

Council meeting agenda

Tuesday, July 11, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/live/kYCjwH-JP64?feature=share>,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: <https://www.youtube.com/live/kYCjwH-JP64?feature=share>

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

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

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

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

- 3. Resolutions**

- 3.1 Resolution No. 23-5345, For the Purpose of Adding Three new Projects and Canceling One Project to the 2021-24 MTIP Enabling Required Federal Approval Actions to Move Forward [RES 23-5345](#)

Attachments: [Resolution No. 23-5345](#)
[Exhibit A](#)
[Staff Report](#)

3.1.1 Public Comment Opportunity for Resolution No. 23-5345

4. Other Business

- 4.1 Climate Justice Task Force Budget Note Presentation [23-5899](#)

Presenter(s): Victor Sin (he/him), Policy Advisor, Metro
Mychal Tetteh (he/him), Community Services Program Director, Metro
Eliot Rose (he/him), Senior Transportation Planner Metro

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

- 5. Chief Operating Officer Communication**
- 6. Councilor Communication**
- 7. Adjourn**

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិយ) ប្រាំពីរថ្ងៃ ថ្ងៃច័ន្ទិយ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**Resolution No. 23-5345, For the Purpose of Adding Three new Projects
and Canceling One Project to the 2021-24 MTIP Enabling
Required Federal Approval Actions to Move Forward**
Resolutions

Metro Council Meeting
Tuesday, July 11th, 2023

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING THREE
NEW PROJECTS AND CANCELING ONE
PROJECT TO THE 2021-24 MTIP
ENABLING REQUIRED FEDERAL
APPROVAL ACTIONS TO MOVE
FORWARD**

) RESOLUTION NO. 23-5345
)
) Introduced by: Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson
)
)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Environmental Quality's (DEQ) mission of leading the state in restoring, maintaining, and enhancing the quality of Oregon's air, land, and water includes a Congestion Mitigation Air Quality (CMAQ) improvement funding call to improve air quality by reducing transportation emissions; and

WHEREAS, DEQ's CMAQ total available funding in FFY 2023 of \$3,771,134 resulted in two Metro area projects awarded CMAQ funding with one for the Beaverton School District and one for TriMet; and

WHEREAS, both projects involve the purchase and installation of electric vehicle charging stations and completed a pre-award review and evaluation by the State CMAQ Manager and the Oregon Federal Highways Administration office to verify project eligibility for the CMAQ funds; and

WHEREAS, the Beaverton School District's CMAQ award of \$169,107 project will support the purchase and installation of twenty-two electric charging stations to be added to the existing eight charging stations at its Transportation Service Center (TSC) in Beaverton; and

WHEREAS, TriMet's CMAQ award of \$2,840,000 will support the purchase and installation of DC level-3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service; and

WHEREAS, ODOT received a \$1 million dollar competitive discretionary grant from the Federal Highway Administration's Bridge Investment Program to complete a required study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project in support of the Interstate 5 Interstate Bridge Replacement project; and

WHEREAS, ODOT and Clackamas County have determined that prior completed safety upgrades to South Redland Rd and the revised cost increase affecting the remaining High Friction Surface Treatment necessitates the project cancelation at this time resulting in the Highway Safety Improvement Program funds being returned to the ODOT All Roads Transportation Safety program;

WHEREAS, the programming requirements to the four projects in the June 2023 Formal MTIP Amendment to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on June 2, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 15, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the three new projects and cancel the South Redland Rd project included the June 2023 Formal MTIP Amendment to the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 11th day of July 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5345

June FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: JN23-10-JUN
 Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23462 MTIP ID TBD New Project	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>ADD NEW PROJECT:</u> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # 23463 MTIP ID TBD New Project	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<u>ADD NEW PROJECT:</u> Purchase and install up to 12 - DC level 3 charging equipment at TriMet's Powell Bus Garage, and 2 opportunity fast chargers in the layover area of Beaverton Transit Center
(#3) ODOT Key # 23456 MTIP ID TBD New Project	ODOT (and WSDOT)	IBR Hayden Island Ground Improvement Study	Implement study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project	<u>ADD NEW PROJECT:</u> Add new USDOT Bridge Improvement Program (BIP) discretionary awarded study to ODOT in support of the I-5 Interstate Bridge Replacement project
(#4) ODOT Key # 21621 MTIP ID 71175	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<u>CANCEL PROJECT:</u> Cancel and remove project from the 2021-24 MTIP

Proposed Amendment Review and Approval Steps:

- Tuesday, May 30, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, June 2, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, June 15, 2023: JPACT meeting.
- Wednesday, June 28, 2023: End 30-day Public Comment period.
- Thursday, July 6, 2023: Final approval from Metro Council anticipated.
- Early to mid-August 2023: Estimated final USDOT amendment approvals.

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to BSD to the MTIP to meet federal obligation requirements



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new DEQ CMAQ awarded
project for BSD

Lead Agency:	Beaverton School District		Project Type:	Other	ODOT Key:	23462
Project Name:	Beaverton School District EV Chargers	1	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
			ODOT Type	Unique	Status:	1
			Performance Goal:	CMAQ	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	N/A
			Conformity Exempt:	Yes	RTP Approval:	12/6/2018
			On CMP:	No	Trans Model:	N/A
			30 Day Notice Begin:	5/30/2023	TCM:	No
			30 Day Notice End:	6/28/2023	TSMO Award	No
			Funding Source	DEQ	TSMO Cycle	N/A
			Funding Type:	CMAQ	RFFA ID:	N/A
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	N/A	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
Short Description:			Flex Transfer to FTA	No	Council Appr:	Yes
Purchase and install electric wall mount chargers.			FTA Conversion Code:	N/A	Council Date:	7/6/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: 21-24-3389		MTIP Amnd #: JN23-10-JUN	

Detailed Description:

In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton (DEQ CMAQ award, EMRED - VOC: 0.108, NOX: 2.585, CO: 1.114, CO2: 100,786, PM10: 0.107, PM2.5: 0.027)

STIP Description: Purchase and install electric wall mount chargers.

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2023				\$ 70,312		\$ 70,312
CMAQDEQ	Y400	2023					\$ 98,795	\$ 98,795
								\$ -
							Federal Totals:	\$ 169,107
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Other	OTH0	2023		\$ 62,791				\$ 62,791
Local (CMAQ)	Match	2024				\$ 8,048		\$ 8,048
Other	OTH0	2024				\$ 358,212		\$ 358,212
Local (CMAQ)	Match	2024					\$ 11,308	\$ 11,308
								\$ -
							Local Total	\$ 440,359
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 62,791	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Total Project Cost Estimate (all phases):							\$	609,466
Year of Expenditure Cost Amount:							\$	609,466

Programming Summary Details												
Why project is short programmed: N/A. The project is not short programmed												
Phase Change Amount:	\$	-	\$	62,791	\$	-	\$	436,572	\$	110,103	\$	609,466
Phase Change Percent:		0%		100%		0%		100%		100%		100%
Revised Match Federal:		N/A		N/A		N/A	\$	8,048	\$	11,308	\$	19,356
Revised Match Percent:		N/A		N/A		N/A		10.27%		10.27%		10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes DEQ CMAQ awarded project
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new Beaverton School District Charging Station project with DEQ awarded CMAQ to the MTIP. Programming is required to meet FHWA obligation requirements through FMIS.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Beaverton School District DEQ CMAQ application and project support information.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.					
6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which in this case is not directly tied to the RTP. The DEQ CMAQ support air quality improvements which is a key goal in the RTP. However, the funds are not required to be tied directly with a project in the constrained RTP. Programming in the MTIP and STIP is required in support of FHWA fund obligation requirements which will occur through FMIS. Therefore the RTP consistency check does not include the RTP constrained project verification requirement as normally needed when transportation system improvement projects are added to the MTIP					

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes. Verification of the CMAQ award occurred through the State CMAQ Manager
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# Not Applicable.
1B	RTP Project Description: Not applicable
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 - Other
2B	What is the exception category per the regulation: Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

Key Number: **23462**

2021-2024 STIP

Project Name: **Beaverton School District EV chargers**

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		100.00%	62,791.00	0.00%	0.00	0.00%	0.00	100.00%	62,791.00
	PE Totals			100.00%	62,791.00		0.00		0.00		62,791.00
CN	OTH0	OTHER THAN STATE OR		82.05%	358,212.95	0.00%	0.00	0.00%	0.00	100.00%	358,212.95
	Y400	CMAQ congestion mitigation air quality IJJA		17.95%	78,359.05	89.73%	70,311.58	0.00%	0.00	10.27%	8,047.47
	CN Totals			100.00%	436,572.00		70,311.58		0.00		366,260.42
OT	Y400	CMAQ congestion mitigation air quality IJJA		100.00%	110,103.00	89.73%	98,795.42	0.00%	0.00	10.27%	11,307.58
	OT Totals			100.00%	110,103.00		98,795.42		0.00		11,307.58
	Grand Totals				609,466.00		169,107.00		0.00		440,359.00

The tables below illustrate reductions on a metric basis. Based on a 190-day operational year and the 20-year life cycle of ESBs, students will avoid exposure by nearly 10 metric tons of NOx and over 4 metric tons of Carbon Monoxide.

Pollutant	Kg/Day	Kg/Yr[2]	Lifetime Metric Tons
Carbon Monoxide (CO)	1.114	211.66	4.23
Nitrogen Oxide (NOx)	2.585	491.15	9.82
Particulate Matter <2.5 µm (PM _{2.5})	0.027	5.13	0.10
Particulate Matter <10 µm (PM ₁₀)	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

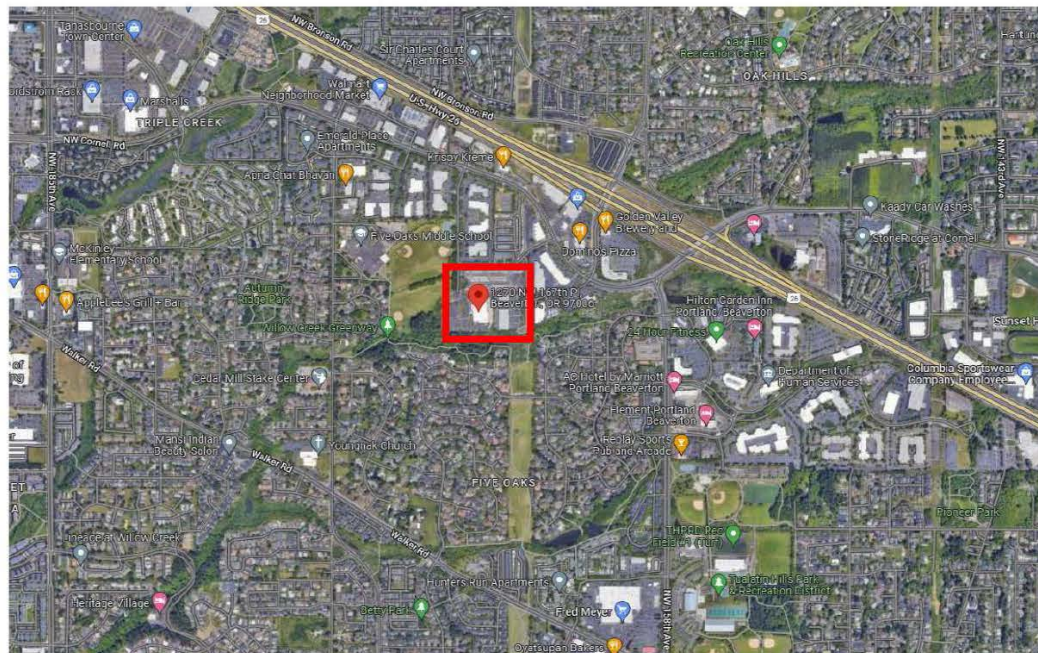
Carbon Dioxide Emissions (CO ₂) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO ₂ /unit)	22.4	0.5
Annual Emissions (lbs CO ₂)	42,224,179	8,075,374
Lifetime Emissions (lbs CO ₂)	1,266,725,376	242,261,228
Savings Emissions Savings (lbs CO₂)		1,024,464,148

2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

Use the following boxes to show estimated reduction amount (kg/day).

VOC	0.108	PM2.5	0.027	PM10	0.107
NOx	2.585	CO	1.114	CO ₂	100,786
Duration of PM10 & CO Benefit				Years	20



[External sender]RE: DEQ CMAQ Award Letters



DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To: ● Ken Lobeck; ○ ANTELO Adriana

Cc: ○ KRANSKY Gerik * DEQ

You replied to this message on 5/22/2023 1:37 PM.

Hi Ken,

Please see the revised project summaries Adriana sent regarding both of these projects. My apologies for providing her incorrect information.

Listed below are the three entities DEQ "awarded" CMAQ funding to for a total of \$3,771,134, this includes the revised amounts for TriMet and Beaverton School District. We will be amending the DEQ/ODOT IGA to reflect a new total of \$3,864,043.

1. TriMet - Powell Garage and Beaverton Transit Center EV Chargers: **revised # - \$2,840,000**
2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

Hope Derrickson, OPMA

Funding Programs Senior Analyst

Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange

ODOT | Program and Funding Services Unit

355 Capitol St. NE, Salem, OR 97301

Reply Reply All Forward

Mon 5/22/2023 12:44 PM

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to TriMet for EV Chargers at two of their transit centers to the MTIP to meet federal obligation requirements

MODIFICATION #1

Increase Local Overmatch in Construction Phase
Total cost increases by \$15,000 to \$4,355,000



2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new DEQ CMAQ awarded
project for TriMet

Lead Agency: TriMet		Project Type: Other	ODOT Key: 23463
Project Name: TriMet Transit Center EV Chargers	2	Fiscal Constraint Cat: Capital	MTIP ID: TBD
		ODOT Type: Unique	Status: 1
		Performance Goal: CMAQ	Comp Date: 12/31/2027
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing: No	RTP ID: 12081
		Conformity Exempt: Yes	RTP Approval: 12/6/2018
		On CMP: No	Trans Model: N/A
		30 Day Notice Begin: 5/30/2023	TCM: No
		30 Day Notice End: 6/28/2023	TSMO Award: No
		Funding Source: DEQ	TSMO Cycle: N/A
		Funding Type: CMAQ	RFFA ID: N/A
Short Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.		State Highway Route: N/A	RFFA Cycle: N/A
		Mile Post Begin: N/A	UPWP: No
		Mile Post End: N/A	UPWP Cycle: N/A
		Length: N/A	Past Amend: 0
		Flex Transfer to FTA: Yes	Council Appr: Yes
		FTA Conversion Code: 5307	Council Date: 7/6/2023
		1st Year Program'd: 2024	OTC Approval: No
		Years Active: 0	OTC Date: N/A
		STIP Amend #: 21-24-3390	MTIP Amnd #: JN23-10-JUN

Detailed Description: Procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service. (DEQ CMAQ award, EMRED - VOC: 0.8439, NOX: 25.9111, CO: 5.9796, PM10: 0.1408, PM2.5: 0.1324)

STIP Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							Federal Totals:	\$ 2,840,000
State Funds								
							\$ -	
							State Total:	\$ -
Local Funds								
Local (CMAQ)	Match	2024	\$ 12,627					\$ 12,627
Other	OTH0	2024	\$ 65,581					\$ 65,581
Local (CMAQ)	Match	2024		\$ 25,253				\$ 25,253
Other	OTH0	2024		\$ 131,162				\$ 131,162
Local (CMAQ)	Match	2024				\$ 287,171		\$ 287,171
Other	Other	2024				\$ 993,206		\$ 993,206
							Local Total	\$ 1,515,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Project Cost Estimate (all phases):								\$ 4,355,000
Year of Expenditure Cost Amount:								\$ 4,355,000

Programming Summary Details												
Why project is short programmed: N/A. The project is not short programmed												
Phase Change Amount:	\$	188,527	\$	377,055	\$	-	\$	3,789,418	\$	-	\$	4,355,000
Phase Change Percent:		0%		100%		0%		100%		100%		100%
Revised Match Federal:	\$	12,627	\$	25,253		N/A	\$	287,171		N/A	\$	325,051
Revised Match Percent:		10.27%		10.27%		N/A		10.27%		N/A		10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes CMAQ will be flex transferred to FTA
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new TriMet Charging Station project with DEQ awarded CMAQ to the MTIP. TriMet is expected to flex transfer the CMAQ to FTA.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, TriMet DEQ CMAQ application and project support information.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.					
6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which ODOT and FHWA have verified. TriMet will complete the obligation process through the FTA TrAMS process which will require the CMAQ funds to be flex transferred to FTA.					

