

Metro

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Metro

Minutes

Tuesday, February 8, 2022

10:30 AM

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

Council work session

10:30 Call to Order and Roll Call

Council President Peterson called the Work Session to order at 10:30 a.m.

Presentations:

10:35 SuperbOwl Presentation

Presenter: Sarena Gill, Metro

Council President Peterson introduced Dr. Sarena Gill (she/her/they) to present on the topic.

Dr. Gill, Metro’s Animal Area Supervisor, introduced Pinecone, a new western screech owl at the Oregon Zoo.

Council Discussion

Councilor Craddick asked about the endangered status of western screech owls and if there is anything Metro can do to create strong and sustainable ecosystems for owls.

Dr. Gill responded stating that pest poison is an issue for owls and other birds, as they prey on smaller rodents and creatures that eat pest poison and therefore become poisoned themselves. She noted that house cats can hunt down and kill owls and other small birds.

Councilor Rosenthal asked what owls live in the Beaverton area.

Dr. Gill commented that there are bard owls in the area.

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

Work Session Topics:

10:45 I5BR Work Session- I-5 Bridge Replacement Program Update and Equity

Discussion

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

Council President Peterson introduced Elizabeth Mros-O'Hara (she/her), Johnell Bell, and Jake Warr (he/him) to present on the topic.

Staff pulled up the Interstate 5 Bridge Replacement Program Presentation to present to Council.

The presentation detailed Metro's role in the Interstate 5 Bridge Replacement Program, briefing councilors on the scope of the project through 2025 and the necessary steps to ensure completion. The value of advancing racial equity outcomes received a central focus, with equity being considered in environmental, employment, and transit outcomes.

Councilor Nolan requested clarification regarding the equity lens of the project, asking if staff was approaching the project from the viewpoint that BIPOC, low-income, and disabled individuals should benefit more from the interstate bridge replacement project than upper-class white people.

Johnell Bell responded affirmatively, stating that this infrastructural overhaul creates new opportunities for advancing equity in the area, whether this means focusing on access for disadvantaged groups or working with smaller contracting firms in building the bridge.

Councilor Rosenthal asked if this project will be worked on in tandem with the Albina project, as this change in scope

would require shifts to the equity strategy.

Jake Warr clarified that the project most centrally is aiming to serve citizens living in the immediate area around the bridge, but that a broader lens of impact and equity from the corridor level is being considered as well in the decision-making process.

Councilor Hwang questioned who staff might envision as signatories for the Community Benefit Agreement, and what accountability measures exist in the event Metro does not meet their metrics in the agreement.

Johnell Bell commented that they do not yet have an answer for this question, noting the importance of having a strong base of community support throughout the duration of the project's development.

Councilor Lewis highlighted that the project's equity plan was missing a statement on creating equity within a pricing strategy. Noting that the Equity Mobility Advisory Committee has been working towards resolution of recommendations, the councilor asked how these recommendations will be incorporated into the equity plan for the project.

Bell responded stating that they are planning joint meetings with the Equity Mobility Advisory Committee with the intent of further studying the equity impacts of the project. The presenters commented that research has shown that BIPOC individuals use the Interstate 5 Bridge more frequently than their white counterparts, in large part to the housing market driving them out of Multnomah and Washington Counties into Clark County.

Council President Peterson asked how we can best reach the performance metrics for contracting methodology, and how we can ensure that BIPOC owned contractors can compete for positions working on the project.

Bell explained that they have received the highest minority contract participation when using a CMG process, as it allows Metro to create incentive structures that target certain contracting groups.

Councilor Craddick questioned if the Interstate 5 Bridge Replacement project team has any mechanisms in place to not only recruit BIPOC workers, but support them once they have the job, ensuring their success with Metro.

Bell stated that the first mechanism for lowering turnover is creating work sites that are free from harassment. Staff mentioned that ongoing training and performance measures will also help build a stronger workforce.

Councilor Nolan asked if the implementation of the mechanisms is on the team's schedule before June.

