

## **Council Initiative Status Update –**

**Draft – January 14, 2018**

### **Council “Attention”/Medium council involvement**

Items requiring Council “attention” are projects that require strong up-front policy direction from staff and regular discussions with Council to ensure that the project is meeting Metro’s policy and programmatic goals. Often, the majority of work on this initiatives can be carried out by Council liaisons and Metro staff once the full Council has set the policy direction.

Proposal- these items are currently listed for Council “Attention” and are recommended to remain at that level

- Construction Careers Pathways Project
- Congestion Pricing
- Diversity, Equity Inclusion & working with CORE
- Willamette Falls Riverwalk

These items are currently listed for Council “Attention”/Medium council involvement and are recommended to move down to Council “Awareness”/Low council involvement to make room for new proposals in this category.

- Oregon Zoo Business Plan
- Regional Disaster Debris
- Investment and Innovation Grants
- Mid Cycle Growth Management Decision

**These items are currently listed for Council “Attention” and are recommended to remain at that level**

<b>Project</b>	<b>Issue Statement</b>	<b>Status of Project/ Work for FY 2019-2020</b>	<b>FY 2019-2020 Budget Estimate</b>
Construction Careers Pathways Project	Metro is partnering with 16 public sector partners to create a road map to provide reliable career paths for women and people of color in the construction trades.	Phase I of the project was completed in October and presented to Council on November 6. Phase II will identify opportunities to align policies and projects. Recommendations to the Council and other public partners will come forward in May 2019. Phase III will implement the recommendations	\$175,000 (staff plus consulting)
Congestion Pricing	2018 RTP Chapter 8 states: “Growing congestion on throughways is affecting regional quality of life. Ongoing efforts to address congestion in the region include investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian access and adding targeted highway capacity. It is clear these strategies are not sufficient and that we cannot address congestion through supply alone, we must also manage demand. House Bill 2017 directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205. The State Legislature directed the OTC to seek approval from the Federal Highway Administration by December 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. The OTC formed a policy advisory committee to provide a recommendation after considering technical findings, likely effects (traffic operations, diversion, equity, environmental and air quality, others), mitigation opportunities and public	2018 RTP Chapter 8 states: “The limited scope has raised larger questions about how demand management pricing strategies could be implemented throughout the region; further study is needed in this area and should be undertaken to better understand different ways that pricing could work regionally and the different policy outcomes each scenario would create. This should include an analysis of the potential importance and role of increased transit service and the mutual benefits congestion pricing and expanded transit service can bring depending on the type of pricing strategy and transit service implemented.  A comprehensive, regional study should be undertaken before the next update to the RTP in order to provide policy guidance as to how to most effectively implement pricing to reduce congestion.	1 FTE \$125,000  M & S \$190,000 \$100,000 modeling \$60,000 facilitation \$30,000 engagement  (note: FY 18-19 budget includes \$190,000 that we anticipate carrying over to FY 19-20.)

	input. This work is focused on identifying potential strategies to manage demand on I-205 and I-5. In its early stages, it has focused attention on the need to price comprehensively, rather than High Occupancy Toll lanes and to identify key mitigation strategies, such as increased transit service.”		
Diversity, Equity Inclusion & working with CORE	<p>Metro Council adopted:</p> <p>The Strategic Plan to Advance Racial Equity, Diversity, and Inclusion; and</p> <p>The Diversity Action Plan</p> <p>Both plans are a high priority for the Council</p>	<ul style="list-style-type: none"> <li>▪ Committee on Racial Equity (CORE): recruitment of new members by DEI program and appointment by Council in June (term July 2019-June 2021)</li> <li>▪ Adoption of Construction Careers regional framework by Metro, implementation phase of new policies and investments</li> <li>▪ Recruitment, Hiring and Retention project to identify, develop and institutionalize best practices.</li> <li>▪ Training and Leadership development program with additional programming for Metro’s seasonal, part-time and second-shift employees.</li> <li>▪ Venues racial equity planning: launch and support venue-specific racial equity plans for P5, Expo Center and OCC.</li> </ul>	In COO Office, \$1.2 million. Additional amounts in other department budgets
Willamette Falls Riverwalk	Provide coordination of the Willamette Falls Legacy Project and lead efforts to provide public access to the Falls	<ul style="list-style-type: none"> <li>• Engineering for detailed permitting and construction drawings for Phase 1 is expected to kick off in January 2019.</li> <li>• Preparing remediation plans and designs for the removal of 4 to 5 underground storage tanks and hazardous building materials is expected to kick off in January 2019.</li> <li>• Obtaining Federal, State and Local permits, Ongoing</li> </ul> <p>Planned milestones:</p> <ul style="list-style-type: none"> <li>• Archeological services RFP and procurement, Winter 2019</li> <li>• Construction Manager/General Contractor (CM/GC) RFP and procurement, Winter 2019</li> <li>• Riverwalk Phase 1 ground breaking, Spring 2020</li> </ul>	<p>\$750,000 for staff</p> <p>\$1.5 million for consulting and permitting</p> <p>\$13.5 million reserved for future construction</p>