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 12081 - Bus: Electrification of Bus Fleet: Phase 1
1B	RTP Project Description: Electrifying the bus fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 - Mass Transit
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Construction or renovation of power, signal, and communications systems.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

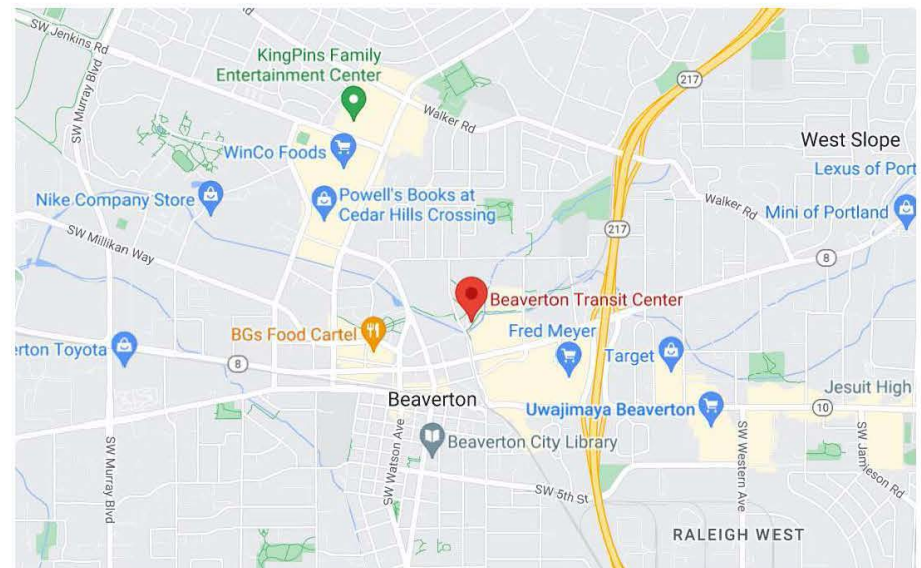
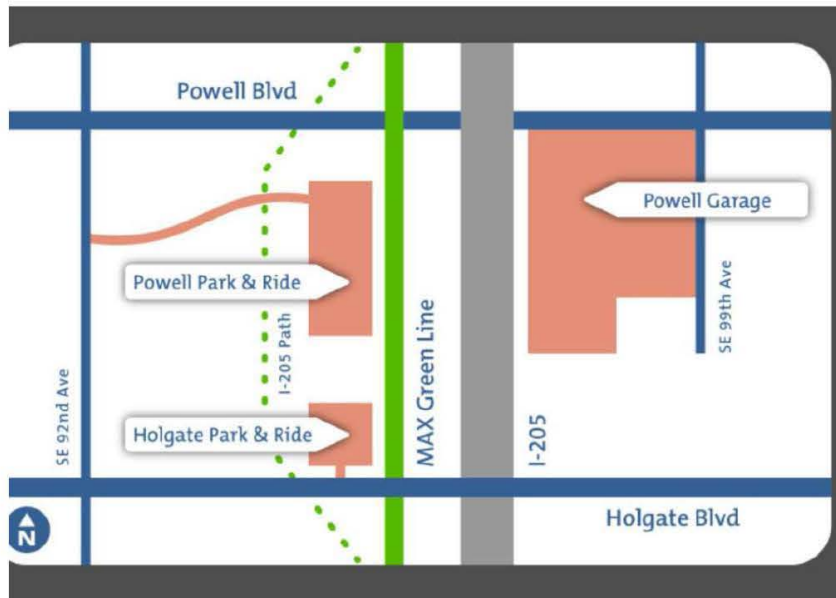
UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

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Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

EMISSIONS REDUCTIONS					
This project is requesting \$2.84 million in CMAQ funding to procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of Public Transit. These are all CMAQ eligible project expenses.					
<i>Use the following boxes to show estimated reduction amount (kg/day).</i>					
VOC	.8439	PM2.5	.1324	PM10	.1408
NOx	25.9111	CO	5.9796	CO2	
Duration of PM10 & CO Benefit				Years	10



[External sender]RE: DEQ CMAQ Award Letters



DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To ● Ken Lobeck; ○ ANTELO Adriana

Cc ○ KRANSKY Gerik * DEQ

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2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

Hope Derrickson, OPMA

Funding Programs Senior Analyst

Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange

ODOT | Program and Funding Services Unit

355 Capitol St. NE, Salem, OR 97301

Reply Reply All Forward

Mon 5/22/2023 12:44 PM

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add the new FY 2022 BIP award for the I-5 IBR study



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
ADD NEW PROJECT**

Add the approved BIP award ed
study supporting the I-5 IBR

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23456
Project Name: IBR Hayden Island Ground Improvement Study	3	Fiscal Constraint Cat:	Planning	MTIP ID:	TBD
		ODOT Type	Planning	Status:	D
		Performance Goal:	N/A	Comp Date:	12/31/2026
Project Status: D = Project implementation in progress (New BIP funded study in support of the ongoing Interstate Bridge Replacement project which has initiated PE in Key 21570)		Capacity Enhancing:	No	RTP ID:	10893
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/30/2023	TCM:	No
		30 Day Notice End:	6/28/2023	TSMO Award	No
		Funding Source	BIP	TSMO Cycle	N/A
		Funding Type:	BIP	RFFA ID:	50397
		State Highway Route	I-5	RFFA Cycle:	2022-24
		Mile Post Begin:	307.60	UPWP:	No
		Mile Post End:	308.30	UPWP Cycle:	N/A
		Length:	0.70	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	7/6/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: 21-24-3389		MTIP Amnd #: JN23-10-JUN	

Detailed Description:

On I-5 across the Columbia River between MP 307.6 and MP 308.3 at Hayden Island, initiate and complete study activities to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

STIP Description: Study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
AC-BIP	ACPO	2023	\$ 500,000					\$ 500,000
								\$ -
							Federal Totals:	\$ 500,000
State Funds								
State	Match	2023	\$ 500,000					\$ 500,000
								\$ -
							State Total:	\$ 500,000
Local Funds								
Other	OTH0	2023	\$ 1,000,000					\$ 1,000,000
								\$ -
							Local Total	\$ 1,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Total Project Cost Estimate (all phases):								\$ 2,000,000
Year of Expenditure Cost Amount:								\$ 2,000,000

Programming Summary Details

Why project is short programmed: The project is not short programmed. The "Other" funds represent WSDOT's contribution to the project

Phase Change Amount:	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Phase Change Percent:	100%	0%	0%	0%	0%	100%
Revised Match Federal:	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Revised Match Percent:	75.00%	N/A	N/A	N/A	N/A	75.00%

Phase Obligations and Expenditures Summary																																																																																						
Item	Planning	PE	ROW	UR	Other																																																																																	
Total Funds Obligated:						Federal Aid ID																																																																																
Federal Funds Obligated:																																																																																						
Initial Obligation Date:						Other Notes The project is a bi-state effort between ODOT and WASHDOT																																																																																
EA Number:																																																																																						
EA Start Date:																																																																																						
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3	This amendment to the MTIP completes what action: The amendment adds the new FY 2022 Bridge Investment Program planning grant to the MTIP in support of the Oregon/Washington DOT efforts to plan and implement the I-5 interstate bridge replacement across the Columbia River. The project is a complimentary activity to the PE actions occurring in Key 21570.																																																																																					
3A	<table><tr><th colspan="2">LEAD AGENCY</th><td colspan="5">ODOT</td></tr><tr><th colspan="2">PROJECT NAME</th><td colspan="5">I-5: Columbia River (Interstate) Bridge</td></tr><tr><th colspan="2">Project IDs</th><th colspan="4">Project Description</th><th>Project Type</th></tr><tr><td>ODOT KEY</td><td>21570</td><td colspan="4" rowspan="3">Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.</td><td rowspan="3">Roadway and bridge</td></tr><tr><td>MTIP ID</td><td>71083</td></tr><tr><td>RTP ID</td><td>10893</td></tr><tr><th colspan="2">Phase</th><th>Year</th><th>Fund Type</th><th>Federal Amount</th><th>Minimum Local Match</th><th>Other Amount</th><th>Total Amount</th></tr><tr><td colspan="2">Preliminary engineering</td><td>2022</td><td>NHPP (Z001)</td><td>\$41,671,700</td><td>\$4,769,513</td><td>\$2,058,787</td><td>\$48,500,000</td></tr><tr><td colspan="2">Preliminary engineering</td><td>2022</td><td>OTHER - LOCAL</td><td>\$0</td><td>\$0</td><td>\$32,500,000</td><td>\$32,500,000</td></tr><tr><td colspan="4">FY 21-24 Totals</td><td>\$41,671,700</td><td>\$4,769,513</td><td>\$34,558,787</td><td>\$81,000,000</td></tr><tr><td colspan="4">Prior and Future Years' Totals</td><td>\$7,200,000</td><td>\$824,072</td><td>\$975,928</td><td>\$9,000,000</td></tr><tr><td colspan="4">Estimated Project Cost (YOE\$)</td><td>\$48,871,700</td><td>\$5,593,585</td><td>\$35,534,715</td><td>\$90,000,000</td></tr></table>						LEAD AGENCY		ODOT					PROJECT NAME		I-5: Columbia River (Interstate) Bridge					Project IDs		Project Description				Project Type	ODOT KEY	21570	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.				Roadway and bridge	MTIP ID	71083	RTP ID	10893	Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Preliminary engineering		2022	NHPP (Z001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000	Preliminary engineering		2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000	FY 21-24 Totals				\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000	Prior and Future Years' Totals				\$7,200,000	\$824,072	\$975,928	\$9,000,000	Estimated Project Cost (YOE\$)				\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000
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Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount																																																																															
Preliminary engineering		2022	NHPP (Z001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000																																																																															
Preliminary engineering		2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000																																																																															
FY 21-24 Totals				\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000																																																																															
Prior and Future Years' Totals				\$7,200,000	\$824,072	\$975,928	\$9,000,000																																																																															
Estimated Project Cost (YOE\$)				\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000																																																																															
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, SFY 2023 UPWP I-5 IBR Study project overview, project location map, and FFY 2022 BIP funding award fact sheet notification																																																																																					

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 5/30/2023 to 6/28/2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The study is a bi-state effort between ODOT and WASHDOT

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? Yes. The amendment adds new federal BIP awarded funds to the MTIP.
2B	What is the funding source for the project? Federal Bridge Investment Act funds.
2C	Was the Proof-of Funding requirement satisfied and how? Copy provide of the FFY 202 BIP Planning Awards notification fact sheet for the project
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 10893 - I-5 Columbia River Bridge
1B	RTP Project Description: Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Maybe. MTIP programming can continue. It is unclear if the BIP award acts as a continuation of the SFY 23 UPWP I-5 IBR project entry, or should be considered a new project as part of the SFY 24 UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed even if an UPWP amendment is required.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Non-Metro Funded Regionally Significant project

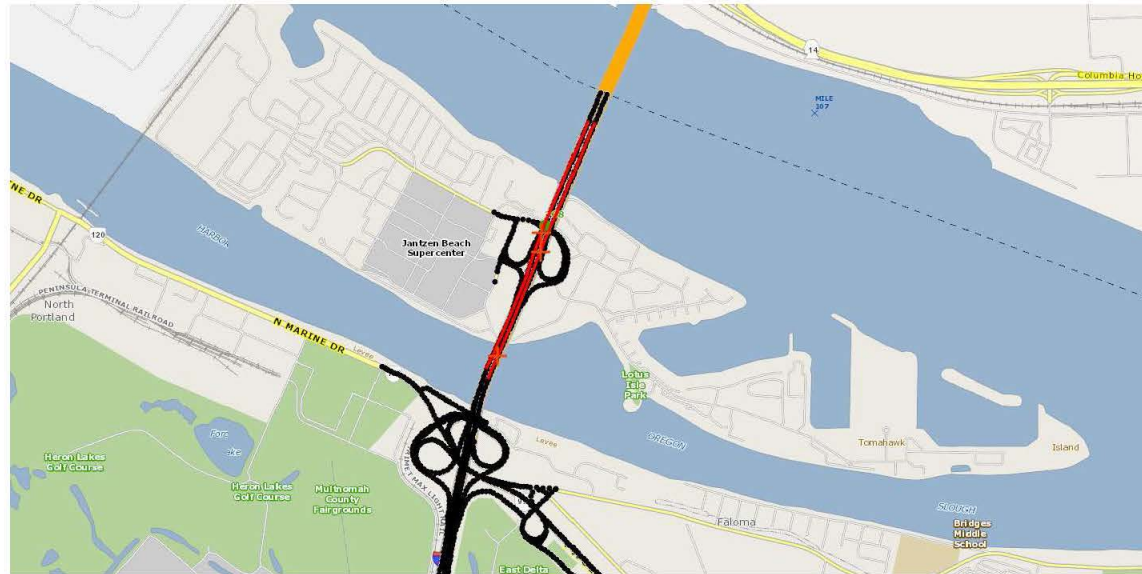
Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

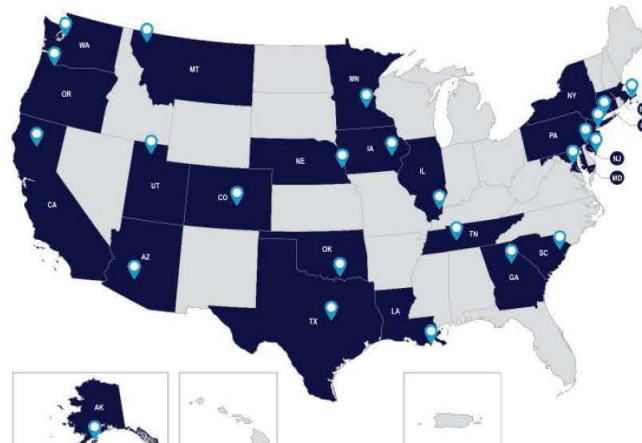
Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the State DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-BIP	Federal Advance Construction funds with an estimated conversion code of federal Bridge Improvement Program (BIP) funds
Other	Additional local funds committed to the project by the lead agency which are beyond the minimum federal match requirement

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR		50.00%	1,000,000.00	50.00%	500,000.00	50.00%	500,000.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		50.00%	1,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,000,000.00
	PL Totals			100.00%	2,000,000.00		500,000.00		500,000.00		1,000,000.00
	Grand Totals				2,000,000.00		500,000.00		500,000.00		1,000,000.00



BIP Planning Grant Awards 2022



BIP Planning, Urban

IBR Hayden Island Ground Improvement Study

Oregon DOT, Oregon

Grant Funding: \$1,000,000

Estimated Total Planning Project Costs: \$2,000,000

Project Description

Ground improvement study for seismic analysis to support future project preliminary engineering work for the replacement of the I-5 bridge over the Columbia River.

Project Benefits

The existing I-5 bridge is at risk of facing closure in a major seismic event. The application describes how a closure of the bridge would threaten the transportation network's efficiency and the ability to move goods and people in the Portland metropolitan region. The Interstate Bridge Replacement (IBR) Hayden Island Ground Improvement Study will help mitigate existing seismic risks from liquefiable soils to the proposed infrastructure in the IBR program area. The Ground Improvement Study will establish construction techniques to protect the replacement structure's long-term utility through a resilient construction approach. The bridge replacement project would address congestion and safety; this bridge has been ranked the worst bottleneck in Oregon and Washington, according to the applicant. Additionally, the bridge's facilities are inadequate for pedestrians, cyclists, and individuals using mobility devices.



