Replacement Program

Definition of Equity

**Interstate Bridge Replacement Program
Definition of Equity**

The Interstate Bridge Replacement program defines equity in terms of both process and outcomes.

Process Equity means that the program prioritizes access, influence, and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

Outcome Equity is the result of successful Process Equity and is demonstrated by tangible transportation and economic benefits for marginalized and underserved communities.

Marginalized and underserved communities are defined as those who experience and/or have experienced discrimination and exclusion based on identity, such as:

- BIPOC (Black, Indigenous, and People of Color)
- People with disabilities
- Communities with limited English proficiency (LEP)
- Persons with lower income
- Houseless individuals and families
- Immigrants and refugees
- Young people
- Older adults

Together, Process Equity and Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.


Greg Johnson
Program Administrator


Dr. Roberta Hunter
Equity Advisory Group Facilitator

April 2021

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Revised Draft- Values, Outcomes, and Actions

- Review, discuss, provide input to staff
- Intent -- provide consistent direction to staff and articulate Metro Council values and direction for the IBRP process

Revised Draft Values, Outcomes, and Actions

Four Draft Values - *See Discussion Draft*

- Advancing racial equity
- Affordability and economic prosperity
- Reduce greenhouse gas emissions and improve air quality
- Engaging stakeholders through a transparent and inclusionary decision-making process

Discussion Draft Values, Outcomes, and Actions

Is the Council comfortable with this revised document to guide staff in our roles on the IBRP? Any additional considerations?

Are there questions around the project work plan or schedule?

I-5 Bridge Replacement Program

Thank you



Metro



2022 Levy renewal – Work plan proposal

May 2021

Purpose of today's discussion

- Review background on the parks and natural areas levy.
- Council thumbs up on proposed approach and high level parameters to the parks and natural areas levy renewal.
- Council thumbs up on staff's proposed work plan needed to prepare for a Council decision on levy renewal in early 2022.

Parks and Natural areas local-option levy

In 2013, voters across greater Portland approved a 5-year levy to help care for regional parks, trails and natural areas by:

- Restores and maintains habitat on acquired land
- Supports park operations
- Volunteer and education programming
- Grants to community nature projects
- Improves Metro parks and opens new sites for public access

Slide 2



Background

- First approved in 2013 and then renewed in 2016. More than 74 percent of voters approved the renewal of this 5-year levy.
 - *Raises over \$16 million a year*
- Rate of 9.6 cents per \$1,000 in assessed value.
 - *\$20 for a home assessed at \$200,000*
- The current levy is set to expire in June 2023.