Staff confirmed that these performance measures will be implemented in the spring.

Councilor Craddick discussed the potential impact one-stop busing could have for transportation opportunities to and from Vancouver.

Councilor Hwang noted that housing was omitted from the equity presentation. He proceeded to ask the staff if this project will at all impact housing affordability, as well as if there are housing accommodations being made for construction contractors.

Bell suggested that the team may discuss with regional partners to analyze ancillary and remaining properties near the bridge that could be developed into affordable housing units.

Councilor Rosenthal firstly asked how a successfully implemented workforce MBE or construction career pathway program would be applied equally across Oregon and Washington. He then proposed that the team should develop more detailed and region-specific nexuses for communities located around the interstate bridge so that their equity needs can be best addressed. The councilor suggested that money from congestion tolling could be used to fund community enhancement agreements in these areas.

Speaking to Councilor Rosenthal's first question, Bell explained that any agreement relative to the community benefits agreement as well as programmatic commitments will be codified by both states. Responding to his proposal for more in-depth community nexuses, Bell reported that they will be desegregating data to get a better idea of the needs and desires of individual communities. However, as a significant amount of displacement has occurred in the corridor, pushing BIPOC members further from the location of the bridge, other resources such as prioritizing hiring in low-income regions may be utilized.

Councilor Lewis asked about how Metro's Construction Career Pathways framework can be implemented into this project.

Bell shared that the framework of Metro's Construction Career Pathways program will be used in conjunction with

other programs from Washington to develop a similar system for the interstate bridge project.

Councilor Nolan raised concerns that much of the discussion surrounding the interstate bridge project's equity plan is focused on significant but ultimately small details when it is more important to view a project of this scope through a wide lens. They exemplified their point by highlighting that less than 5% of the community engagement discussion members are below the age of 25, despite this being the population that will be most impacted by this project in the long-term. Councilor Nolan recalled their earlier statement that if this project truly aims to be equitable than we must focus our efforts on improving conditions for oppressed groups more than their white, wealthy counterparts.

Councilor Gonzalez asked if there is any way Metro can be more supportive of this work, helping to make it implementable and achievable.

Bell responded, stating that Metro's resolution outlining the equity performance measures and goals for the project has been instrumental in grounding and directing the project throughout its development. He conveyed that Metro continuing to provide current and detailed data regarding demographics and equity metrics in the region will be very useful to completing the interstate bridge.

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

11:35 I-205 Tolling Project: Values, Outcomes and Actions Update

Attachments: [Staff Report](#)
[Values Outcomes and Actions for ODOT Toll Project](#)

Council President Peterson introduced Margi Bradway (she/her), Kim Ellis (she/her), and Alex Oreschak (he/him) to present on the topic.

Staff pulled up the Values, Outcomes and Actions for I-205 Toll Project Presentation to present to Council.

The presentation overviewed the Regional Transportation Plan and MTIP Amendment that would impose congestion tolling on I-205 and highlighted key discussions and concerns raised in MTAC, TPAC, MPAC, and JPACT committees.

Council Discussion

Council President Peterson began discussion by discussing how tolling incentivizes drivers to alter their commute from the interstate onto other streets, noting that many of these streets are state owned and that this may present additional challenges. President Peterson also conveyed the importance of being mindful of how this policy would affect large employment areas such as the Clackamas industrial area and the airport. She also clarified that this policy is an Oregon policy being implemented in the Metro area, not a statewide congestion pricing program.

Councilor Rosenthal recommended that we push for the Oregon Department of Transportation to implement specific aspirational goals for the project, such as the ideal congestion target or demand load. He emphasized that until the council is presented with specific outcome goals, equity targets, budget information, and data collection practices that amending the RTP and MTIP is premature.

Councilor Lewis expressed that we should be looking at this

policy through the frame of reaching desired outcomes rather than simply building funds. Communities should be aware of how this policy will address their needs and what changes will occur after implementation.

Margi Bradway responded in affirmation, clarifying that the lack of focus surrounding the project's goals is not an ODOT issue but a legislative direction problem.