Photo Source: Oregon DOT, Oregon

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Cancel the project from the MTIP due to revised scope and funding requirements



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
CANCEL PROJECT**
Remove Key 21621 from the MTIP

Lead Agency: Clackamas County				Project Type: Local		ODOT Key: 21621	
Project Name: S Redland Rd: OR213 - Springwater Rd (Clackamas County)		4	Fiscal Constraint Cat: SM&O		MTIP ID: 71175		
			ODOT Type: Safety		Status: 2		
			Performance Goal: N/A		Comp Date: 12/31/2025		
			Capacity Enhancing: No		RTP ID: 12095		
			Conformity Exempt: Yes		RTP Approval: 12/6/2018		
			On CMP: No		Trans Model: 12/6/2018		
			30 Day Notice Begin: 5/30/2023		TCM: No		
			30 Day Notice End: 6/28/2023		TSMO Award: No		
			Funding Source: ODOT		TSMO Cycle: N/A		
			Funding Type: HSIP		RFFA ID: N/A		
		State Highway Route: N/A		RFFA Cycle: N/A			
		Mile Post Begin: N/A		UPWP: No			
		Mile Post End: N/A		UPWP Cycle: N/A			
		Length: N/A		Past Amend: 0			
		Flex Transfer to FTA: No		Council Appr: Yes			
		FTA Conversion Code: N/A		Council Date: 7/6/2023			
		1st Year Program'd: 2022		OTC Approval: No			
		Years Active: 2		OTC Date: N/A			
		STIP Amend #: 21-24-3374		MTIP Amnd #: JN23-10-JUN			
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)							
<div>*** Canceled Project ***</div>							
Short Description: Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.							
Detailed Description: Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.							

STIP Description: Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

Last Amendment of Modification: Administrative - January 2023 - AM23-07-JAN1 - Slip PE phase to FFY 2024 with HSIP funds. Total PE = \$38,080. Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$296,278

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
HSIP	ZS30	2024		\$ 35,117		-		\$ -
HSIP	ZS30	2024				\$ 273,228		\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024		\$ 2,963				\$ -
Local	Match	2024				\$ 23,050		\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 38,080	\$ -	\$ 296,278	\$ -	\$ 334,358
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):								\$ -
Year of Expenditure Cost Amount:								\$ -

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ (38,080)	\$ -	\$ (296,278)	\$ -	\$ (334,358)
Phase Change Percent:	0%	-100%	0%	-100%	0%	-100%
Revised Match Federal:	N/A	\$ -	N/A	\$ -	N/A	\$ -
Revised Match Percent:	N/A	0%	N/A	0%	N/A	0.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Project is canceled from the 2021-24 MTIP
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment cancels the project from the 2021-24 MTIP per ODOT's request. Note: Clackamas County provided concurrence for the cancellation. Prior safety related improvements have occurred in the area which overlapped with this project. ODOT's review determined that the existing funding was not sufficient to cover the high friction surface treatment requirements. The ODOT Region 1 Traffic proposed the project cancellation with Clackamas County provided their concurrence during April 2023. The funding is proposed to be returned to the ODOT All Roads Transportation Safety (ARTS) program.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, plus a project location map

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: Clackamas County reviewed ODOT cancelation request and provided their concurrence.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? N/A
2A	Does the amendment include fiscal updates? Yes. The cancelation will result in the HSIP programming returning to the ODOT ARTS program.
2B	What is the funding source for the project? ODOT HSIP
2C	Was the Proof-of Funding requirement satisfied and how? N/A
2D	Was overall fiscal constraint demonstrated? N/A

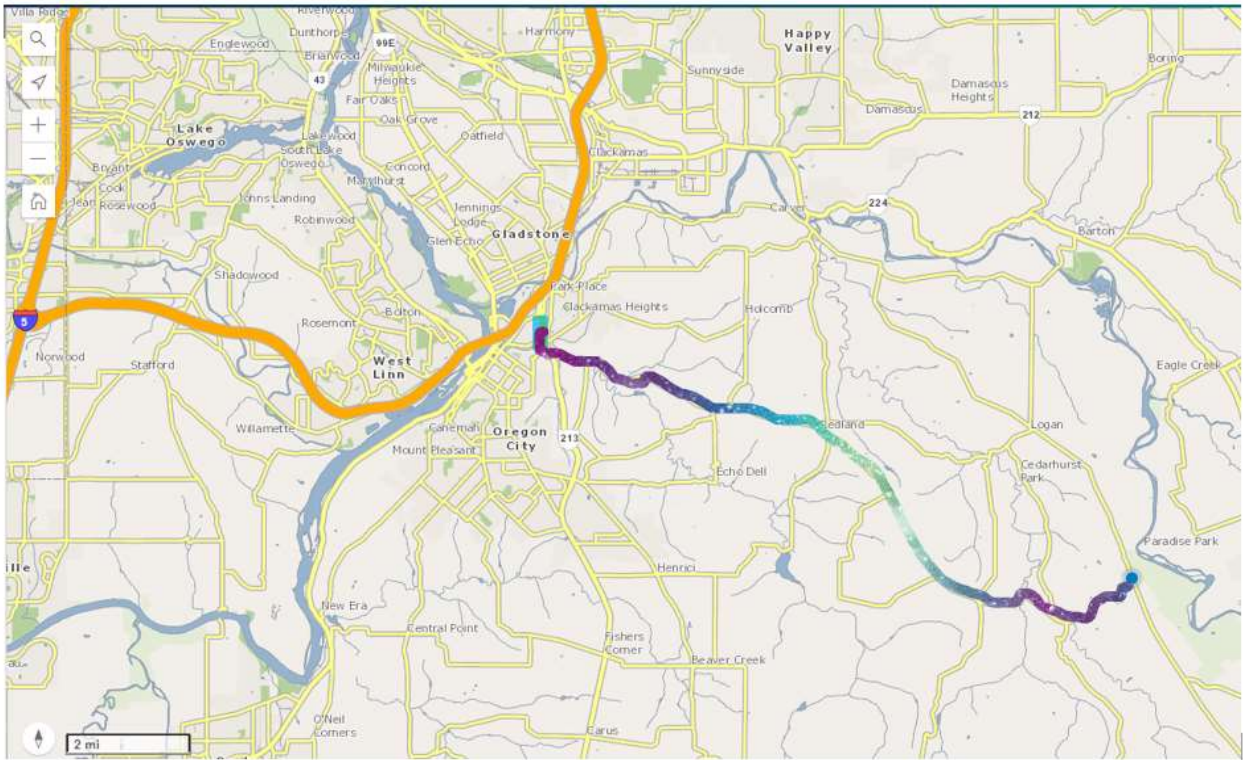
RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Highway Safety Improvement Program implementation.
3A	Is the project considered capacity enhancing? No.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? N/A now as the project is being canceled from the MTIP.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project was not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 15, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June FFY 2023 MTIP Formal Amendment & Resolution 23-5345 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING THREE NEW PROJECTS AND CANCELING ONE PROJECT TO THE 2021-24 MTIP ENABLING REQUIRED FEDERAL APPROVAL ACTIONS TO MOVE FORWARD

BACKGROUND

What This Is - Amendment Summary:

The June FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contain four projects. Three are new projects being added to the MTIP. Two of the new projects originate from the Oregon Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) funding call. One new project originates from a discretionary grant award from FHWA's Bridge Investment Program (BIP). Adding the three projects now will enable them to initiate various required project delivery actions.

The fourth project is being canceled and removed from the MTIP and STIP. The project is a Clackamas County ODOT funded Highway Safety Improvement Program (HSIP) project which proposed various safety upgrades along Redland Rd. However, other related project have completed several of the safety improvements in the project area. The remaining High Friction Surface Treatment (HFST) cost review determined additional costs would be required to complete the scope of work. Upon review by ODOT and Clackamas County, both provided concurrence to cancel the project. The HSIP funds will be returned to ODOT's All Roads Transportation Safety (ARTS) program.

What is the requested action?

JFACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

A summary of the project and amendment actions are shown on the next pages.

June FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: JN23-10-JUN Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23462 MTIP ID TBD <i>(New Project)</i>	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>ADD NEW PROJECT:</u> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # 23463 MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<u>ADD NEW PROJECT:</u> Purchase and install up to 12 - DC level 3 charging equipment at TriMet's Powell Bus Garage, and 2 opportunity fast chargers in the layover area of Beaverton Transit Center
(#3) ODOT Key # 23456 MTIP ID TBD <i>(New Project)</i>	ODOT (and WSDOT)	IBR Hayden Island Ground Improvement Study	Implement study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project	<u>ADD NEW PROJECT:</u> Add new USDOT Bridge Improvement Program (BIP) discretionary awarded study to ODOT in support of the I-5 Interstate Bridge Replacement project
(#4) ODOT Key # 21621 MTIP ID 71175	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<u>CANCEL PROJECT:</u> Cancel and remove project from the 2021-24 MTIP

TPAC June 2, 2023, Meeting Summary:

Ken Lobeck, Metro staff presented an overview of the June 2023 Formal MTIP Amendment to TPAC members. He provide a summary of the changes to each of the four projects in the amendment bundle and why the changes were occurring. There was no discussion among TPAC members about the amendment and it was passed unanimously to recommend approval to JPACT.

JPACT June 15, 2023 Meeting Summary:

JPACT convened on June 15, 2023 at the Metro Council Chambers. The June 2023 Formal MTIP Amendment bundle containing four projects under Resolution 23-5345 was included on the Consent Calendar. JPACT moved an unanimously approved the Consent Calendar with no discussion as part of the official meeting.

Added note – Funding Adjustment to TriMet's EV Charging Station Project in Key 23463:

As part of the 30-day public notification/opportunity to comment period, TriMet notified Metro about a funding adjustment needed to their new EV Charging Station project in Key 23463 (Reference project number 2 listed on the following pages). Upon a subsequent review of the project, TriMet's Finance Department determined that the project's total project cost as proposed to be programed was short by \$15,000. TriMet requested Metro adjust the MTIP project worksheet to reflect the added \$15,000 as part of the final proposed project amendment. Staff has updated the MTIP worksheet (Exhibit A to the MTIP amendment bundle) in Key 23463 by adding \$15,000 to the construction phase as local overmatching funds. The revised total local overmatch in the construction phase increases to \$993,206. The total project cost increases to \$4,355,000. There is no change the federal \$2,840,00 DEQ CMAQ award to the project or any change in project scope of work as a result of the additional local overmatch. The increase is considered minor but is needed to ensure the MTIP and STIP will match up to TriMet's FTA Transit Award Management System (TrAMS) grant submission. The FTA review and approval step with between the STIP and TrAMS grant submission is required before the federal funds can be approved for expenditure. The update to the project as part of the amendment is considered an appropriate component to the public notification process.

Key 23463: TriMet Transit Center EV Chargers Adjusted Funding Overview

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							Federal Totals:	\$ 2,840,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local (CMAQ)	Match	2024	\$ 12,627					\$ 12,627
Other	OTH0	2024	\$ 65,581					\$ 65,581
Local (CMAQ)	Match	2024		\$ 25,253				\$ 25,253
Other	OTH0	2024		\$ 131,162				\$ 131,162
Local (CMAQ)	Match	2024				\$ 287,171		\$ 287,171
Other	Other	2024				\$ 993,206		\$ 993,206
							Local Total	\$ 1,515,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Project Cost Estimate (all phases):							\$	4,355,000
Year of Expenditure Cost Amount:							\$	4,355,000

A summary of the actions for the four projects in the amendment bundle begins on the next page.

AMENDMENT SUMMARY

Project #1 Key 23462	Beaverton School District EV Chargers (Add new project) Lead Agency: Beaverton School District
<u>Project Description:</u>	
In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: Beaverton School District • ODOT Key Number: 23462 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is funded with Congestion Mitigation Air Quality (CMAQ) funds which have a priority emphasis to provide air quality benefits. The improvements related back to the RTP's air quality improvement goals, but do not correspond to a specific project in the Constrained RTP. • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality's CMAQ award to the Beaverton School District. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. • OTC approval No. • Performance Measurements applicable: Yes. CMAQ. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The CMAQ award is \$169,107. 	
<u>Description of Changes</u>	
<p>The formal amendment adds the new DEQ CMAQ award to the Beaverton School District to the 2021-24 MTIP. The project will add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton. The CMAQ award is \$169,107 and requires a 10.27% minimum match against the federal funds. The Beaverton School District has provided the matching funds and \$358,212 of local overmatching funds to the project. The estimated total project cost is \$609,466.</p>	
Beaverton School District (BSD) is expanding its alternative fuel fleet by replacing 30 diesel school buses with electric-powered school buses (ESBs) by	



Fall 2025 and adding 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) located at 1270 NW 167th Pl Beaverton OR 97006. The CMAQ funding will support the procurement and installation for 21 Level 2 Clipper Creek 100-amp wall mount chargers.

The overall benefits of replacing 30 diesel buses with electric-powered units include elimination of harmful airborne particulate matter, noxious gases, and other pollutants which students, employees, and the public would otherwise ingest; significant reduction in vehicle maintenance and fuel expense for the district; increased lifecycle of mechanical parts on ESB's; interior vehicle noise reduction (which has a significant positive effect on special needs students having sensory input issues); and eventually returning electrical power back to the grid via V2G technology from stored battery energy once PGE has achieved this ability.

Support Item(s):

Air Quality Emission Reduction Analysis Findings

The tables below illustrate reductions on a metric basis. Based on a 190-day operational year and the 20-year life cycle of ESBs, students will avoid exposure by nearly 10 metric tons of NOx and over 4 metric tons of Carbon Monoxide.

Pollutant	Kg/Day	Kg/Yr[2]	Lifetime Metric Tons
Carbon Monoxide (CO)	1.114	211.66	4.23
Nitrogen Oxide (NOx)	2.585	491.15	9.82
Particulate Matter <2.5 µm (PM _{2.5})	0.027	5.13	0.10
Particulate Matter <10 µm (PM ₁₀)	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

Carbon Dioxide Emissions (CO2) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO2/unit)	22.4	0.5
Annual Emissions (lbs CO2)	42,224,179	8,075,374
Lifetime Emissions (lbs CO2)	1,266,725,376	242,261,228
Savings Emissions Savings (lbs CO2)		1,024,464,148

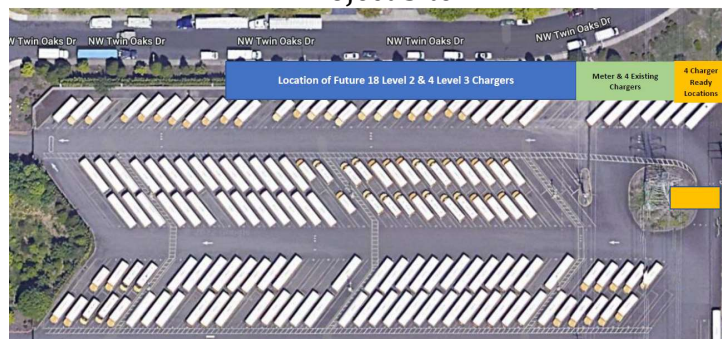
2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

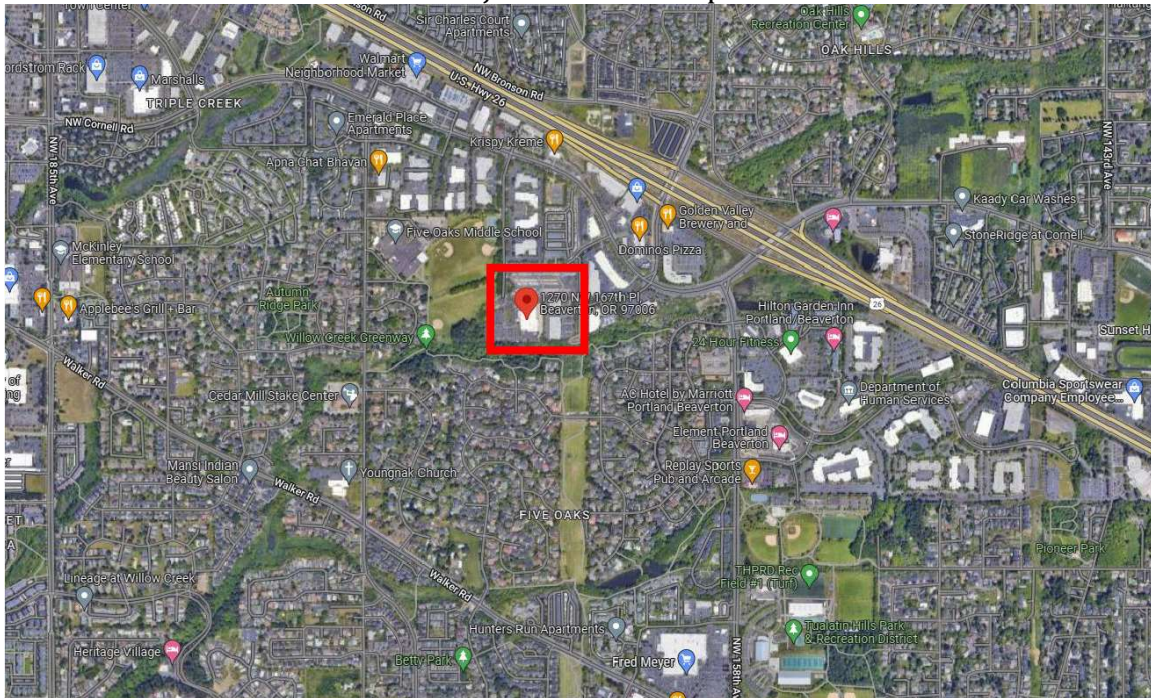
Use the following boxes to show estimated reduction amount (kg/day).