Regional impact



Restoration and
maintenance



Parks operations

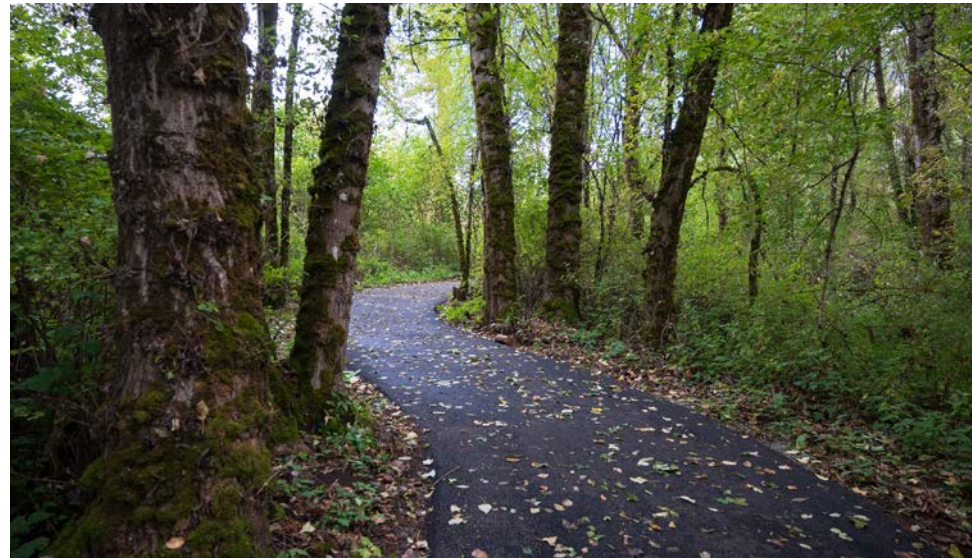


Nature education
and volunteer
programs

Regional impact



Community grants and
partnerships



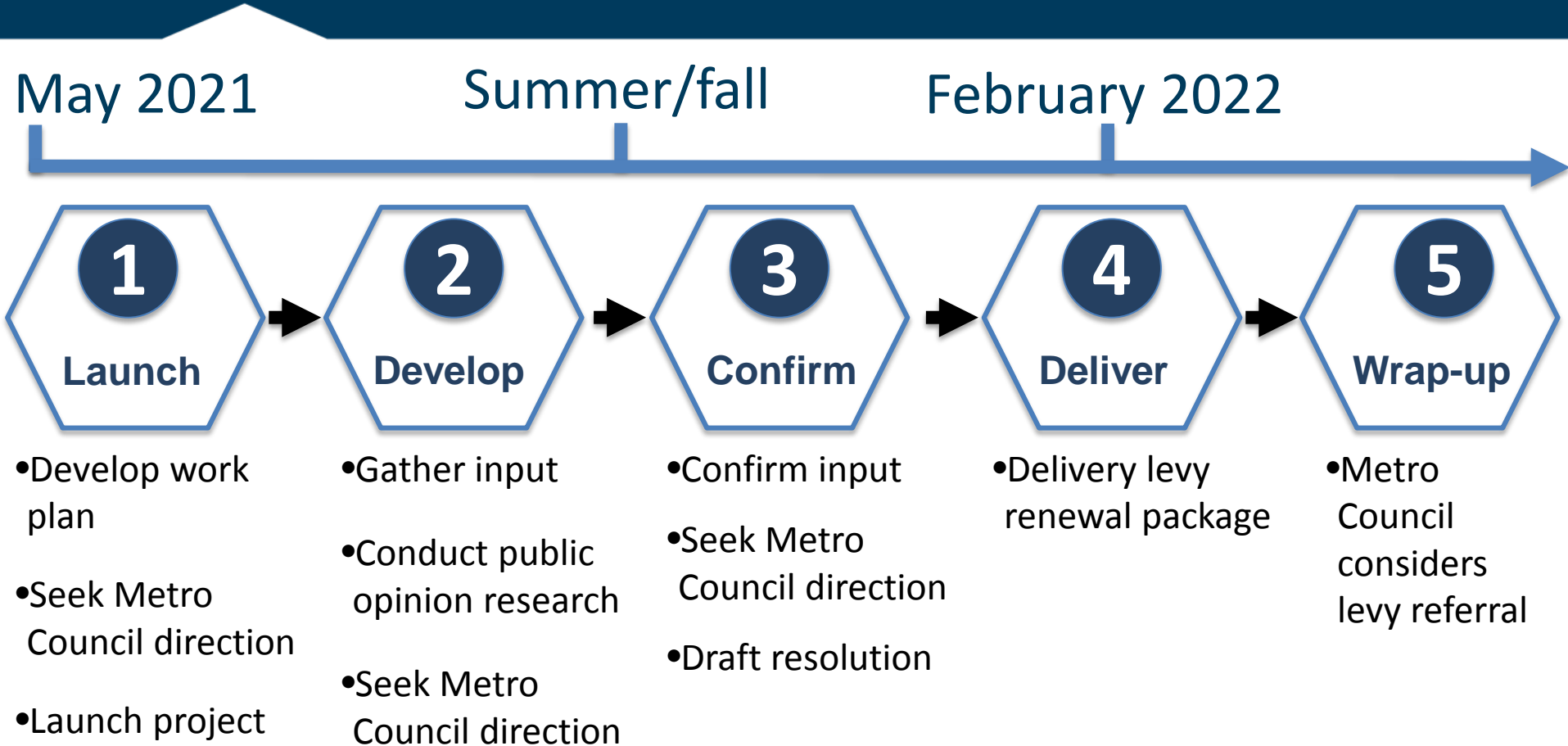
Public access
improvements

2022 levy renewal - Proposed work plan

- Deliverable: a levy renewal package by February 2022
- Guiding intentions for work plan:
 - Continue many elements of 2016 levy
 - Align with agency-wide policies
 - Center racial equity
 - Align with 2019 Bond



Proposed work plan - Timeline and phases



Proposed work plan – Milestones

Milestone		Projected completion date
Project management plan		Spring 2021
Initial Metro Council work session	★	Spring 2021
Gather input		Summer 2021
Public opinion research		Summer/fall 2021
Metro Council direction	★	Summer/fall 2021
Compile input		Fall 2021
Draft levy renewal referral		Fall 2021
Metro Council direction	★	Fall/winter 2021
Finalize levy renewal referral		Winter 2021
Metro Council considers levy renewal		Winter 2022

Initial direction

- Levy renewal work plan should
 - Be shared with partners once affirmed by Council
 - Include robust communications approach for jurisdictional, partners and community
 - Include clear engagement approach and work to involve existing Metro committees to review and advise
 - Include tools to share realistic expectations about levy funding with our partners
 - Reflect what we learn about conditions on the ground

Initial direction

- Levy language should
 - Center marginalized communities, including low-income and individuals with disabilities
 - Ensure continued flexibility of levy to promote innovation to advance Metro priorities including racial equity and climate resiliency.

Pending direction, next steps for staff work

- Finalize communications resources
- Share updates and information with partners
- Launch technical and research work
- Finalize engagement strategy
- Provide updates and seek advice from GAPD and cross-departmental team

Future topics for Council discussion and direction

- Timing for referral
- Overall levy framework and allocations for spending
- Compression impacts
- Engagement
- Aligning with Strategic Framework and other agency priorities



Questions for Metro Council

- How does this approach align with the Metro Council's expectations at this point?
- What additional information would Metro Council like in the future to inform its decision making?