



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

## Council work session agenda

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**Tuesday, January 12, 2021**

**2:00 PM**

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

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Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This work session will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/471155552>, or by calling or 877-853-5257 (toll free).

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

### **2:00 Call to Order and Roll Call**

#### **Work Session Topics:**

2:05 2021 State Legislative Agenda [20-5498](#)

Presenter(s): Randy Tucker, Metro  
Anneliese Koehler, Metro

Attachments: [Work Session Worksheet](#)  
[Draft Resolution](#)  
[21-5152 Exhibit A: priorities \(draft\)](#)  
[21-5152 Exhibit B: principles \(draft\)](#)

2:50 I-5 Replacement Bridge & I-5 Rose Quarter Project Updates [20-5499](#)

Presenter(s): Margi Bradway, Metro  
Elizabeth Mros-O'Hara, Metro  
Eliot Rose, Metro

Attachments: [Work Session Worksheet](#)  
[I5RQ Final Values and Outcomes](#)  
[IBRP Work Session Worksheet](#)  
[I5BR Draft Values and Outcomes](#)

**3:50 Chief Operating Officer Communication**

**3:55 Councilor Communication**

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## 4:00 Adjourn

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### Ogeysiiska takooris la'aanta ee Metro

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

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាការបោះពុម្ព [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

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

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### 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](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

## **2021 State Legislative Agenda**

*Work Session Topics*

Metro Council Work Session  
Tuesday, January 12, 2021

## 2021 STATE LEGISLATIVE AGENDA

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Date: December 29, 2020  
Department: GAPD  
Meeting Date: January 12, 2021

Presenter(s) (if applicable): Randy Tucker  
and Anneliese Koehler  
Length: 45 minutes

Prepared by:  
Randy Tucker,  
[randy.tucker@oregonmetro.gov](mailto:randy.tucker@oregonmetro.gov)

Anneliese Koehler,  
[Anneliese.Koehler@oregonmetro.gov](mailto:Anneliese.Koehler@oregonmetro.gov)

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### ISSUE STATEMENT

This work session is the fourth opportunity to discuss the Metro Council's objectives for the 2021 Oregon legislative session, and the final opportunity before the session convenes on January 19. The Council is scheduled to officially adopt its legislative agenda on January 28 in Resolution 21-5152, so in this work session we will present proposed final versions of the Council's legislative priorities and principles that reflect the feedback we have received to this point and consider any refinements to ensure the agenda accurately carries forward Council intent. Specific proposed legislative priorities and principles have been discussed in more detail in previous work sessions.

### ACTION REQUESTED

The Council may wish to discuss specific changes or refinements to the legislative priorities or principles, direct staff to develop additional concepts, or otherwise provide policy direction to staff before adopting its legislative agenda on January 28.

### POLICY QUESTION(S)

- Does the Council wish to confirm or modify the proposed Legislative Priorities with respect to issues that are likely to surface in 2021?
- Does the Council wish to make changes to the proposed Legislative Principles that guide the actions of staff on issues that may arise during a legislative session?
- Are there topics on which the Council would like to adopt legislative positions aside from those that have been brought forward to date?

### POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attached draft versions of proposed 2021 Legislative Priorities and Legislative Principles. Specific 2021 legislative priorities and principles were presented at the October 13, November 10 and December 15 work sessions.

### STAFF RECOMMENDATIONS

Staff recommends adoption of Resolution 21-5152 along with Exhibit A (2021 Legislative Priorities) and Exhibit B (2021 Legislative Principles).

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

As we have previously discussed, we continue to anticipate that much of the 2021 session will be focused on the pressing matters currently facing our state related to COVID-19, police reform, wildfires, and budget balancing. The December 2020 revenue forecast, released on November 18, was consistent with the more upbeat September forecast (as compared to the dire May forecast),

but budget challenges anticipated over the next couple of biennia suggest that the Legislature will be reluctant to make significant new investments.

Most of the priorities staff has proposed for the 2021 session reflect well-established Council policy and/or legislative priorities that have previously been included in the Council's agenda. We discussed most of these items at previous work sessions in the fall of 2020.

One new item to highlight for your consideration, which in part reflects feedback you have provided in earlier work sessions, is the one titled "Major transportation projects." While we do not know exactly what proposals will surface with respect to projects on the region's freeways, the ongoing conversations about needed upgrades and the accompanying discussions of community impact, community restoration, pricing, climate impacts and other issues have led us to include this item that we hope reflects the Council's general policy direction. Naturally, we will consult with the Council about any specific legislation that emerges with respect to these projects.

In addition to the issue preparation we undertake every session, we continue to work with our staff colleagues and external partners to more effectively integrate the consideration of racial equity into the development and implementation of Metro's legislative agenda. We expect this to be an ongoing process. As we discussed in our December 15 work session, one reflection of this process is the proposed addition of two equity-related items to the 2021 Legislative Principles, as well as the reorganization of that document to highlight certain general principles, including the principle on Racial Diversity, Equity and Inclusion, that apply to all of our legislative work.