VOC	0.108	PM2.5	0.027	PM10	0.107
NOx	2.585	CO	1.114	CO2	100,786
Duration of PM10 & CO Benefit			Years	20	

Project Site



Project Location Map



About CMAQ Funds

Federal CMAQ funds are not directly transportation funds. CMAQ funds are air quality improvement funds that support eligible transportation related projects. CMAQ funds provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Many types of projects are eligible under the CMAQ program including electric vehicles and **charging stations**, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micro-mobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

The Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL) continues all prior CMAQ eligibilities. Each CMAQ project must meet three basic criteria:

1. The project must be a transportation related project.
2. The project must be located in or benefit a nonattainment or maintenance area
3. The project must generate an emissions reduction.

Note: Many CMAQ projects also provide congestion reduction benefits and reduce greenhouse gas emissions. Since its beginning in 1992, the CMAQ program has provided more than \$42 billion for over 45,000 transportation-related emission reduction projects

by State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.

Examples of CMAQ Eligible projects include the following:

- Alternative fuels and vehicles.
- Bicycle and pedestrian facilities/programs.
- Diesel engine replacement or retrofit.
- Electric vehicles and **charging**.
- Idle reduction.
- Intermodal freight facilities and port improvements.
- Improvements to locks and dams and marine highways.
- Operating assistance.
- Transit improvements.
- Transportation control measures (TCMs).
- Transportation management associations.
- Travel demand management.
- Shared micro-mobility.

Under the IIJA/BIL legislation, the CMAQ program adds four new eligibilities:

- Shared micro-mobility: bikeshare and shared scooters.
- Purchase of medium or heavy duty zero emission vehicles and related charging stations.
- Modernization or rehabilitation of a lock and dam or a marine highway corridor under certain circumstances.
- No time limitation on operating assistance to include transit systems in small urban and rural areas.

Project #2 Key 23463	TriMet Transit Center EV Chargers (Add new project) Lead Agency: TriMet
<u>Project Description:</u>	
The project will purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • ODOT Key Number: 23643 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12081 – Bus Electrification of Bus Fleet: Phase 1 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality's CMAQ award to TriMet • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Construction or renovation of power, signal, and communications systems. 	

- OTC approval No.
- Performance Measurements applicable: Yes. CMAQ
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The DEQ CMAQ award is for \$2,840,000. The CMAQ funds are expected to be flex transferred to FTA.

Description of Changes

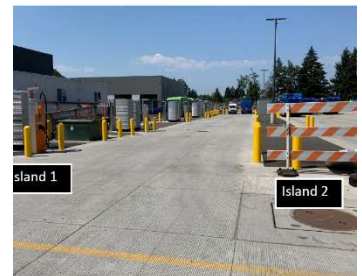
The formal amendment adds the new DEQ CMAQ award for TriMet to the 2021-24 MTIP. TriMet will procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service.

The CMAQ award is \$2,840,000 and requires a 10.27% minimum match against the federal funds. TriMet has provided the matching funds and \$1,515,000 of local overmatching funds to the project. The estimated total project cost is \$4,355,000.

Construction at Powell Garage is nearing completion to reconfigure the site to support a mixed fleet including larger, articulated buses, and TriMet's growing fleet of zero emission battery electric buses. TriMet has committed to transition its entire bus fleet to zero emissions by 2040, and has just placed an order for 24 BEBs to be housed at Powell Garage, arriving in FY24. The CMAQ funding will fund the purchase and expansion of 12 additional Buy America compliant at Island Charging Station 2. Medium voltage power electronics and gear are in place to support expansion seamlessly without disrupting bus operations.

Additionally, the project will add charging infrastructure to allow TriMet to extend the operation of zero emissions buses, dispatched from Merlo Garage, and laying over at Beaverton Transit Center, to routes and scheduling blocks that require ranges of more than 150 miles. In the course of adding this infrastructure, improvements will also be made to accommodate higher capacity, sixty-foot, articulated, long-range battery electric buses.

Powell Garage



Beaverton Transit Center
Overhead Pantograph Fast
Chargers



Support Item(s):

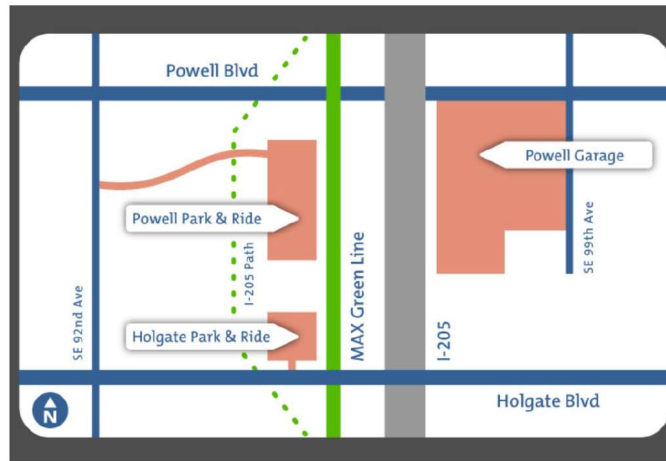
Air Quality Emission Reduction Analysis Findings

This project is requesting \$2.84 million in CMAQ funding to procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of Public Transit. These are all CMAQ eligible project expenses.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.8439	PM2.5	.1324	PM10	.1408
NOx	25.9111	CO	5.9796	CO2	
Duration of PM10 & CO Benefit				Years	10

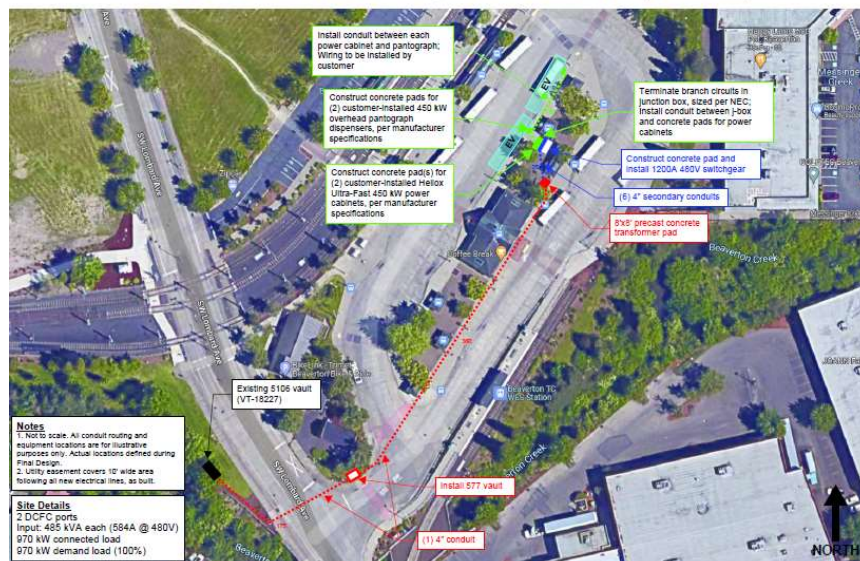
Project Location – Powell Garage



Project Location – Beaverton Transit Center

Preliminary Site Design

TriMet – Beaverton Transit Center (3864 SW Lombard Ave, Beaverton)



Project #3 Key 23456	IBR Hayden Island Ground Improvement Study (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u></p> <p>The study is intended to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project</p> <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT (and WSDOT) • Project Administrator: • ODOT Key Number: 23456 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 10893 - I-5 Columbia River Bridge • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The funding award was verified through the FHWA FY 2022 BIP Planning Awards fact sheets • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality – Planing and Other Technical Studies • OTC approval No. • Performance Measurements applicable: No – Not Applicable. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The BIP Planning grant award is \$1,000,000. The estimated total project cost is \$2 million dollars. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new FY 2022 Bridge Investment Program planning grant to the MTIP in support of the Oregon/Washington DOT efforts to plan and implement the I-5 interstate bridge replacement across the Columbia River. The project is a complimentary activity to the PE actions occurring in Key 21570.</p> <p>The Interstate Bridge Replacement (IBR) Hayden Island Ground Improvement Study will help mitigate existing seismic risks from liquefiable soils to the proposed infrastructure in the IBR program area. The Ground Improvement Study will establish construction techniques to protect the replacement structure's long-term utility through a resilient construction approach. The bridge replacement project would address congestion and safety; this bridge has been</p>	



Photo Source: Oregon DOT, Oregon

ranked the worst bottleneck in Oregon and Washington, according to the applicant. Additionally, the bridge's facilities are inadequate for pedestrians, cyclists, and individuals using mobility devices.

LEAD AGENCY		ODOT				
PROJECT NAME		I-5: Columbia River (Interstate) Bridge				
Project IDs		Project Description				Project Type
ODOT KEY	21570	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.				Roadway and bridge
MTIP ID	71083					
RTP ID	10893					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2022	NHPP (2001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000
Preliminary engineering	2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000
FY 21-24 Totals			\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000
Prior and Future Years' Totals			\$7,200,000	\$824,072	\$975,928	\$9,000,000
Estimated Project Cost (YOE\$)			\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000

Proof-of-Funding Verification/Fiscal Constraint Demonstration



BIP Planning Grant Awards 2022



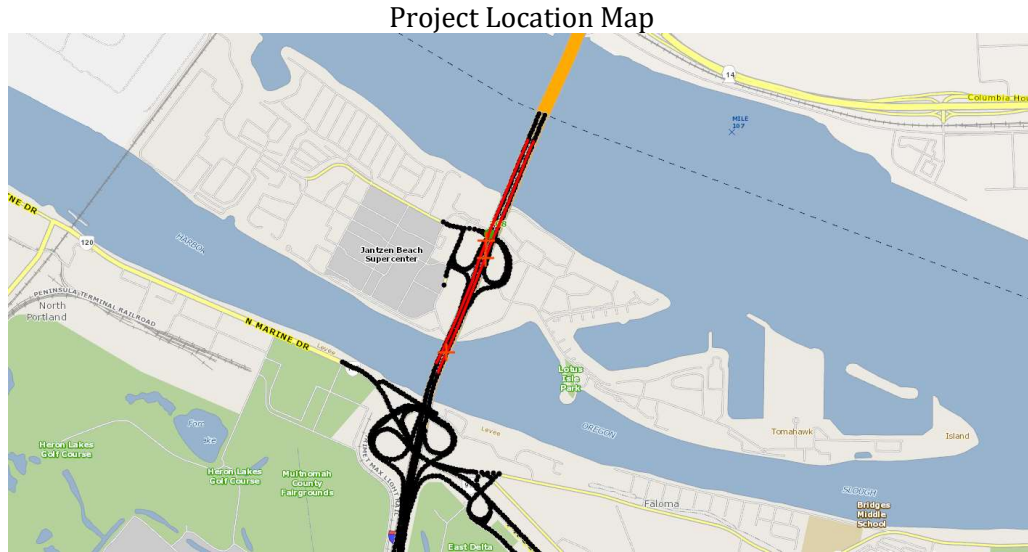
BIP Planning, Urban

IBR Hayden Island Ground Improvement Study

Oregon DOT, Oregon

Grant Funding: \$1,000,000

Estimated Total Planning Project Costs: \$2,000,000

Support Item(s):

Project #4
Key
21621

S Redland Rd: OR213 - Springwater Rd (Clackamas County)
(Cancel Project)
Lead Agency: Clackamas County

Project Description:

Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

Identifications/Key Consistency Check Areas:

- Lead Agency: Clackamas County
- Project Administrator: ODOT
- ODOT Key Number: **21621**
- MTIP ID#: 71175
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: N/A. The HSIP funds will be returned to the ODOT All Roads Transportation Safety program.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Safety – Highway Safety Improvement Program Implementation
- OTC approval No.
- Performance Measurements applicable: No – Not Applicable
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Not Applicable
- Can the required changes be made without issues: Yes.
- Additional information: Clackamas County provided concurrence to cancel the project as well.

Description of Changes

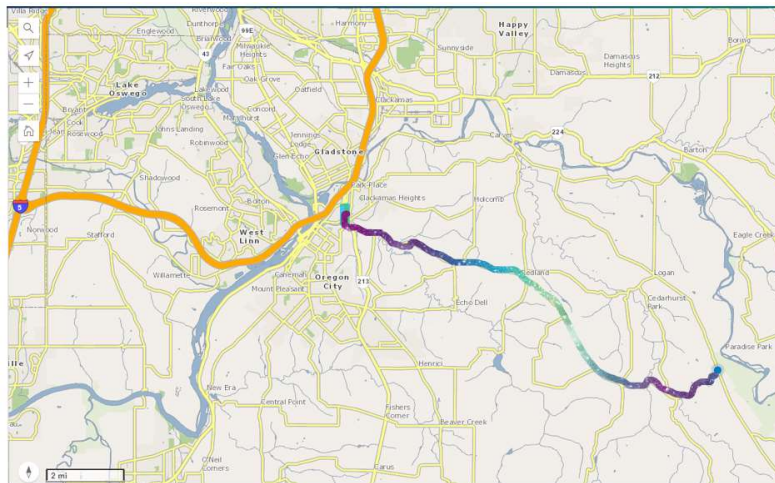
The formal amendment cancels the project and removes it from the MTIP and STIP.

Two of the planned safety countermeasures (sign enhancements and edge line striping) have been completed through another project and only one remaining safety countermeasure, High Friction Surface Treatment (HFST), remained to be completed. However, ODOT's review determined that the HFST would not be cost effective and as initially proposed. Additional special materials along with special contractors plus equipment would be required to complete the HFST.

The review determined the existing project was not sufficient to cover the design and construction of the HFST scope element. Since Clackamas County has replaced the signs and completed the edge-line/fog markings through another project, ODOT's Region 1 Traffic Unit proposed canceling the project. The existing Highway Safety Improvement Program (HSIP) funding will be returned to the ODOT ARTS program and will help fund other ARTS projects. Clackamas County evaluated the cancellation request and provided their concurrence on April 17, 2023.

Support Item(s):

Project Location Map

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.

- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June FFY 2023 Formal MTIP amendment (JN23-10-JUN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	May 26, 2023
• Initiate the required 30-day public notification process.....	May 30, 2023
• TPAC notification and approval recommendation.....	June 2, 2023
• JPACT approval and recommendation to Council.....	June 15, 2023
• Completion of public notification process.....	June 28, 2023
• Metro Council approval.....	July 6, 2023

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	July 12 ,2023
• USDOT clarification and final amendment approval.....	Early/mid-August 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

JPACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

No Attachments.

Climate Justice Task Force Budget Note Presentation
Other Business

Metro Council Meeting
Tuesday, July 11th, 2023

RESPONSE TO THE 22/23 BUDGET NOTE AMENDMENT FOR A COORDINATED, REGIONAL CLIMATE STRATEGY

Date: June 27, 2023

Department: COO, CAM, Parks & Nature,
Council Office

Meeting Date: July 11, 2023

Prepared by: Anne Buzzini, Policy
Advisor, anne.buzzini@oregonmetro.gov;
Dana Visse, Climate Analyst,
dana.visse@oregonmetro.gov

Presenter(s), (if applicable): Victor Sin,
he/him, Policy Advisor; Mychal Tetteh,
he/him, Community Services Program
Director

Length: 25 minutes

ISSUE STATEMENT

In a FY22/23 budget note Council directed the Chief Operating Officer to create a framework to envision, develop, implement and coordinate a regional climate justice and resilience strategy. In the first phase of this work, a cross-departmental Climate Justice and Resilience Task Force identified shared values and principles, drafted a multi-year workplan, outlined a climate justice and resilience framework, and assessed resources needed to implement the workplan.

Developing a coordinated regional climate justice and resilience strategy will require continued cross-departmental as well as interjurisdictional collaboration. Staff anticipate that existing resources are sufficient to begin this process in FY 2023-24, but that a more in-depth strategy to integrate a climate justice and resilience framework into Metro's decision-making, policies, and operations will require additional resources to advance this work with urgency.

While the task force focused on how to coordinate climate justice and resilience across Metro departments, there is a timely opportunity for Metro to also pivot into a coordinating role in the region through administration of an Environmental Protection Agency Climate Pollution Reduction Grant. As the lead agency, Metro will be responsible for two key deliverables in the next few years: a Priority Climate Action Plan and a Comprehensive Climate Action Plan, developed in partnership with other jurisdictions across a 7-county region. Staff expect these action plans will serve as building blocks in the creation of a larger, more comprehensive, and holistic regional climate justice and resilience program, strategy, and workplan at Metro.

ACTION REQUESTED

Provide input and direction on a draft workplan to develop and implement a coordinated, regional climate justice and resilience strategy that aligns with Metro's commitment to addressing climate change.

Based on feedback from the Climate Task Force, staff propose a workplan (Attachment E) comprised of five phases, spanning 2023 through 2025. The first phase, convening the Climate Justice and Resilience Task Force, is complete. In future phases, staff propose to create an agency-wide understanding of climate justice and resilience principles, advance internal actions to promote climate justice and resilience, and identify community-supported measurable outcomes.

IDENTIFIED POLICY OUTCOMES

Council has indicated its desire to invest in a coordinated, regional strategy to address climate change in several guiding policies.

Metro's Six Desired Outcomes assert that Metro should focus on minimizing contributions to climate change and serve as a regional leader on climate change. The outcomes also specifically consider the importance of clean air, clean water, and healthy ecosystems for future generations.

Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion provides the foundation for a robust regional climate justice plan through goal-setting, evaluation targets and consideration of engagement with diverse communities.

Metro's 2021 Strategic Framework presents an overarching set of priorities to guide the region in a post-pandemic world. Developed by the Chief Operating Officer with Council direction, the framework identifies three key principles: racial justice, climate justice and resilience, and shared prosperity.

The 2022 *Climate Justice and Resilience Strategy* budget note sponsored by Councilor Gonzalez and co-sponsored by Councilor Hwang directed staff to create a Climate Task Force. The results of that task force inform the proposed work plan and framework outline up for discussion.

In alignment with these guiding policies, a coordinated regional climate justice and resilience strategy will achieve the following policy outcomes:

- **Define climate justice and resilience** for Metro staff and our community
- Identify ways in which Metro can **lead on climate justice and resilience**
- **Integrate climate justice and resilience values and principles into Metro's decision-making**, policies, and operations
- Ensure that Metro's **workforce initiatives align with climate justice and resilience goals**
- Develop metrics to **track progress and outcomes** in advancing climate justice and resilience
- **Specify the resources**, capacity, and tools departments need to achieve these outcomes

POLICY QUESTION(S)

- Do the task force vision, values and principles (Attachment A) reflect Council's vision for a coordinated, regional climate justice and resilience strategy?
- Does the draft framework outline (Attachment D) workplan (Attachment E) meet Council's expectations for timely climate action with equitable community benefit?
- Are there additional considerations for developing a coordinated, regional climate program at Metro that should be reflected in the draft workplan or framework outline?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Advancing this work will require additional investment and could include the following:

- Engage external technical experts to recommend internal climate justice, climate mitigation, climate resilience, and carbon sequestration strategies for implementation across Metro departments and programs.
- Develop a coordinated, regional climate justice and resilience strategy with additional staff capacity that could be supported, in part, by EPA grant funds.
- Fully integrate an internal climate justice and resilience strategy and program within Metro and to support regional climate and resilience coordination.

Staff look forward to Council's feedback on which of these items are the highest priorities and where these investments are most needed.

STAFF RECOMMENDATIONS

Staff recommends Council advance all three policy options over the next 2-5 years to develop a coordinated, regional climate justice and resilience strategy.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Investing in a climate justice and resilience strategy would advance Council priorities to address climate change and would amplify existing climate action across Metro programs and operations. For a summary of existing climate action at Metro, see Attachment C.

The **Strategic Plan to Advance Racial Equity, Diversity and Inclusion (SPAREDI)** currently does not mention climate justice or resilience, even though climate change impacts communities of color first and worst by increasing vulnerabilities and inequities. In future SPAREDI updates, weaving a climate justice and resilience lens needs throughout will make this guiding document more comprehensively aligned with other Metro priorities.

EPA's Climate Pollution Reduction Grant will initially contribute \$1 million to develop a Priority Climate Action Plan and Comprehensive Climate Action Plan for the region. These deliverables will support the development of a coordinated, regional climate justice and

resilience strategy. Grant administration may also require additional staff capacity funded through a climate justice and resilience initiative at Metro.

The **2018 Affordable Housing Bonds and 2019 Parks and Natural Areas Bond** each present opportunities for future, targeted investments to advance and amplify climate justice and resilience outcomes.

As Metro analyzes **green workforce opportunities** within Metro and the region, climate justice and resilience jobs can play a foundational role. This work helps identify what those jobs could be, where they should be positioned, and what impacts they can have within the agency and within the region.

How is this related to Metro's Strategic Framework or Core Mission?

This work directly advances the climate justice and resilience principle identified in the Strategic Framework.

How does this advance Metro's racial equity goals?

Climate justice recognizes the disproportionate impacts of climate change on communities of color and low-income communities. The Climate Task Force identified the need to integrate a climate justice and resilience lens within Metro's racial equity framework.

How does this advance Metro's climate action goals?

A climate justice and resiliency strategy will help Metro better coordinate and advance climate action across departments and position the agency to serve as a regional leader.

Known Opposition/Support/Community Feedback

Residents, community groups, and jurisdictional partners have frequently expressed to Metro Council their desires for more climate action in Metro's programs and services, particularly transportation and parks.

Staff from Verde and the Coalition of Communities of Color attended the Climate Justice and Resilience Task Force Visioning Workshop in March 2023. The discussions highlighted ways Metro can advance climate justice and resilience in the region, such as engaging and elevating community voices to advance community-based solutions and employing the expertise of organizations already leading on climate justice in our communities.

In public opinion research conducted on Metro's behalf in spring 2023, 53% of regional residents say that climate change is an extremely serious or very serious concern for the region. Metro intends to conduct further focus groups and/or surveys to better understand public concerns and priorities regarding climate change later this year.

Anticipated Effects

A climate justice and resilience strategy at Metro will provide consistent guidance on how to approach internal and regional climate justice and resilience efforts by developing a framework for decision-making and investments. In the short-term, a combination of expert consultation and additional staff capacity will also support successful administration of the EPA grant.

Financial Implications

Pending Council direction to proceed, staff intends to incorporate Council feedback into a budget request for additional staff capacity to support this program in Fall 2023.

BACKGROUND

Nineteen staff participated in the Climate Justice and Resilience Task Force. The task force attended meetings over six months, including a half-day visioning workshop, to:

- Create a shared understanding and analysis of climate justice and resilience (Attachment A: Working Definitions)
- Create an outline of a climate justice and resilience framework needed at Metro to advance climate justice and resilience (Attachment C: Framework Outline)
- Determine how to operationalize Metro's commitments to climate justice and resilience
- Specify the resources, capacity, and tools departments need to achieve these outcomes

Climate Justice and Resilience Task Force Sponsors and Members

Name	Department	Task Force Role
Marissa Madrigal	COO – DEI	Executive Sponsor
Councilor Gonzalez	Council	Council Sponsor
Councilor Hwang	Council	Council Co-Sponsor
Jenna Garmon	CAM – Sustainability	Member and Planning Team
<i>Raahi Reddy</i>	<i>COO – DEI</i>	<i>Co-Chair and Planning Team</i>
Victor Sin	Council Office	Co-Chair and Planning Team
Mychal Tetteh	Parks and Nature	Co-Chair and Planning Team
Anne Buzzini	Council Office	Interim Co-Chair and Planning Team
Sarah Allison	CAM – Sustainability	Planning Team
Dana Visse	CAM – Sustainability	Planning Team
Anthony Vendetti	CAM – Emergency Planning	Member
<i>Reed Broderon</i>	<i>COO – DEI</i>	<i>Member</i>
Sebrina Owens-Wilson	COO – DEI	Member
Craig Beebe	GAPD	Member
Anneliese Koehler	GAPD	Member
Valeria McWilliams	Housing	Member
Diego Gioseffi	Parks and Nature	Member
Lori Hennings	Parks and Nature	Member

Kim Ellis	Planning and Development	Member
Eryn Kehe	Planning and Development	Member
Shervin Hess	Oregon Zoo	Member
Courtney Patterson	WPES	Member

The task force identified the following values to guide its approach:

- Racial, environmental, and climate justice
- Community safety and resiliency from environmental hazards
- A livable climate for all
- An economy based on non-polluting technologies

The task force also identified these principles to guide a workplan and framework:

- Recognize the disproportionate impact of climate change on Black, Indigenous, and other people of color, as well as people with lower incomes, and prioritize actions accordingly
- Increase community capacity to respond to climate stresses and disruptions
- Build knowledge about the intersection of equity and climate within Metro and with partners
- Establish a practice of policy-making that rewards actions that move the region toward an equitable, regenerative, and renewable energy-based economy

The task force envisions the Portland region becoming a leader in reducing greenhouse gas emissions while improving livability. They want to see the Portland region tackle the impacts of climate change through principles of justice, collaboration, and equity -- while creating new opportunity and stability for those who bear the greatest burdens of climate change. They envision a Portland region with clean water, clean air, and abundant nature for generations to come.

At the regional level, task force members want Metro to use its role as a regional convenor to work with partners and community to create policy, programs and investments that strengthen the community's ability to anticipate, prepare for, mitigate, adapt to, and recover from disturbances caused by natural and human created climate hazards.

The task force prioritized ensuring low-income communities and communities of color have a voice in co-creating strategies and implementing solutions to build capacity, livability, well-being, and equitable community benefits.

At the staff level, task force members want Metro employees to see themselves as champions and contributors in the region's effort to create resilience and climate justice with confidence and skill in applying a climate justice and resilience lens to work programs across Metro.

Moving forward, the task force asks Metro to develop a climate justice and resilience program based on the following:

- **Strategy** –develop an agency wide climate and resilience strategy
- **Coordination** –coordinate efforts across the agency
- **Investment** –commit to outcomes and priorities with identified funding/resources

ATTACHMENTS

- Attachment A: Draft vision, values, and principles
- Attachment B: Climate justice and resilience working definitions
- Attachment C: Summary of climate work across Metro
- Attachment D: Climate justice and resilience framework outline
- Attachment E: Draft workplan

[For work session:]

- Is legislation required for Council action? **No**
- If yes, is draft legislation attached?
- What other materials are you presenting today?
 - PowerPoint presentation

ATTACHMENT A

Climate Justice and Resilience Vision, Values, and Principles

Introduction

The following vision statement, values and principles were inspired by feedback provided by the Climate Justice and Resilience Task Force and serves as a snapshot of our aspirations and will continue to evolve with future engagement and refinement.

Draft vision statement

- In 2040, Greater Portland will be widely recognized as a leader in simultaneously reducing greenhouse gas emissions and improving livability. The Portland region will have managed the impacts of climate change with a focus on justice, collaboration, and equity – and have created new opportunity and stability for those who bear the greatest burdens of climate change. It will be a place with clean water, clean air, and abundant nature for generations to come.

Values that guide our climate justice and resilience work

- Racial, environmental, and climate justice.
- Community safety and resiliency from environmental hazards.
- A livable climate for all.
- Economy based on non-polluting technologies.

Additional details

- Metro values co-creating and prioritizing solutions with impacted communities in recognition of the disproportionate negative impact of climate change on BIPOC and low-income communities.
- Metro values sustained community safety and resilience from environmental hazards, whether human caused or natural.
- Metro values a livable environment and climate for all in which current and future generations have access to clean air, clean water and a healthy ecosystem.
- Metro values the guiding principles of a Just Transition economy in which reliance on a fossil-fuel based economy is replaced by equitable, regenerative, renewable energy-based systems.

Guiding principles

- Recognize the disproportionate impact of climate change on Black, Indigenous, and other people of color, as well as people with lower incomes, and prioritize actions accordingly.
- Increase community capacity to respond to climate stresses and disruptions.
- Build knowledge about the intersection of equity and climate within Metro and with partners.
- Establish a practice of policy-making that rewards actions that move the region closer to our climate goals.

What success and accountability looks like

- Regional convener
 - Metro will use its role as a regional convener to work with partners and community to create coordinated strategies, policy, programs and investments that strengthen the community's ability to anticipate, prepare for, mitigate, adapt to and recover from disturbances caused by natural and human-created climate hazards.
- Agency leadership
 - As an agency, Metro staff should be able to see themselves as champions and contributors in applying a climate justice and resilience lens to the work of Metro.
 - Metro leadership will prioritize climate justice and resilience strategies and program implementation by building and maintaining the resources and capacity to support a long-term climate program including developing and sustaining cross-departmental coordination and collaboration.
 - Metro will center the voices of low-income communities and communities of color in co-creating strategies and implementing solutions to build capacity, well-being, livability, and equitable community benefits.
 - Metro honors and draws upon Metro's Strategic Plan to Advance Racial Equity which identifies six strategies as inspiration for the development of a decision-making framework when implementing regional and agency wide climate justice and resilience strategies and programming. These strategies include:
 - Focusing on eliminating the disparities that people of color experience in all aspects of social well-being, especially in those related to Metro's policies, programs, services, and public spaces.
 - Addressing the disparities that affect the most marginalized to generate solutions that address the needs of all other historically marginalized groups.
 - Building a structure for Metro leaders, staff and region partners including community to engage in conversations about race, make concrete and measurable institutional changes and create a foundation for on-going reflection and needed change within the organization and Portland region.
 - Ensuring that members of these communities are involved in Metro's equity efforts to create greater trust and accountability.
 - Measuring and recognizing milestones and improvements to increase and maintain momentum along the route to greater racial equity and change.