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Oregon Zoo Business Plan	Reduce risk to Metro’s General Fund by creating a more sustainable financial model at the Oregon Zoo	<p>STATUS: Oregon Zoo leadership has developed a long term financial plan with 4 key priorities:</p> <ol style="list-style-type: none"> <li>1. Annual resources exceed expenditures</li> <li>2. Build sufficient reserves (current target \$6.75M)</li> <li>3. Sufficient investment in infrastructure</li> <li>4. Align spending with mission priorities</li> </ol> <p>During FY18 the reserves grew from \$868K to just over \$4M. The integrated conservation action plan (ICAP) is helping to align spending with mission priorities.</p> <p>WORK for FY20:</p> <ul style="list-style-type: none"> <li>- Develop innovations program focused on process improvement to ensure efficient use of resources.</li> </ul> <p>Master plan development will help drive investment in infrastructure.</p>	<p>~\$15K for process improvement training</p> <p>\$75K for master plan prep</p>
Regional Disaster Debris	The 2018 Disaster Debris Plan includes follow up	<p>Follow up actions include:</p> <ul style="list-style-type: none"> <li>• Business Continuity Plan for Solid Waste</li> <li>• Identification and permitting for sites</li> </ul> <p>General preparedness planning for Metro</p>	?

Investment and Innovation Grants	<p>Pilot a grant program to stimulate investment in businesses that are:</p> <ul style="list-style-type: none"> <li>• expanding, preserving and broadening waste prevention, reuse, recycling and energy recovery; and</li> <li>• encouraging new participants in the region's solid waste and waste prevention systems, especially communities of color</li> </ul>	<ul style="list-style-type: none"> <li>• Contract 14 grants awarded in 2018, and ongoing management of those grants</li> <li>• Conduct evaluation of first round of applications received and grants made, and program structure (program guidelines, application materials and processes, composition and process of review committee, etc.) Outcomes will inform improvements for Round 2 (2019)—January-March</li> <li>• Refinements to materials and processes to reflect increase in grant funding, incorporate current regional and statewide work to make the recycling system more resilient, and per outcomes of evaluation of 2018 cycle; active outreach to potential applicants. April-May</li> <li>• Recruit and orient 2019 grant review committee(s) members, including Metro Council representative</li> <li>• Launch 2019 cycle Anticipated June 1, 2019</li> <li>• Annual report on program to Council. Date TBD.</li> <li>• Complete application and grant review process. June-Nov.</li> <li>• Announcement of awards &amp; contracting. December-Jan 2020</li> <li>• Evaluation of 2019 cycle &amp; adjustments as needed</li> <li>• Launch 2020 cycle</li> </ul>	<p>Previous Council direction was \$3 million per year for 3 years</p> <p>Council direction for FY 2019-20 is \$6m.</p>
Mid Cycle Growth Management Decision	<ul style="list-style-type: none"> <li>• New state law allows Metro to consider minor expansions of the UGB for housing. The first cycle could be 2021. Council needs to provide direction to staff and jurisdictions about this upcoming process.</li> </ul>		Should be delayed until 2020