We have also made some limited additional edits to the draft 2021 Legislative Principles in response to your comments at the December 15 work session. As a reminder, you agreed that Metro's work on housing and homeless services now constitutes a fifth Metro "business line" alongside land use and transportation planning and investment, solid waste management and prevention, parks and natural areas, and operation of visitor venues. Those edits are reflected in items 3 and 4 on the latest draft.

#### **ATTACHMENTS**

- Draft of proposed Resolution 21-5152
- Draft of proposed 2021 Legislative Priorities
- Draft of proposed 2021 Legislative Principles

[For work session:]

- Is legislation required for Council action? ☒ Yes   ☐ No
- If yes, is draft legislation attached? ☒ Yes   ☐ No
- What other materials are you presenting today? Drafts of proposed 2021 Legislative Priorities and Principles

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING AN	)	RESOLUTION NO. 21-5152
AGENDA FOR THE 2021 OREGON	)	
LEGISLATIVE SESSION	)	Introduced by Council President Lynn
	)	Peterson
	)	

WHEREAS, Metro has an interest in bills before the 2021 Oregon Legislature; and

WHEREAS, the Metro Council and Metro staff will represent Metro's interest during the upcoming legislative session; and

WHEREAS, the Metro Council wishes to establish a united position on important legislative proposals and provide direction to its staff in order to represent the will of the agency; and

WHEREAS, the attached Exhibit "A" of this resolution lists specific expected and potential 2021 issues that are of concern to Metro and the metropolitan region and gives guidance to staff on the Metro Council's position on these issues; and

WHEREAS, the attached Exhibit "B" states the Metro Council's principles regarding categories of potential legislation in order to provide guidance to staff in representing Metro; now therefore

BE IT RESOLVED that the Metro Council hereby directs the Metro Chief Operating Officer, the Metro Attorney, and Metro staff to communicate the agency's position on a variety of legislative proposals to the 2021 Oregon Legislature consistent with Exhibits "A" and "B" attached hereto.

ADOPTED by the Metro Council this \_\_\_\_\_ day of January, 2021.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie Maclaren, Metro Attorney

**METRO COUNCIL LEGISLATIVE PRIORITIES**  
**2021 Legislative Session**

**WASTE MANAGEMENT AND WASTE REDUCTION**

- **Recycling system modernization:** Support legislation to overhaul and update Oregon's recycling statutes to address changes in markets and materials; reduce contamination; provide statewide consistency and transparency; address equity concerns throughout the system; and require producers to share responsibility for end-of-life management of packaging and paper products.
- **Producer responsibility:** Establish waste management programs based on producer responsibility and product stewardship principles to facilitate safe and environmentally sound disposal of mattresses, household hazardous waste, carpeting and medical sharps.

**LAND USE AND HOUSING**

- **Affordable housing:** Support legislation to increase state housing funding, improve tenant protections, expand affordable home ownership options, and provide additional tools and authority to local governments to address housing supply and affordability. Support policies and funding to ensure that those impacted by COVID-19 can stay in their homes and to provide services and mitigate health risks to people experiencing homelessness.
- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region or to distort the process of assessing land need by mandating inaccurate analysis.

**TRANSPORTATION**

- **Climate Smart transportation:** Seek funding to support implementation of the Portland region's Climate Smart Strategy to reduce transportation-related greenhouse gas emissions.
- **State funding for state-owned highways:** Secure ongoing state funding for investments to improve safety and multimodal mobility on state highways that operate as urban arterials.
- **Major transportation projects:** Support legislative policy and investment decisions that: carry out commitments of HB 2017 (2017 transportation package) with respect to investment in freeway bottlenecks in Portland region; consider freeways as a system with respect to both project development and implementation of tolling/pricing; advance the Interstate 5 bridge replacement project in ways that accommodate community concerns and minimize environmental impacts; and address historical harm to communities of color caused by past transportation investments.
- **Willamette Falls Locks:** Support funding to repair and reopen the Locks and transfer ownership to a public corporation.

- **Transportation pricing:** Support transportation pricing mechanisms that reduce congestion, minimize carbon emissions, advance equity and improve safety.
- **Emerging transportation technologies:** Ensure that legislation establishing statewide policy frameworks for ride-hailing companies, automated vehicles and other technology-driven transportation innovations do not unreasonably limit local government authority or access to data needed for sound transportation management and planning.