ATTACHMENT B

Metro climate justice and resilience working definitions

Metro has adopted *climate justice* and *climate resilience* as integral principles to the agency's work, most recently in the 2021 [Strategic Framework](#). Climate justice and resilience encompasses a transformational approach to climate change that addresses the root causes of climate change, centers the voices and priorities of those most impacted, and seeks solutions that amplify the transition to a just and equitable future and reduce vulnerabilities to the environmental, social, and economic impacts of climate change. The following working definitions have been developed with input from the Climate Justice and Resilience Task Force.

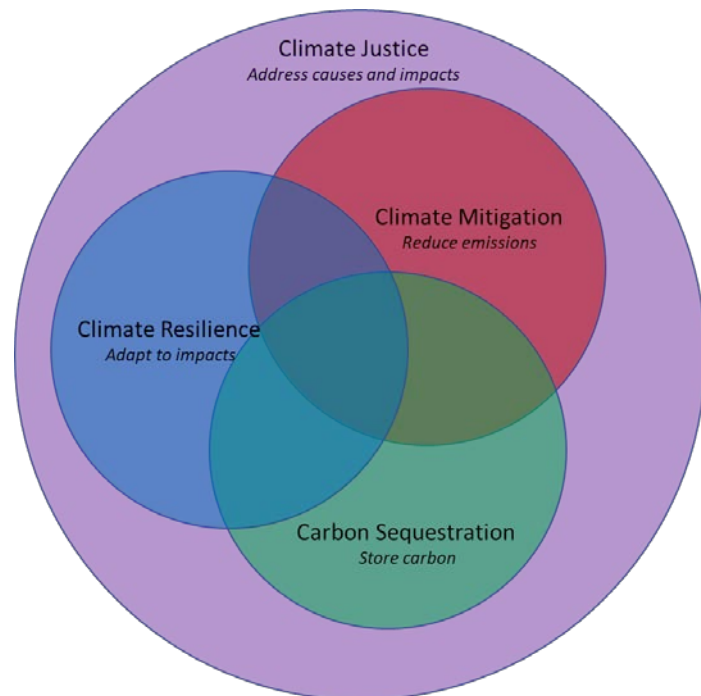
Introduction

Climate action is any action intended to reduce the occurrence or impacts of climate change. These actions take many different forms and have shifted focus over time. The most common type of climate action has historically been climate mitigation. While the term "mitigation" is used in many different contexts to talk about reducing risk, **climate mitigation** refers to reducing greenhouse gas emissions – the pollution that traps heat in the atmosphere.

A second type of climate action is **sequestration**, which removes carbon dioxide (a primary greenhouse gas) from the atmosphere and stores it. This is sometimes considered a part of climate mitigation, but it is helpful to think of them as distinct types of action, since the opportunities and impacts are different.

Climate resilience or adaptation actions focus on the impacts of climate change, rather than the causes. Because climate change affects all aspects of our lives, climate adaptation and resilience actions can focus on risks (most often) or new opportunities caused by climate change, including physical (e.g. wildfires), social (e.g. climate migration), economic (e.g. supply chain disruptions), or emotional (e.g. higher rates of depression among youth).

Climate justice is both a type of action and a way of approaching the other types of climate action that has gained more attention and focus in recent years, as the disproportionate impact of climate change has become even more evident. **Climate justice** looks at both causes and impacts of climate change. It acknowledges that climate change and systemic racism and inequity have the same root causes of an extractive



worldview, and it demands that climate actions have equitable costs and benefits, and that they center the voices of those most impacted.

Definitions

Climate justice

Definition – Climate justice seeks solutions that address the root causes of climate change and in doing so, simultaneously address a broad range of social, racial, and environmental injustices.¹

Additional context - A climate justice approach centers the voices and priorities of those most impacted by climate change to co-create strategies and implement solutions that build the capacity, well-being, and resilience of historically marginalized communities while reducing carbon emissions.² Climate justice recognizes the disproportionate impacts of climate change on low-income communities and communities of color around the world, the people and places least responsible for the problem. Six pillars to climate justice include:

- a just transition from an extractive economic model to an equitable, regenerative, and renewable economy;
- advancing social, racial, and environmental justice;
- integrating Indigenous knowledge and science into climate action;
- fostering community resilience and adaptation;
- employing natural climate solutions such as forest restoration; and
- expanding climate education and engagement.³

Environmental Justice

Definition - Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.⁴

Additional context - Delegates to the First National People of Color Environmental Leadership Summit held on October 24-27, 1991, in Washington DC, drafted and adopted 17 principles of Environmental Justice. Since then, The Principles have served as a defining document for the growing grassroots movement for environmental justice.⁵

Green Jobs

Definition - Green jobs positively impact the environment and environmental justice, reduce environmental harm, and empower workers to play a role supporting a healthy and thriving environment.⁶

¹ [Center for Climate Justice, University of California](#)

² Modified from City of Portland Climate Emergency Declaration, <https://www.portland.gov/bps/climate-action/news/2020/7/1/city-council-adopts-climate-emergency-declaration>

³ [Center for Climate Justice, University of California](#)

⁴ <https://www.epa.gov/environmentaljustice>

⁵ <https://www.ejnet.org/ej/principles.html>

⁶ Metro Green Jobs Workgroup

Additional context - Green jobs are an important part of closing the racial wealth gap and creating pathways to a regenerative economy.

Climate resilience

Definition - Climate resilience is a community's ability to anticipate, prepare for, adapt to and recover from trends and disturbances resulting from climate change impacts including intensified environmental hazards such as heat waves, storms, and wildfires, as well as economic and social impacts.

Additional context - While climate resilience relates to a community's ability to handle climate change, the degree of climate change is a major factor in that ability. Mitigation is essential to successful resilience, as it addresses the root cause of natural hazard risks and climate change, moderating the long-term effects on future generations and making current preparedness efforts more enduring and impactful.

Climate resilience strategies can reduce the vulnerability of natural systems like wetlands, economic systems like employment patterns, social systems like community networks, or built systems like electricity infrastructure.

Climate adaptation

Definition - Climate adaptation is the set of actions taken to increase climate resilience. It is the process of human and natural system adjustment to expected or actual climate change effects.

Additional context - Adaptation actions seek to moderate or avoid harm and harness beneficial opportunities such as protecting and restoring natural areas for habitat and species migration while providing community open space and recreation.⁷

Environmental hazard mitigation

Definition - Environmental hazard mitigation, (typically called natural hazard mitigation in emergency management) is any action taken to reduce or remove the long-term risk to life, human health, property, and the environment from environmental hazards.⁸ Environmental hazards include phenomena such as floods, hurricanes, heat waves, landslides, and wildfires with the potential to impact societies and the human environment.

Additional context - Climate change exacerbates and accelerates environmental hazard incidence and severity, for example through stronger winter storms that increase flooding. Actions to mitigate natural hazards can include habitat protection in floodplains and landslide hazard areas, ecological restoration, design, siting, building material choice, infrastructure investments, and green infrastructure to absorb, buffer, and filter threats to water quality and quantity.

Carbon Sequestration

⁷ Modified from the [International Panel on Climate Change definition](#), 2021

⁸ State of Oregon [Natural Hazard Mitigation Plan](#), 2020

Definition - Carbon sequestration secures carbon dioxide to prevent it from entering the Earth's atmosphere. There are two main types of carbon sequestration: biological and geological.⁹

Additional context - Biological carbon sequestration is the storage of carbon dioxide in vegetation such as grasslands or forests, as well as in soils and oceans. Geological carbon sequestration is the process of storing carbon dioxide in underground geologic formations, or rocks. Scientists are exploring new ways to remove and store carbon from the atmosphere using innovative technologies.¹⁰

Climate mitigation

Definition - Climate mitigation refers to actions to reduce the amount and speed of future climate change and its related effects by reducing emissions of heat-trapping gases and removing carbon dioxide from the atmosphere.¹¹

Additional context - Mitigation actions can include changing the fuel used for an activity to one that does not produce emissions (such as using renewable electricity), or reducing the need for an emission-causing activity (such as creating walkable neighborhoods to reduce the need for driving).

⁹ <https://www.ucdavis.edu/climate/definitions/carbon-sequestration>

¹⁰ <https://www.ucdavis.edu/climate/definitions/carbon-sequestration>

¹¹ Modified from [USGCRP definition](#), 2016

ATTACHMENT C

Summary of Metro's Climate Work

I. Introduction

In 2008, Metro adopted six desired outcomes for the region, one of which is leadership in addressing climate change. Metro has advanced this outcome in all of its public service lines: planning, development and research; parks and natural areas; garbage and recycling; visitor venues; and housing. Metro has also demonstrated climate leadership in government affairs and regional coordination, internal business operations and economic development. As Metro's climate leadership evolves, new opportunities are emerging for meaningful and equitable climate action.

Climate action is any action intended to reduce the occurrence or impacts of climate change. These actions take many different forms and have shifted focus over time. Climate justice and resilience encompasses a transformational approach to climate change that addresses the root causes of climate change, centers the voices and priorities of those most impacted, and seeks solutions that amplify the transition to a just and equitable future and reduce vulnerabilities to the environmental, social, and economic impacts of climate change.

The purpose of this document is to summarize the climate work that Metro has done throughout its history as an agency for Metro's Climate Justice and Resilience Task Force. It is organized by the following sections: overarching policies and commitments; regional services; government affairs and regional coordination; internal business operations; and economic development.

II. Documents guiding Metro's climate action

Metro has made commitments related to climate change that inform our climate policies and actions across our service lines. The Metro Vision and [Six Desired Outcomes](#) state:

- "People live, work and play in **vibrant communities** where their everyday needs are easily accessible.
- Current and future residents benefit from the region's **sustained economic competitiveness and prosperity**.
- People have **safe and reliable transportation choices** that enhance their quality of life.
- The region is a **leader on climate change**, minimizing contributions to global warming.
- Current and future generations enjoy **clean air, clean water and healthy ecosystems**.
- **Equity** exists relative to the benefits and burdens of growth and change to the region's communities."

This vision is given direction through the [Strategic Framework](#), which explicitly calls out racial justice, climate justice and resilience, and shared prosperity as guiding principles. Metro has also adopted a climate goal for internal business operations to reduce direct and indirect greenhouse gas emissions to 80% below 2008 levels by 2050.

Metro's commitment to racial equity, diversity and inclusion also informs climate justice work. The 2016 [Strategic Plan to Advance Racial Equity, Diversity, and Inclusion](#) identifies five goals, all of which have implications for Metro's approach to climate justice.

III. Regional services

Metro's regional services all address climate action in some manner, including planning, development and research, parks and natural areas, garbage and recycling, housing and visitor venues. Some of this work has been explicitly focused on climate, while other work may have climate implications without specifically stating that as a goal.

a. Planning, development and research

Metro's land use and transportation planning has long had climate mitigation benefits. In 2009, the State of Oregon directed Metro to develop and implement a regional strategy for reducing greenhouse gas emissions from transportation, specifically from cars and small trucks. The [Climate Smart Strategy](#) was adopted in 2014 and outlines nine strategies to reduce regional per capita emissions by 29 percent from 2005 levels by 2035. The strategy also has implementation recommendations for all forms of government in the region. Metro has continued to work with partners to implement the **Climate Smart Strategy** through the following actions:

- [Region 2040 Growth Concept \(1995\)](#), a land use and transportation plan for the greater Portland area intended to manage growth and build vibrant communities and job centers. Since 1995, cities and counties across the region have updated their comprehensive plans, development regulations and transportation system plans to implement the 2040 Growth Concept vision in locally tailored ways. The 2040 Growth Concept and adopted local plans provided the foundation for the Climate Smart Strategy.
- [Regional Transportation Plan](#) (RTP), the long-range transportation plan that guides planning and investments for all forms of travel and the movement of goods and services for the greater Portland area. The plan includes policies and investments related to walking, biking, transit, transportation safety, freight, transportation demand management and technology, all of which are outlined in the CSS. Greenhouse gas emissions and implementation of the CSS are specifically analyzed as part of updates to the plan every five years. Work is underway to improve Metro's climate modeling tools and methods as part the 2023 RTP update.
- Implementing the [Regional Travel Options Grant Program](#) to provide funding to support projects and programs that educate and encourage people to increase their use of travel options. Travel options include any mode of transportation besides driving alone – carpooling, vanpooling, riding transit, bicycling, walking, rolling, shared mobility and telecommuting, all of which are outlined in the CSS and are an important component of reducing greenhouse gas emissions. The grant program implements the RTP, Climate Smart Strategy and [Regional Travel Options Strategy](#) adopted by the Metro Council in 2018. (2018-ongoing)
- Implementing the [2040 Planning and Development Grant Program](#) to provide funding for local planning projects and activities that help remove barriers to private investment, make land

ready for development and help implement the 2040 Growth Concept and Climate Smart policies and actions in local plans. (2015-ongoing)

- Using the [Transit Oriented Development Program](#) to provide funding to stimulate private construction of multi-unit and multi-family housing, affordable housing and mixed-use projects near transit to help implement the 2040 Growth Concept and Climate Smart Strategy. The program also invests in "urban living infrastructure" like grocery stores and other amenities and provides technical assistance to communities and developers. (1996-ongoing)
- Prioritizing funds allocated through the [Regional Flexible Fund Allocation Process](#) towards more effective Climate Smart investments, including make the most of our existing roads and transit, bike and pedestrian safety retrofits and complete street designs, and expanding high capacity transit and enhanced transit service. (2015-ongoing)
- Monitoring and assessing the region's [air quality](#). (ongoing)

In addition, Metro provides transparent, accessible data related to the six desired outcomes using the [Regional Barometer](#). The barometer includes data related to equity, communities, economy, transportation, environment and climate. The climate and environment data measure air quality, toxics from the built environment, water quality, vehicle emissions and how our region is adapting to changes in climate.

b. Parks and natural areas

Metro's parks and natural areas absorb and sequester carbon from the air and provide refuge during extreme heat events. While natural areas have always had climate benefits, the 2019 Parks and Nature Bond explicitly identifies the role of parks and natural areas to increase climate resilience. It also advances Metro's commitment to racial equity, by ensuring all people benefit from investments in parks and nature. The voter-approved 2022 parks and natural areas levy includes further language around resilience, climate adaptation, equity and inclusion.

Regional role

Metro's parks and natural areas play a unique regional role in protecting and restoring water quality and wildlife habitat while advancing racial equity and providing equitable access to nature. Metro's growing portfolio of parks and natural areas includes significant regional anchor habitats and habitat corridors essential to climate change resilience. Parks and natural areas also absorb and sequester carbon, cool the air, attenuate flooding, and provide relatively cool, shaded places for residents to gather and recreate during times of extreme heat. This latter role is especially important in the urban area, where climate change effects are strongest in the historically least served communities such as those with urban heat islands where trees are lacking.

For example, Smith and Bybee Wetlands Natural Area encompasses more than 2,000 acres, captures and stores stormwater thereby lessening flood risks, is one of the largest urban freshwater wetlands in the US, includes a regional trail connecting to other natural areas, and is adjacent to one of Metro's Equity Focal Areas. In another example, Metro is partnering with the City of Portland to

protect and restore a critical property along Crystal Springs near Reed College that fills in a missing salmon habitat connectivity link; outreach to the Indigenous community identified this as a culturally important area. Metro has acquired many properties on the region's forested East Buttes, which provide the headwaters to Johnson Creek and support culturally important species such as salmon while reducing flooding in one of the region's most urbanized watersheds. Numerous Johnson Creek acquisitions also provide habitat, cool the air, comprise an important east-west wildlife corridor along the Springwater Corridor, and help conserve culturally important resources.

Ecosystem services

Ongoing habitat protection and restoration increases the amount of carbon sequestered in Metro's growing natural areas portfolio. Stream and wetland restoration protects drinking water, reduces flooding and increases groundwater recharge, which supports summer and fall base-flow and provides cool water for Salmon (and people) during summer. These human benefits from nature are termed "ecosystem services." Parks and natural areas improve human health and well-being, with benefits ranging from reduced blood pressure, spiritual experiences, promoting physical activity, experiencing good air quality, improved sense of place and belonging, improved cognitive function, stress reduction, and mental health. Cooler air provided by natural areas reduces energy consumption. Inequitable access to parks and natural areas deprives people of color and low-income communities of these and many more ecosystem services. Metro is working to help correct that.