Councilor Craddick asked for clarification regarding the legality of using tolling funds to support local streets experiencing heightened demand.

Bradway answered the councilor's question in three parts, firstly discussing the framework for the gas tax, then explaining HB-355, and lastly talking about mitigation. In short, revenues generated from the gas tax cannot be used for transit operations, although they can be used for things like transit capital, bike and pedestrian lane improvements, or signals. HB-355 contains explicit language allowing gas tax revenue to be used to address diversion through supporting local roads. As for mitigation, there is minimum State-level requirements for diversion mitigation efforts, but there is nothing preventing spending above this minimum level.

Council President Peterson commented that they could have a discussion in the future about how other states have addressed divergence and built high-capacity transit systems for their cities.

Councilor Gonzalez spoke to the strength of the document, remarking that the equity statement could use stronger language around cocreation with local communities. He proceeded to ask if the staff is working towards creating a

complete impact analysis for user costs of transportation, stating that understanding the impact of costs like the gas tax, vehicle registration, and other fees is essential before implementing special rebate programs intended to lessen this burden on specific communities. The council then asked for clarification on the system goal of the mobility pricing program, suggesting that making the goals of the program explicit and clear will likely increase public support for the policy. Lastly, he asked the presenters for a more in-depth discussion of how this program will increase reliability when travelling on interstates, questioning if they are setting hard targets for travel time and congestion.

Councilor Rosenthal commented that he was surprised to see that the equity plan for the project omits discussing workforce and construction equity, stating that he believes this component of equity should be considered in the plan.

Bradway responded that staff has intentionally attempted to bifurcate the I-205 tolling project from the Abernathy Bridge project, with the I-205 document focusing on the operational aspects of the tolling policy while the Abernathy Bridge document incorporates C2P2.

Councilor Rosenthal acknowledged this separation but expressed that the construction technologies required to implement a tolling service are likely to differ significantly from the more traditional construction that will be used for the bridge, therefore creating different construction career pathways for workers.

Councilor Nolan advised that staff should be careful defining congestion as the number of vehicles on a highway system, and that we should rather view congestion as the total traffic within an area. Given that both high levels of

congestion and tolling will incentivize drivers to use byroads, it is essential that we view the problem from a broader lens than just highway traffic. They remarked that user costs, especially for low-income citizens, should be viewed as transportation costs rather than solely the costs of driving a private vehicle, thus highlighting different transit options that may be more attractive for users.

Councilor Lewis agreed that the best method of dealing with diversion is improving our transit system. She spoke to several large problems impacting Clackamas County's transit system, such as budget cuts, difficult geography, and a lack of neighborhood level transit options. The councilor commented that cooperation between the Trimet board and the OTC would be a massive step towards solving these issues.

Bradway provided the council with the next steps of the project, outlining future meetings and discussions that will take place.

Council President Peterson noted the importance of getting this project right, acknowledging the required time and effort to clarify all aspects of the project and plan for construction.

Councilor Craddick stated that before an amendment will be approved by JPACT the members need to be confident that ODOT will follow through on the provisions of the amendment and that the provisions are forward thinking and achievable.

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

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

- The Supportive Housing Services IGA has been executed and signed by all parties.
- The backlog at transfer stations has been cleared.

12:25 Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Craddick discussed the events of the Region 1 Commission on Transportation meeting.
- Councilor Lewis commented on the MERC meeting as well as the C4 meeting.
- Councilor Gonzalez discussed his and Councilor Rosenthal's role on the TV Highway Steering Committee.
- Councilor Rosenthal similarly discussed the MERC meeting.

12:30 Adjourn

There being no further business, Council President Peterson adjourned the Metro Work Session at 1:23 p.m.

Respectfully submitted,



Jeffrey Kain, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 8, 2022

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	02/08/2022	Interstate 5 Bridge Replacement Program	020822cw-01
2.0	Powerpoint	02/08/2022	Values, Outcomes and Actions for 1-205 Toll Project	020822cw-02