## **ECONOMIC PROSPERITY**

- **Emergency relief for visitor venues:** Seek funding to address financial crisis caused by pandemic-related closure or severely limited operation of Oregon Convention Center, Oregon Zoo and other venues owned and/or operated by Metro, and to ensure these venues can quickly reopen when it is safe to do so in order to support economic recovery.
- **Brownfield cleanup and redevelopment:** Support \$10 million allocation to recapitalize the state's Brownfields Redevelopment Fund; creation of a complementary new fund with an additional \$5 million for a grant program to incentivize cleanups of privately owned brownfields; and legislation to authorize claims against insurance assets of dissolved companies responsible for environmental contamination.
- **Industrial site readiness:** Provide funding to implement statute authorizing loans to make land inside urban growth boundaries available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

## **RACIAL EQUITY**

- **Racial justice:** Support legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies, including Black, Indigenous and People of Color-led policy and funding proposals that create meaningful police reform.

## **OTHER**

- **Columbia River levees:** Provide funding to support recertification of Columbia River levees.
- **Geographic data:** Support legislation to create and fund central state repository for standardized geographic "framework" data.



## METRO COUNCIL 2021 LEGISLATIVE PRINCIPLES<sup>1</sup>

### GENERAL PRINCIPLES:

1. **Successful Communities:** Metro supports policy and funding solutions that facilitate the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to climate change; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.<sup>2</sup>
2. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.<sup>3</sup>
3. **Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions. To this end, Metro supports state policy and funding solutions that can help to reduce emissions in all ~~four~~ of its main lines of business: land use and transportation planning and investment, [housing and homeless services](#), solid waste management and [reductionprevention](#), parks and natural areas, and operation of visitor venues.
4. **Pre-emption:** With respect to issues related to [solid waste management, urban growth management, transportation and other](#) matters of regional concern, Metro's policy and funding authority should not be pre-empted or eroded.
5. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

### SPECIFIC PRINCIPLES:

#### HOUSING:

6. **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region; to reduce the number of households that are burdened by the combined costs of housing and transportation; to support people experiencing homelessness or at risk of losing housing; and to increase affordable opportunities for home ownership.<sup>4</sup> To achieve these outcomes, Metro supports legislative actions consistent with Oregon's land use laws that increase the supply of both regulated affordable housing and market-rate housing; provide funding for both housing development and services that support lower-income renters and people experiencing homelessness; and provide reasonable protections for renters against arbitrary and unfair actions.

**LAND USE AND URBAN GROWTH MANAGEMENT:**

7. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support.<sup>5</sup> The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
8. **Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
9. **Efficient Use of Existing Urban Land:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.<sup>6</sup> Metro supports policy and funding strategies to facilitate efficient use of existing urban land, including investments in brownfield cleanup and industrial site readiness, as well as policy and zoning reforms that authorize and/or encourage more efficient development in residential and commercial areas.
10. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>7</sup>
11. **Integration of Land Use and Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.<sup>8</sup>
12. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
13. **Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

**SOLID WASTE:**

14. **Life Cycle Approach:** Metro supports efforts to minimize the health, safety, environmental, economic and social impacts associated with consumer products and packaging throughout all stages of a product's life cycle, beginning with resource extraction and continuing through design, manufacturing, consumption and disposal.<sup>9</sup>
15. **Product Stewardship/Producer Responsibility:** Metro supports legislation providing that whoever designs, produces, sells or uses a product bears responsibility for minimizing the product's environmental impact throughout all stages of the product's life cycle. Under this market-based approach, the life-cycle costs of a product are internalized into its price rather than being forced onto the general public. This approach also provides an incentive for manufacturers to design and produce their goods in a way that minimizes waste, environmental impact and management costs.
16. **Equity in the Solid Waste System:** The Regional Waste Plan aims to eliminate disparities experienced by people of color and historically marginalized communities from the full life cycle of products and packaging used and disposed in the region. Metro supports legislation that achieves this by advancing: community restoration, community partnerships and community investment; access to recycling, waste and reuse services and information; good

jobs with improved worker health and safety, compensation and career pathways; business opportunities in the local economy; and community health through minimized impacts from system operations - locally and in end markets - and from toxic chemicals in products and packaging. Legislation should require the establishment of targets, standards and compliance processes, as appropriate, to ensure progress toward equity goals.

**TRANSPORTATION:**

- 21. Transportation Funding:** Providing adequate funding for all transportation modes that move people and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.
- 22. Climate Change:** Metro and its regional partners are committed to the Climate Smart Strategy, which includes actions needed to achieve state targets for reducing greenhouse gas emissions from transportation. The state should provide financial support for implementation of the Climate Smart Strategy.
- 23. Safe and Equitable Transportation:** Our region has adopted policies and developed programs to make it safer to walk and bike to school and other destinations, reduce serious traffic crashes and deaths, and reduce the disproportionate impact of traffic crashes and traffic enforcement in low income communities and communities of color.<sup>10</sup> Metro supports legislation that advances safe and equitable transportation, including more effective and equitable enforcement of speed limits and other safety regulations, greater investment in infrastructure that improves safety (especially in disadvantaged communities), and greater authority for local governments to safely manage their transportation networks.