2019 Parks & Nature Bond

While natural areas have always helped moderate the region's climate and provide resiliency to climate change, the 2019 Parks and Nature Bond explicitly called out opportunities to increase climate resilience by emphasizing flood control, water quality and availability, urban forest canopy, habitat connectivity, food security and community access to water. The bond also advances Metro's commitment to racial equity by ensuring that all people benefit from investments in parks and nature. For the first time, the 2019 bond included an urban target area encompassing all lands within the Urban Growth Boundary, setting the stage to acquire specific parcels that can help both nature and the people who are currently least served in terms of access to natural areas.

Focused public outreach before, during, and after passage of the 2019 bond ensured that Metro heard from and incorporated the needs of some of the region's most underserved communities. Metro is acquiring rural and urban lands important to the Indigenous community and welcoming access to some sites including Traditional Ecological Knowledge, ceremonies, food gathering and more. Regional trail planners are considering Equity Focal Areas in their work. Metro is designing park infrastructure incorporating the specific input of BIPOC communities.

c. Garbage and recycling

Regional Waste Plan – reducing pollution from products the region makes, buys, uses and discards

As the regional solid waste authority, Metro facilitates the collection and treatment of the region's waste. In recognition that every product has impacts related to production, shipping, use and disposal, Metro's [2030 Regional Waste Plan](#) outlines ways to reduce climate and other pollution from each stage of an item's "life cycle". The plan focuses on reducing environmental impacts and improving services and economic benefits to communities of color and others. One of the values of the Regional Waste Plan is to "protect and restore the environment and promote health for all," including leading efforts to reduce impacts of climate change.

"Upstream" (extraction and manufacturing)

In this stage of the product life cycle, Metro's actions and opportunities are mostly in the policy arena. Policy tools like extended producer responsibility (EPR) make industry responsible for the costs and management of their products after use, which can drive companies to re-design their products with more attention to environmental considerations, including carbon intensity and recyclability. Examples of this include Oregon E-Cycles (electronics) EPR programs and similar programs in other states, Oregon Bottle Bill, PaintCare, and work to establish EPR for mattresses, household hazardous, plastic packaging and carpet.

"Mid-stream" (use)

Metro's work in the "use" part of a product's life cycle is primarily in education efforts, advocacy for transparency of product information and the power of the public purse. A few examples:

- Culturally responsive, co-created waste prevention and recycling educational programs like Trash for Peace, the regional Master Recyclers program and residents of Home Forward multifamily communities. This model is being replicated in Washington County.
- Age-appropriate and culturally responsive engagement on climate change and youth provided in middle and high schools across the region, including a new peer-to-peer program in which high school youth design and lead engagements with middle school students.
- Providing consumers with the tools and information to make informed decisions about climate impacts of their purchasing options.

"Downstream" (discards)

Continuing to recycle the right materials in the right way brings significant reductions in greenhouse gas pollution because recyclables replace petroleum in the manufacture of products. In addition, using recycled materials to make new products takes less energy than using mined or harvested materials. In 2021, material recovery in Oregon resulted in greenhouse gas pollution reductions of 3.2 million metric tons of CO2 equivalent.

Progress results from a suite of policies and programs developed and implemented by Metro and cities and counties in the greater Portland region. These include: the recyclables collection services provided to every property and business; the Business Recycling Requirement implemented by Metro; the Recycling At Work technical assistance program provided by local governments and

supported by Metro; and comprehensive education programs like RecycleOrNot.org, the Recycling Information Center, and the tens of thousands of students, adults and families reached through in-person presentations, workshops and partnerships.

Food Scraps Policy

In recognition that food waste is the single largest component of garbage and has the biggest climate impact, the Metro Council adopted a [Food Scraps Policy](#) in 2018 that requires food service businesses to separate food scraps from other waste. These food scraps are used for compost and energy, diverting them from going into a landfill. The policy also supports food waste prevention and edible food donation. Implementation of this policy began in March of 2022.

Investment and Innovation Grants

Metro's Investment and Innovation Grants support businesses and non-profits involved in reducing waste through reusing, recycling, composting or making energy from greater Portland's waste. At the same time, the program helps foster economic opportunities and provides other benefits for people historically left out of the garbage and recycling system, particularly communities of color. Since 2018, Metro has awarded more than \$10.7 million in grants to local businesses nonprofit organizations, and colleges and universities in greater Portland.

Disaster debris

Climate disasters like wildfires and floods often result in disaster debris. Metro helps to contribute to climate resilience by supporting the region in planning for and responding to these debris events through the [Disaster Debris Management plan](#).

d. Visitor venues

Metro leads by example in its iconic visitor venues. Following are some highlights of climate mitigation work at Metro's visitor venues:

- In 2004, the Oregon Convention Center was the first convention center to earn the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) for Existing Buildings certification. In 2008, OCC achieved the Silver level. In 2014, OCC earned LEED® Platinum, the highest level of certification, making it one of only two platinum certified convention centers in the U.S. Oregon Convention Center has a 2-megawatt solar array on its roof, one of the largest solar power arrays on a convention center in the U.S. Its 6,500 solar panels produce 25-30 percent of the facility's electricity.
- The Portland Expo Center has the largest stormwater green wall in the country, treating more than 10,000 cubic feet of runoff annually. Expo has been making steady investments in energy efficiency.
- Conservation and education are in the Oregon Zoo's mission, which requires action on climate change. The Zoo is a leader in educational efforts that inspire people to make small changes

each day that benefit the environment for animals and people. The Zoo has been assisting the US Geological Survey with [research on the effects of Arctic bears' shifting diets](#). The Zoo campus includes projects that demonstrate climate friendly development practices. The Zoo Education Center won the TopProject Energy Trust High Performance Building Award from the Daily Journal of Commerce among other awards. Designed for net zero energy and LEED Gold certification, the Center includes more than 700 solar panels, LED lighting, high efficiency heating and cooling systems, rainwater harvesting, and salvaged building materials.

- Metro has made significant investments in energy efficiency at the Portland's Centers for the Arts, owned by the city of Portland, including replacing thousands of incandescent lamps with LEDs, and installing high efficiency heating and cooling systems.
- The Metro Visitor venues are members of The Wave Foundation NW that collaborates to accelerate environmental programs that address climate change, youth engagement and environmental justice.

e. Affordable housing bond and supportive housing services fund

Housing is a newer service area for Metro. While the 2018 affordable housing bond and 2020 supportive housing services fund did not include specific climate action language, they present an opportunity to reduce the impact of housing on climate, support resilient homes, and address injustices that underlie climate change and racial discrimination. After the 2021 heat dome event, Metro required housing units funded through the bond to include a cooling strategy to improve the climate resilience of residents, and has explored energy efficiency as another element, which would address both mitigation and resilience. The Albertina Kerr housing project in Gresham, funded in part from the housing bond, is the largest net-zero energy affordable housing project in the Pacific Northwest, producing enough renewable energy from its solar array to fully operate the building and eliminating utility costs for residents.

IV. Government affairs and regional coordination

State legislative advocacy

Metro advocates for state legislative issues that align with its values and desired outcomes within its legislative purview. Metro has advocated state legislative initiatives and administrative rules to advance climate in Metro's main lines of business. This has included efforts like cap and trade, housing policy changes and investments to deal with extreme heat, electric vehicles and waste reduction. Metro's advocacy will continue in future legislative sessions, guided by the leadership of the elected Metro Council.

The Metro Council adopts legislative principles every year to guide its advocacy work, which have addressed climate change specifically in many years. The 2023 principles state that "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 of its main lines of business: land use and transportation planning

and investment, housing and homeless services, solid waste management and prevention, parks and natural areas, and operation of visitor venues.” More specific principles look at climate mitigation (explicitly or within the broader category of environmental impacts) within solid waste and transportation. Disaster preparedness is another specific principle, which can include climate resilience action, though that is not explicitly included in the adopted language.

Federal advocacy

Metro’s federal affairs work also includes advocacy for policies and funding to mitigate and adapt to climate change. The most recent federal legislative principles, adopted by the Council in early 2022, include a principle entitled, “Tackle climate change, restore climate integrity”, which states: “Metro supports aggressive efforts, policies, and bold investments to combat and adapt to climate change and to reduce greenhouse gas emissions at the local, regional, state, national, and international levels. Metro advocates for policies, programs, and projects that incentivize or require greenhouse gas emissions reduction, advance planning efforts to reduce greenhouse gas emissions and support climate adaptation, and facilitate data collection to improve climate and air pollution monitoring. Metro also supports policies that use possible revenue from carbon reduction fees to support family wage jobs, job training, transportation investments that reduce greenhouse gas emissions, and climate pollution mitigation programs.” Specific climate-related federal actions for which Metro has advocated include transportation and infrastructure funding, funding and policies for species and habitat conservation, and investments in disaster preparedness. In 2022, Metro secured a \$2 million earmark to modernize the Oregon Zoo’s condor breeding facility to better withstand local climate change impacts.

Tribal Affairs

Metro engages with sovereign Tribes throughout the Pacific Northwest to discuss broad climate goals and actions as well as specific projects and plans that impact Tribal resources or concerns. Climate impacts and resilience are frequent topics of conversation with Tribal partners, whose communities, culture, and sacred places are disproportionately threatened by climate change. Several Tribes in the region also have explicit climate adaptation/resilience plans and policies, which they have shared with Metro with the desire that Metro work to align its cross-agency understanding, priorities and practices with Tribal needs and interests.

Convenor

Metro also has a formal role as a regional convener in many areas. Around sustainability and climate, Metro has supported, led and participated in the Public Sector Sustainability Roundtable, a network of sustainability professionals in the region.

Emergency Planning

Metro collaborates with the Regional Disaster Preparedness Organization (RDPO) on emergency planning. Metro led the creation of a social vulnerability toolkit for the 5-county RDPO region. This

toolkit improves upon more generalized social vulnerability data to allow emergency planners to gain an understanding of the equity issues in the region and apply them to planning, response, and recovery efforts.

V. Internal business operations

Metro's operations represent the area where the organization has the most control. Leading by example is an important way Metro can advance climate justice and resilience in how we conduct business and build, operate, and manage Metro properties including visitor venues, the Regional Center, garbage and recycling facilities, and parks and natural areas. The Metro Council adopted five sustainability goals for internal operations in 2003, and a [Sustainability Plan](#) in 2010 that identifies strategies and actions to meet Metro's goals for climate, toxics, waste, water, and habitat.

Climate goal

Metro's climate goal calls for an 80 percent reduction in greenhouse gas emissions below 2008 levels across operations by 2050. According to Metro's last greenhouse gas inventory completed for FY2016-17, Metro has decreased operational greenhouse gas pollution by nearly 46 percent, ahead of the 2025 target. Progress to date has largely been due to energy efficiency initiatives, the purchase of renewable energy and the transition to low carbon fuels.

Capital assets and buildings

As part of Metro's Capital Asset Management Policy and capital planning process, all new capital project requests are required to evaluate alignment with Metro's leadership goals including racial equity and climate justice and resilience.

Metro adopted a Green Building Policy in 2011 shortly after adopting the Sustainability Plan. In 2022, Council adopted an updated Sustainable Buildings and Sites Policy to better align with Metro's climate justice and resilience and racial equity values. This policy includes green building certifications and requirements that address the key climate and racial justice issues related to the built environment, including reducing energy use and embodied carbon, requiring 100 percent renewable energy for all Metro sites, reducing urban heat island effect, shifting toward building electrification, requiring meaningful and inclusive engagement on projects, and advancing workforce diversity and equity in contracting.

Sustainable purchasing

Metro's largest source of emissions is its supply chain, where Metro can leverage its purchasing power to have significant impact. In 2012, Metro adopted the Sustainable Procurement Administrative Procedure to "ensure that Metro's procurement activities meet the sustainability definition and goals adopted by the Metro Council; and support a sustainable environment, economy and community by reducing the environmental impact of Metro government operations, supporting local businesses and ensuring diversity in Metro's procurement efforts." Metro has initiated an update to the Sustainable Procurement Admin Procedures to reflect Metro's values and

current best practices. Metro is pursuing initiatives to address the largest sources of supply chain emissions, including embodied carbon in building materials, upstream emissions from energy production, food purchased for Metro's visitor venues and operating supplies.

Diesel pollution and black carbon

Metro is also working to reduce diesel pollution from construction projects, which is a significant climate and environmental justice issue. Diesel pollution threatens the health of people living and working in the greater Portland area, with a disproportionate impact on BIPOC and low-income communities. Diesel exhaust is also a significant source of black carbon, a potent but short-lived global warming pollutant.

Metro worked with a collaboration of local agencies to develop a regional standard to reduce diesel pollution from public construction projects. The [Clean Air Construction Standard](#) requires idling reduction and phases in requirements for emissions controls or alternative fuel sources for diesel construction equipment and vehicles. Metro adopted the Clean Air Construction Standard in July 2020, which applies to all construction contracts \$500,000 or greater. The regional program provides assistance to COBID and small firms including free engine retrofit assessments and fleet compliance plans, and support for applying for DEQ and EPA diesel grants. A small grant program for COBID and small firms is also under development.

Other programmatic efforts

Across Metro buildings and sites, various programmatic efforts address climate by:

- Reducing energy use in buildings through tracking and reporting utility use across facilities and pursuing opportunities for **energy efficiency** significant investments in LED lighting, and efficient heating and cooling systems, submetering and other efficiency initiatives. Metro has also participated in Energy Trust of Oregon's Strategic Energy Management program.
- **Switching fleet and operations to low carbon fuel** including electric vehicles and bio-based renewable diesel at the Oregon Zoo, parks, and transfer stations.
- **Investing in electric vehicle infrastructure, vehicles, and equipment** including installing electric vehicle charging infrastructure for Metro's fleet and employee vehicles at the Regional Center and for 20 fleet trucks at the Borland Native Plant Center, pursuing an electric-first approach to fleet vehicle procurement, and purchasing and requiring electric landscaping equipment for operations.
- **Generating and supporting renewable energy** including producing approximately 10% of Metro's annual electricity use onsite through solar arrays at the Oregon Zoo, OCC, and several parks, subscribing to Oregon community solar projects and pursuing opportunities to host community solar projects, and transitioning to 100 percent renewable energy at all Metro facilities.

- **Improving resilience** through planning for continuity of operations and response to disrupting events, including those exacerbated by climate change. Coordination and engagement between departments has also allowed Metro to gain better understanding of hazards and their forecasted impacts to facilities, employees, and customers. Implementing resilience throughout plans such as the Regional Waste Plan, Regional Transportation Plan, and the currently underway Garbage and Recycling Regional Facilities Plan are all examples of how understanding the hazards in our region can better position us to advance future climate resilience efforts.

VI. Economic development

Climate justice goes beyond technical changes to look at underlying systems, including the economy. Metro invests in economic development activity across the region and can explore ways that restores and sustains a healthy environment and livable communities instead of driving extraction. Metro also leads the development of the region's [Comprehensive Economic Development Strategy](#) (CEDS) with Greater Portland, Inc. This strategy specifically calls out equity, sustainability, and resilience.

VII. Workforce Equity

Metro is implementing several departments and agencywide strategies that advance workforce equity. For example, the Oregon Zoo and Parks and Nature have developed programs that create pathways for underrepresented community members to find employment in conservation fields. As a part of the Regional Waste Plan, WPES has made investments and developed programs addressing the barriers BIPOC individuals face in accessing the economic benefits created by the garbage and recycling system. Through Construction Career Pathways, Metro is advancing a comprehensive policy strategy to create career pathways for BIPOC and women workers in the construction industry that is being implemented by nine agencies across the region. Metro is exploring opportunities to build on these efforts with a focus on creating good family sustaining green/climate jobs with career pathways and collaborate to leverage the collective efforts of departments and regional partners.