**PARKS, NATURE AND CONSERVATION:**

- 24. Parks and Natural Areas:** Our region has invested heavily in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.
- 25. Species Conservation:** Metro supports efforts to protect and restore wildlife habitat, to recover threatened and endangered species, and to create a better future for wildlife, both in Oregon and globally.
- 26. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

**ECONOMIC PROSPERITY:**

- 28. Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland's Centers for the Arts and Oregon Zoo contribute millions of dollars to the state and regional economies, Metro supports policy and funding solutions that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.

**AGENCY OPERATIONS:**

- 29. Firearms and Public Facilities:** Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues, and opposes legislation that limits or reduces that authority.
- 30. Disaster Preparedness:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents and businesses after a catastrophic event and facilitating the region's short- and long-term recovery.

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<sup>1</sup> Unless otherwise noted, endnotes refer to applicable policy statements in Metro's [Regional Framework Plan](#) (RFP).

<sup>2</sup> RFP Chapter 1 (Land Use).

<sup>3</sup> [Strategic plan to advance racial equity, diversity and inclusion.](#)

<sup>4</sup> RFP Policy 1.3 (Housing Choices and Opportunities).

<sup>5</sup> See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

<sup>6</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>7</sup> RFP Policy 1.9 (Urban Growth Boundary).

<sup>8</sup> RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

<sup>9</sup> [2030 Regional Waste Plan](#), page 11.

<sup>10</sup> [2018 Regional Transportation Plan, Chapter 3](#), Safety and Security Policies 1-9 and Transportation Equity Policies 1-7.

**I-5 Replacement Bridge & I-5 Rose Quarter Project  
Updates**

*Work Session Topics*

Metro Council Work Session  
Tuesday, January 12, 2021

## **[STAFF REPORT FOR USE FOR WORK SESSIONS AND COUNCIL MEETINGS]**

### **I-5 ROSE QUARTER IMPROVEMENT PROJECT: VALUES AND OUTCOMES UPDATE**

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Date: December 29, 2021  
Department: Planning and Development  
Meeting Date: January 12, 2021

Presenter(s): Margi Bradway, Eliot Rose,  
Senior Transportation Planner  
Length: 30 minutes

Prepared by: Eliot Rose,  
[eliot.rose@oregonmetro.gov](mailto:eliot.rose@oregonmetro.gov),  
503.927.9685

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#### **ISSUE STATEMENT**

In April 2020, Metro Council adopted a values, outcomes, and actions document for the I-5 Rose Quarter Improvement Project, which will add auxiliary lanes to Interstate 5 as it runs through the Rose Quarter and make improvements to the surrounding streets and community. Staff will provide an update on progress to date in implementing these values.

#### **ACTION REQUESTED**

No action requested. Staff will seek Metro Council guidance on project-related milestones and deliverables as they relate to Council's adopted values, outcomes, and actions. The next major project milestone is in July 2021, when the project considers recommendations from an independent analysis that could significantly alter the project process and design.

#### **IDENTIFIED POLICY OUTCOMES**

See attached Metro Council I-5 Rose Quarter Improvement Project Values, Outcomes, and Actions.

#### **POLICY QUESTION(S)**

- Does Council consider the progress made to date in achieving the I-5 Rose Quarter Improvement Project Values, Outcomes, and Actions adequate?
- Which outcomes and actions should staff prioritize advancing in 2021?

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

As the Metropolitan planning organization for the greater Portland region, Metro is responsible for allocating state and federal funding for the I-5 Rose Quarter Improvement Project (referred to as "Rose Quarter" or "RQ") for short and ensuring that the project is coordinated with other transportation plans and projects in the region. The Rose Quarter

project was initially funded through \$10 million of Regional Flex Funds by a vote of Metro Council in 2017. After Metro Council funded the initial project development, the Oregon Legislature passed Oregon House Bill 2017, which allocated additional funding to the project. The project is included in the 2018 Regional Transportation Plan and will receive funding through the Metropolitan Transportation Improvement Program.

The Rose Quarter project presents a significant opportunity to advance Metro's goals related to racial equity and climate action. Interstate 5 was built through the center of Portland's historic Black community, displacing residents and businesses and physically dividing the neighborhood. This project, particularly the included highway covers and improvements to surface streets around I-5, presents an opportunity to restore justice for the Black community by transforming Albina into a vibrant and diverse community, consistent with the vision that has been developed by community members. The Rose Quarter Improvement Project also presents a key opportunity to implement congestion pricing to manage traffic more efficiently and safely on one of Portland's busiest and most dangerous corridors and demonstrate the potential of pricing to reduce emissions.

The Oregon Department of Transportation ("ODOT") is the owner and operator of the Rose Quarter project. Metro was engaged in the project from the outset. In 2019, Metro President Peterson, with representatives from other organizations – including City of Portland, Multnomah County, Albina Vision Trust and Portland Public School – submitted oral and written testimony to the Oregon Transportation Committee regarding the partners' exceptions to the project as they relate to equity, public engagement and review of the highway cover design. Today Metro Council and Metro staff continue to actively engage in the project at all levels, including participation in the Executive, Steering Committee and technical committees.

In 2020, ODOT completed the planning process pursuant to NEPA, and the Federal Highway Administration gave the final approval through the Final Federal Agency Action in November 2020. Now the project is in the early design phases. A key part of that technical work is working to determine the scope and scale of the cover, also referred to as the lid, as it relates to the Albina Vision and the surface streets owned by City of Portland.

The purpose of this strategic discussion is for Metro Council to provide further guidance on the design of the Rose Quarter project. In particular, there are several key milestones coming up in spring and summer of 2021 that will shape the final design of the project before it goes to construction.

## **BACKGROUND**

The Rose Quarter project adds auxiliary lanes and shoulders on Interstate 5 between Interstate 84 and Interstate 405 as well as highway covers, bicycle and pedestrian facilities, and improved intersections on surface streets in the Rose Quarter to improve safety and mobility for all travelers and support the revitalization of Historic Albina, which was once the center of Black community life in Portland.

The project is funded by \$30 million in bonds allocated by House Bill 2017, the comprehensive transportation funding measure passed by the Oregon legislature in 2017, as well as other state, federal, and local sources. As the metropolitan planning organization for the Portland region, Metro is responsible for administering the state and federal funds that are partially supporting the project and for ensuring that the project supports regional goals and is coordinated with other plans and projects, including:

- The City of Portland's 2012 [North/Northeast Quadrant Plan](#), which establishes land use, design, and transportation strategies for the surface streets in the Rose Quarter that are focused on creating a diverse, healthy, livable, and vibrant community and safe, equitable access to opportunities for all travelers.
- The Albina Vision Community Investment Plan, which will identify land uses, infrastructure investments, affordable housing needs, and governance strategies that support the re-creation of a community that honors Albina's history as the historic center of Black cultural life in Portland by transforming the Rose Quarter and the surrounding neighborhoods into a socially and economically inclusive community. The plan is led by the [Albina Vision Trust](#), a non-profit organization established to steward community's vision, and is supported by a \$375,000 grant from Metro's 2040 Planning and Development program.
- Congestion pricing studies currently underway in the region, including [Metro's Regional Congestion Pricing Study](#), the [City of Portland's Pricing Options for Equitable Mobility project](#), and the [Oregon Department of Transportation's I-5 Toll Project](#).

The Regional Transportation Plan update adopted by Council in December 2018 allocated a total \$375 million in state and federal funding for the RQIP through 2040. In a [June 2020 amendment to the 2018-21 Metropolitan Transportation Improvement Program](#) (p. 23), Metro programmed \$130 million in federal, state, and local funding for the Rose Quarter Improvement Project, available over the next two years. This funding was in addition to the \$10 million allocated to the project by Metro Council in 2017. These documents describe how the project will include both the changes to the highway called for through HB 2017 and the improvements to the surrounding surface streets and community that are the focus of other partner organizations' efforts.

In April 2020, the Metro Council adopted a set of values, outcomes, and actions for the RQIP (attached), stating that "Council's support for the Rose Quarter project is contingent on a clear commitment from the Oregon Transportation Commission to the outcomes listed below." The RQ Executive Steering Committee (ESC), which includes representatives of Metro and other agency partners as well as community members and is responsible for overseeing the project and making recommendations to the ESC, also adopted its own set of values and outcomes in October 2020. The two documents are organized around a shared set of values (restorative justice, multimodal mobility, reducing greenhouse gas emissions and air pollutants, and transparent and inclusionary decision-making). However, Metro Council's values and outcomes provide greater detail about the actions that need to be undertaken to achieve these values, especially with respect to advancing the



community's vision for the Rose Quarter, implementing congestion pricing, and creating a sound and transparent governance structure for the project.

At the January 12 work session, staff will provide Council with an update on progress made so far in achieving Council's adopted values, outcomes, and actions for the RQIP and seek direction on how to best advance Council's priorities for the project moving forward. Metro's advocacy for Council's values has become increasingly important since both the [City of Portland](#) and [Albina Vision Trust](#) withdrew their support from the project in June 2020 over concerns that ODOT was not being responsive to stakeholder input and was not placing adequate emphasis on restorative justice, making Metro a key advocate for the alignment of the RQ project with the City and the Albina Vision Trust's efforts that Council's statement calls for. This progress update will also provide background information for Council to consider as it develops similar values statements for other transportation projects. These projects include the [I-5 Interstate Bridge Replacement Program](#), for which Council is also discussing a draft values and outcomes statement during this work session.

The table below summarizes progress with respect to the actions included in the I-5 Rose Quarter Project: Values, Outcomes, and Actions statement since Council adopted that statement in April 2020.

<b><i>Value (in italics)/action</i></b>	<b>Progress since April 2020</b>
<i>Advancing racial equity and committing to restorative justice</i>	
Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to take into account the land value created by this project and the urban design features described in the Albina Vision.	Metro Council funded a 2040 grant to Albina Vision and that work continues to move forward. Because Albina Vision withdrew from the RQ project in June 2020, coordination between the two parties is at a stalemate.
Appoint a landscape design team to inform a community-led decision-making process on highway cover design.	Underway. ODOT selected a consultant team for the Independent Cover Analysis, which began work in 2020. Metro and other project partners are advancing a motion to ensure that this work represents the community's vision and is independent from ODOT's work on the project.
Establish a committee to oversee implementation of the DBE contracting process.	Completed. ODOT launched the <a href="#">Community Oversight Advisory Committee (COAC)</a> in March 2019, and the committee continues to meet.
Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.	<a href="#">Underway. ODOT selected a Construction Manager/General Contractor for the project in July 2020.</a> The COAC was actively involved in the selection process. ODOT is also changing some of its DBE standards to increase opportunities for minority-owned contractors.
<i>Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>	

<b><i>Value (in italics)/action</i></b>	<b>Progress since April 2020</b>
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.	No progress. The project Executive Steering Committee (ESC) has not discussed pricing at all, and the latest design documents do not mention pricing. Staff are requesting that ODOT update the ESC on the I-5 tolling program and discuss options for alignment as soon as possible.
Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.	See above.
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.	The RQIP project continues to focus narrowly on the Rose Quarter. The Independent Cover Analysis team is considering the project's broader impacts to people living along the I-5 corridor, particularly Black residents who were displaced from Albina. The ESC may recommend that ODOT conduct a broader analysis of impacts based on the results of the Independent Cover Analysis, which are expected in June 2021.
<i>Engaging stakeholders through a transparent and inclusionary decision-making process</i>	
Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.	<a href="#">ODOT disbanded the CAC in September 2020</a> after committee members expressed frustration that the committee was not empowered to shape key project decisions. However, ODOT is now forming a new committee, <a href="#">the Historic Albina Advisory Board (HAAB)</a> , consisting of Black people with ties to Historic Albina, which will begin meeting in January 2021. The HAAB consists of three at-large members and 10 members appointed by ODOT. At Metro's request, ODOT involved Metro staff in the selection of at-large members. ODOT has yet to share information on the HAAB's charter or deliverables. The ESC has adopted a charter detailing its role, and ODOT has developed a timeline showing how HAAB and ESC feedback will be incorporated into project milestones.
Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).	See above.
Clearly describe to agency partners how the <a href="#">OTC's 11 actions</a> will be incorporated into the project and have timelines synchronized in a way that ensures transparency and accountability.	Staff consider most of the 11 actions to have been adequately addressed by the project, with the exception of two items discussed above: coordination with regional partners (including those that have withdrawn from the project) and establishing congestion pricing on the project.
Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.	No progress yet.

## I-5 Rose Quarter Project: Values, Outcomes, and Actions

*Metro Council's support for the I-5 Rose Quarter Project is contingent on a clear commitment from the Oregon Transportation Commission to the outcomes listed below. This document will guide all Metro decisions and review of future funding requests for the project.*

### **Value: Advancing racial equity and committing to restorative justice**

#### **OUTCOMES**

- Institutional leadership demonstrates an explicit commitment to restorative justice.
- A community-led visioning process elevates the voices of and benefits historically harmed and marginalized communities.
- Connectivity within neighborhoods and to job centers is increased, air quality and noise are improved, and active, safe, and usable spaces are created in the Albina community.
- Community stability and value are restored and pathways are paved for wealth generation in the Albina community in both the short and long-term.
- The wealth that was taken from the historic Albina community due to the construction of I-5 is recognized and the impacts of development of the Moda Center, Coliseum, and Convention Center are acknowledged.
- Disadvantaged Business Enterprise (DBE) opportunities are maximized at every phase of the construction project to gain jobs and address specific minority contracting needs in Portland.

#### **ACTIONS REQUESTED**

- Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to take into account the land value created by this project and the urban design features described in the Albina Vision.
- Appoint a landscape design team to inform a community-led decision-making process on highway cover design.
- Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.
- Establish a committee to oversee implementation of the DBE contracting process.

### **Value: Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions**

#### **OUTCOMES**

- Congestion pricing is implemented as part of the project to both manage transportation demand and traffic, and generate revenue while maximizing limited transportation funding resources
- 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.
- Economic growth is enhanced by capitalizing on opportunities for supporting goods movement reliability within the statewide network.

- A complete project that incorporates highway lid designs realizing the vision set forth by the Albina Trust, improving development opportunities in the community, and enhancing connectivity of the local street network, particularly for transit, bicycle, and pedestrian users.
- 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.

#### 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 on this segment of I-5 as soon as possible and prior to completing the project.

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

#### OUTCOMES

- People with diverse backgrounds and expertise are brought together in local community spaces through engagement that is creative, intentional, and fosters community building.
- Engagement efforts reach out to communities to foster a two-way dialogue that demonstrates how those conversations meaningfully inform decision making.
- The process is community-led and supported by a clearly defined governance structure that is responsive to information, feedback, and insight gained through engagement.
- All stages of the process reflect the shared power of the community and local, regional, and state government to influence project decisions and outcomes, ensuring there is consensus on the scope and that the project ultimately meets needs at every scale.
- Communication and collaboration with interagency partners is clear, consistent, and predictable, and there is demonstrated alignment regarding and accountability for project outcomes.

#### ACTIONS REQUESTED

Additional potential actions requested from ODOT toward furthering this outcome:

- Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.
- Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).
- Clearly describe to agency partners how the OTC's 11 actions will be incorporated into the project and have timelines synchronized in a way that ensures transparency and accountability.
- Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.

## I-5 BRIDGE REPLACEMENT PROGRAM (IBRP)

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Date: December 29, 2020  
Department: Planning & Development  
Meeting Date: January 12, 2021  
Prepared by: Elizabeth Mros-O'Hara [elizabeth.mros-ohara@oregonmetro.gov](mailto:elizabeth.mros-ohara@oregonmetro.gov)

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

Length: 30 minutes

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### ISSUE STATEMENT

The I-5 Bridge Replacement Program (IBRP) is a bi-state effort to advance the Interstate 5 Bridge replacement 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 project. The Columbia River Crossing project received NEPA approval for the Final Environmental Impact Statement (FEIS) in the form of a Record of Decision (ROD). IBRP is a restart of that effort which must address the current needs and values of the region. Key items include reevaluating the purpose and need for the project, and the related values and vision statement originally developed in 2005, as well as reevaluating permits, developing of a finance plan, reengaging key stakeholders and the public, and the reevaluating of scope, schedule and budget.

Metro is participating in the IBRP as a Participating Agency in the NEPA planning process. Metro Council and Metro staff participate in the I5BR Executive Steering Group, Equity Advisory Group, and staff level group. Alignment of Metro Council on desired values and outcomes will provide clear direction to Metro project participants and Council when considering project elements shaped by the process. To further that direction, staff prepared a discussion draft list of values and desired outcomes for the IBRP. 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 reviews the previous Purpose and Need and Values and Vision statements from the Columbia River Crossing Environmental Impact Statement.

Staff will provide an update on the IBRP program and a presentation on the Discussion Draft Values, Outcomes, and Actions Paper which includes:

- overarching core values consistent with Metro's goals;
- a list of expected project outcomes for each value that will result in community and regional benefits;
- a list of specific actions that could be recommended for incorporation as part of

the project scope, schedule, or process.

### **ACTION REQUESTED**

The action requested by staff is for Metro Council to provide input and feedback on the discussion draft paper of 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.

### **IDENTIFIED POLICY OUTCOMES**

The draft paper reflects the goals, objectives, and principles in the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy.

### **POLICY QUESTION(S)**

- Are there additional or different values that should be reflected?
- Are there additional or different outcomes that should be incorporated to promote a transparent and inclusionary decision-making process?
- Are there additional or different actions that should be recommended?

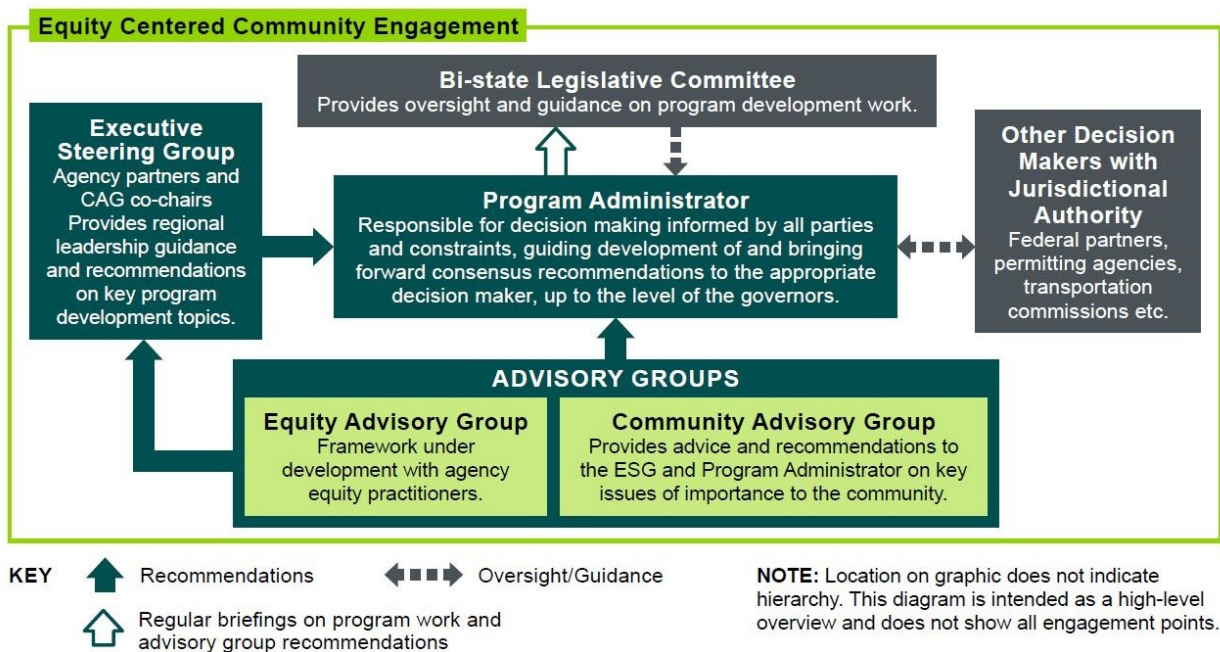
### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

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 is underway with many steps taken since last June 2020. The program has created an Executive Steering Group, a Bi-state Legislative Committee, and is in the process of creating both a Community Advisory Group, and an Equity Advisory Group.

## 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. At the November 30, 2020 ESG kickoff meeting part 2, the ESG adopted the ESG charter. The ESG membership includes the following representatives:

- Oregon Department of Transportation: Kris Strickler, Director
- Washington State Department of Transportation: Roger Millar, Secretary
- TriMet: Doug Kelsey, General Manager
- C-TRAN: Shawn Donaghy, CEO
- Oregon Metro: Lynn Peterson, Council President
- Southwest Washington Regional Transportation Council: Scott Hughes, Board Chair
- City of Portland: Ted Wheeler, Mayor
- 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 (WA): Lynn Valenter
- Interim Community Advisory Group Co-chair (OR): Ed Washington

At the Bi-state Legislative Committee meeting on December 2, 2020, the IBRP team provided a progress report to the Bi-state Legislative Committee including a conceptual finance plan that was based on the previous scope of the Columbia River Crossing project.

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:

- December 2020: endorse conceptual finance plan and community engagement plan (completed)
- March 2021: guidance on vision and values and purpose and need
- May 2021: endorse vision and values and purpose and need statements, provide feedback on approach for Supplemental Draft Environmental Impact Statement (SDEIS) plan
- June 2021: guidance on initial range of transit alternatives and river crossing alternatives, guidance on SDEIS finance plan

An important and upcoming decision point in the project will be determining if and how the Purpose and Need statement should be updated, before kicking off the Supplemental Environmental Impact Statement (SEIS) process. Metro staff submitted written comments to the I5BR project team on the importance of elevating racial equity, reducing greenhouse gases, travel demand management, and right-sizing considerations into the Purpose and Need statement. Completing a Values, Outcomes, and Actions Paper for this program will further clarify Metro's values and guide elected officials, project leaders, and staff in our efforts.



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

Metro Council's support for the I-5 Bridge Replacement Project (IBRP) is contingent on a clear commitment to the outcomes listed below from the Bi-state Legislative Committee, the Oregon and Washington State Departments of Transportation, and the Executive Steering Group. This document will guide all Metro decisions and review of future funding requests for the project.

### **Draft Value: Advancing racial equity**

#### Draft OUTCOMES

- Institutional leadership demonstrates an explicit commitment to equitable outcomes.
- 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 community places is improved within the study area especially for marginalized communities.
- Best practices for anti-displacement are integrated into the project design and implementation.
- Job opportunities for Oregonians and SW Washingtonians, especially for people of color and local businesses.
- Disadvantaged Business Enterprise (DBE) opportunities are maximized at every phase of the construction project to gain jobs and address specific minority contracting needs.

#### 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.*
- *Give the IBRP Equity Committee 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.

#### 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.*

**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 and high-quality connections between the two largest regional centers in the Portland region: downtown Portland and downtown Vancouver.
- 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.

**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.*

**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**

*Additional potential actions requested from IBRP program management toward furthering this outcome:*

- *Develop a robust public engagement process for public input to inform the Supplemental Environmental Impact Statement (SEIS).*
- *Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAG), Equity Advisory Group (EAG) and Executive Steering Group (ESG), as well as how committee feedback will be incorporated into project 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).*