ATTACHMENT D

Climate Justice and Resilience Framework Outline

A Climate Justice and Resilience Framework is an important tool for embedding climate justice and resilience principles across Metro's diverse portfolio of work.

While the full development of such a framework would require a project team with dedicated capacity, the Climate Justice and Resilience Task Force has laid a foundation for what such a framework should include and how it might be used.

- **Concept:** Align Metro decision-making practices to advance values of climate justice and resilience, akin to the Racial Equity Framework
- **Purpose:** Guide how Metro can lead with a climate justice and resilience lens to transform how projects and programs are designed, operated, and implemented
- **Function:** Simple enough for anyone to digest and apply to their work; ensure Metro decisions at every level operate from the same principles and values
- **Goal:** Every Metro employee understands the importance of a climate justice and resilience framework, how to operationalize it, and how it can benefit and improve their work.

This foundation will be fully co-developed with community in Phase 4 of the work plan (pending Council approval).

Proposed Framework Outline

1. Introduction

The framework should begin with an introduction to the issues and concepts. The Task Force has developed working definitions of key concepts and a summary of Metro climate work to date to support this section. The introduction should also include data about the issues of climate change and the purpose of the framework.

2. Vision statement

The task force explored what climate justice and resilience work might look like for Metro. This vision was drawn from those discussions.

The task force envisions the Portland region becoming a leader in reducing greenhouse gas emissions while improving livability. They want to see the Portland region manage the impacts of climate change through principles of justice, collaboration, and equity -- while creating new opportunity and stability for those who bear the greatest burdens of climate change. They envision a Portland region with clean water, clean air, and abundant nature for generations to come.

3. Values and guiding principles to advance climate justice and resilience.

The Task Force proposed the following values and principles as an initial foundation for the framework.

1. Values

- Racial, environmental, and climate justice
- Community safety and resiliency from environmental hazards
- A livable climate for all
- Economy based on non-polluting technologies

2. Principles

- Recognize the disproportionate impact of climate change on communities of low-income, Black, Indigenous, and other people of color, and prioritize actions accordingly.
- Increase community capacity to respond to climate stresses and disruptions.
- Build knowledge within Metro and with partners at the intersection of equity and climate.
- Transition fossil fuel-based economies to equitable, regenerative, renewable energy-based systems.

4. Decision-making guidance

Metro's Racial Equity Worksheet (Appendix A of the Racial Equity Framework) provides an excellent example of a process to guide staff in incorporating a value into a decision-making process. This worksheet offers example steps and reflective questions to better advance racial equity that are broad enough to apply to any department or type of project. The Task Force recommends a similar set of decision-making guidance be developed for climate justice and resilience.

5. Tools and resources

In addition to decision-making guidance, additional tools and resources to support would be valuable as part of a Climate Justice and Resilience Framework. Some suggested resources are:

1. Methods for engagement and assessment
2. Data and analysis summaries
3. Social and economic power analysis
4. Documentation of Task Force or other advisory body representation
5. Reflective questions
6. Worksheets and budget tools

6. Organizational policies and plans to support climate justice and resilience

Policies and plans will be critical to advance climate justice and resilience in Metro's work and the broader community. These will largely be separate from the framework, but should connect in terms of the vision, values, and principles.

1. Develop a guiding/overarching Climate Strategy/Action Plan –

- Agency-level – critical opportunity to lead around climate justice and resilience

- Regional – potentially multiple plans to address various types of climate action, but coordinated to improve effectiveness
- 2. Grant/Pass-through funding requirements
 - Incorporate climate justice and resilience criteria into grants and other funding opportunities that Metro manages
- 3. Accountability mechanisms
 - Tracking processes with identified metrics to measure success
 - Ongoing Climate Justice and Resilience Task Force
 - Permanent staff to coordinate efforts
 - Regular updates to framework
 - Regular reporting to Metro Council and external agency partners

2023-2025 Proposed Climate and Justice and Resilience Workplan Outline

Phase 1 May 2023		Phase 2 Summer 2023		Phase 3 Fall 2023 - Winter 2024		Phase 4 2024	Phase 5 2025
Convene Climate Task Force		Scope Climate Justice and Resilience Workplan		Develop Climate Justice and Resilience Program			
✓ Convene cross-departmental task force	○ Scope Climate and Equity Framework development, including measurable outcomes, with DEI department		Climate Task Force				
✓ Develop shared understanding of Metro's Climate Work	○ Scope proposed FTE and consultant contract to support development of Climate Justice and Resilience Strategy		Engage Stakeholders				
✓ Deliver inventory of existing climate work	○ Establish ongoing coordination with Climate Pollution Reduction Grant (EPA)		○ Refine vision, values, and principles with community feedback	○ Develop Climate Justice and Resilience Framework with community feedback	Implement and Track		
✓ Identify guiding values and principles			○ Engage internal stakeholders in Climate Justice and Resilience Framework development	○ Engage external stakeholders on framework measurable outcomes	○ Implement framework across Metro budgeting, planning, and programming		
✓ Consider future work program structure and accountability			○ Hire FTE and select consultant to support development of regional Climate Justice and Resilience Strategy	○ Develop draft internal climate action measures and strategies	○ Implement internal climate actions and track measurable outcomes		
				○ Develop regional strategy with input from EPA plans and stakeholders			
\$ Complete; no additional resources needed		\$ Staff time to coordinate scoping phase, manage consultant contracts, and support EPA grant		\$ Dedicated staff to support ongoing Climate Task Force, develop Climate Justice and Resilience Strategy, support community engagement in development of strategy and accountability measures, and support implementation and tracking measurable outcomes			
★ EPA Grant: Notice of Intent and Application		★ EPA Grant: Coordinate jurisdictional partners; support priority project development		★ EPA Grant: Deliver Priority Climate Action Plan		★ EPA Grant: Deliver Comprehensive Climate Action Plan	★ EPA Grant: Implementation and accountability

Materials following this page were distributed at the meeting.

Name *	Jennifer Schloming
Email *	jenniferschloming@gmail.com
Address	<input type="checkbox"/>

Your testimony

This is an urgent request that Frog Ferry be included in the Regional Transportation Plan that is up for adoption. Among the many reasons a ferry on the Willamette would improve the quality of life in our beleaguered city, includes the obvious reduction of vehicle emissions that has allowed my neighborhood in St Johns to capture first prize for the worst air in the state. Preliminary studies show that commute times from Cathedral Park to Downtown, or at rush hour, from Cathedral Park to Vancouver, shorten the time in transit considerably. AND, rather than stacked up bumper to bumper, choking on exhaust fumes, folks can be on the water, in the open air--in beauty. What's wrong with that???

In addition to air quality, having the river available for emergency access/egress during a disaster is a no-brainer. If the St Johns Bridge goes down or the Interstate over the Columbia, we're toast. We have one Tri-Met bus that serves the entire peninsula. To be able to have any serious commerce with the rest of the city, you have to drive. For the car to be my only real choice while living in a city this size, is an inexcusable failure of transportation infrastructure.

The costs of a ferry are much less than the asphalt and concrete answers that have cooked our stunning forested landscape to untenable temperatures. It has to stop. We need to think MUCH more creatively about how to move people and goods and get business done easily and without harm. Healing will come to Portland when we feel connected to one another again. The ferry is an egalitarian mode of transportation; experiencing the wonder of the river ecosystem is humbling. We didn't make it, it is larger than we, and its care depends on our knowing that. The intended ferry stops along the Willamette will include information displays that teach Native American history at each location, as well as educate riders about river flora and fauna.

We need a win. It's been a slog for a handful of years now, and the novelty of inexpensive river access provided to folks who have felt the hardship of these past years the worst, will be an incredible boost to the broader city community. It needs to be easier. Friendlier. Less expensive. And, it needs to allow more of us to breathe in the beauty of this place we call home.

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

Name *	Peter Wilcox
Email *	pwilcox@easystreet.net
Address	<input type="checkbox"/>

Your testimony

Green passenger ferries add multiple resiliency benefits. First, is that they provide a way to net the city together in the event of a natural disaster like an earthquake. With virtually all the bridges down, there would be no way to get supplies and services to the parts of the city that need it or to reconnect families, businesses, and communities. Second, marine captains, and crews are trained and surveillance of shoreside and in water, facilities and vessels, looking for suspicious activities, and reporting those to the appropriate agencies. They also put qualified rescuers on the water to handle and help in man, overboard, boat, accidents, etc..

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

Name *	Susan Bladholm
Email *	susan@frogferry.com
Address	
Your testimony	Metro Council– We all agree that it's time to act with urgency to reduce GGE's, increase community resilience, and help revitalize Portland's downtown core. Frog Ferry, a green public passenger ferry service is included in the CEDS-- now please add it to the RTP. Thank you.
Attach a file	

Ferry Service Overview

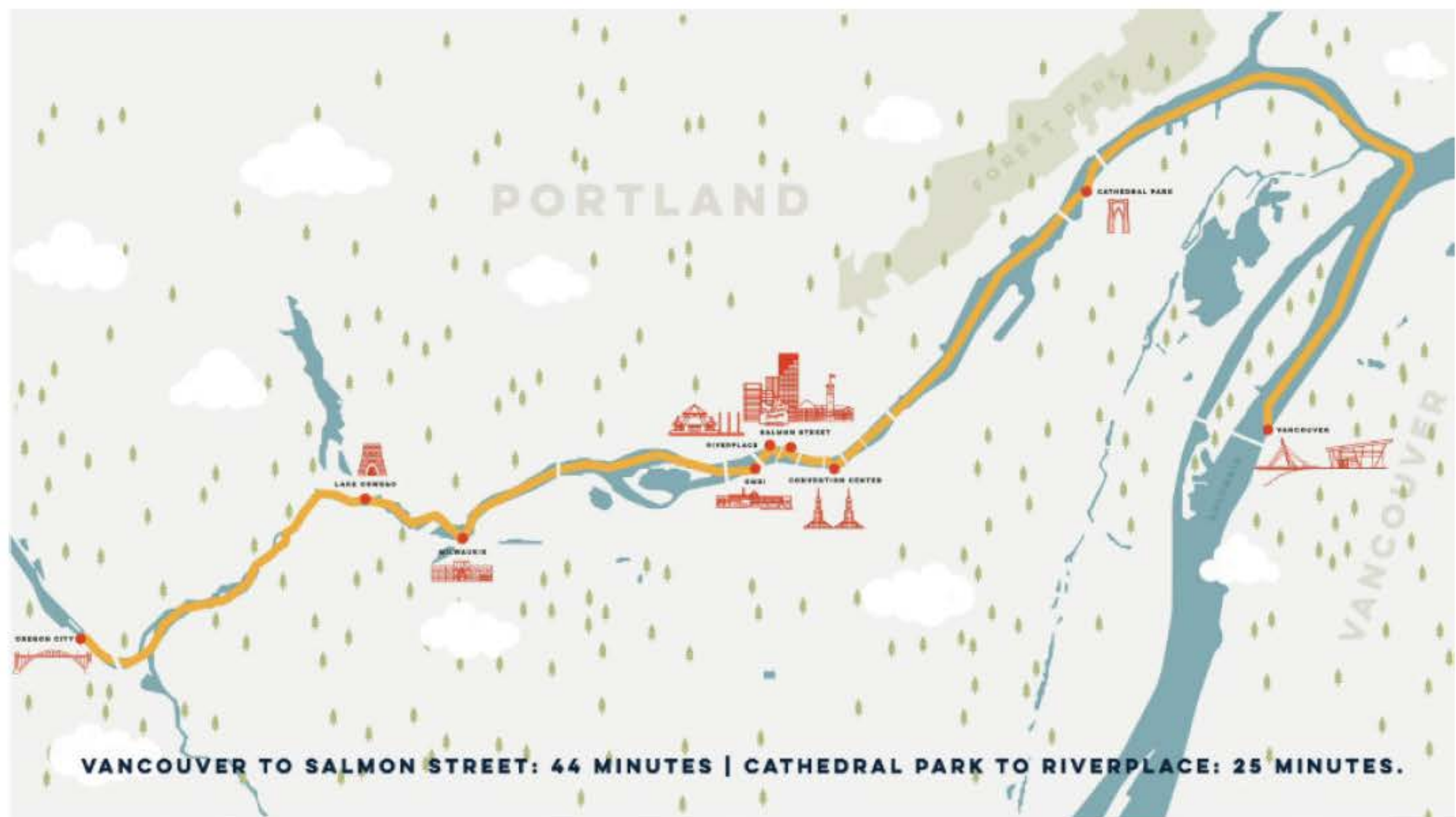
What Is Frog Ferry?

Frog Ferry is a nonprofit working to create a safe and sustainable river-friendly public passenger ferry service to better connect people to their rivers and help alleviate congestion in the Portland-Vancouver Metropolitan area. Read more about our plans in our [Feasibility Study](#).

Ferries are a proven best practice for river cities to help address climate change and improve community livability and resilience in the event of an earthquake. Despite more people working from home, congestion and greenhouse gas emissions continue to increase. This new mode of transit will activate our rivers, foster river stewardship, get people back downtown, and accelerate electrification adoption.

Goals

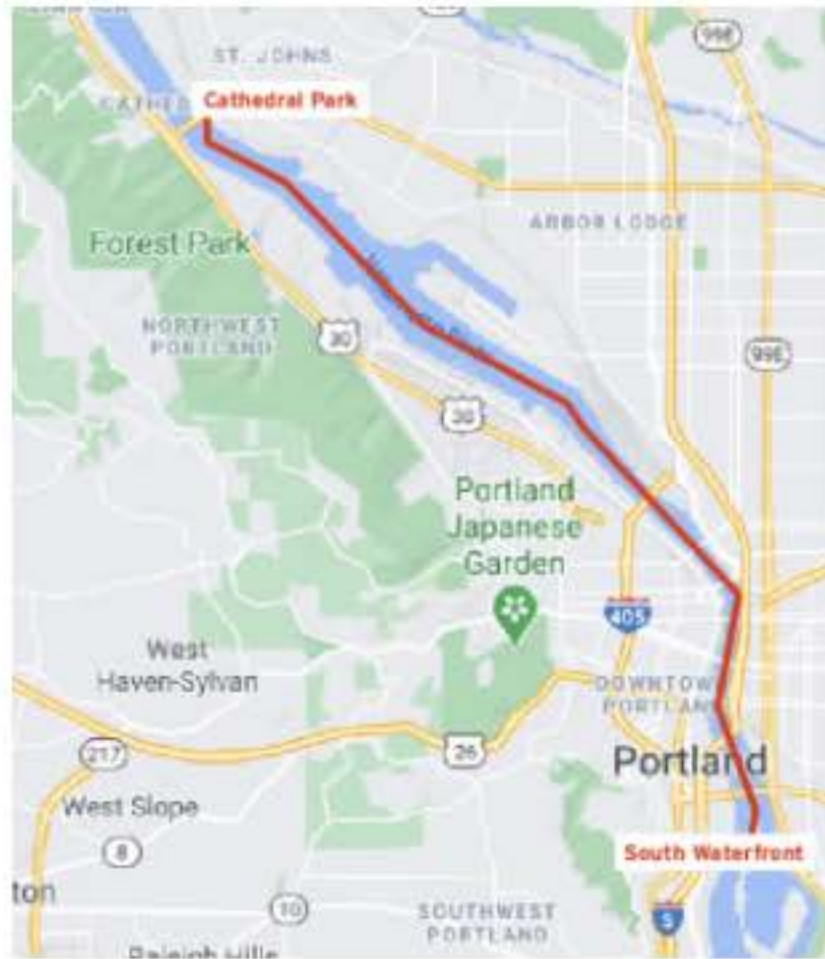
- Reduce congestion and greenhouse gas emissions (GGEs)
- Build resiliency and emergency response
- Enhance community livability
- Provide a low-cost means of connecting marginalized populations with jobs/services
- Connect residents and visitors to our rivers to foster stewardship
- Educate passengers about the river habitat and the Indigenous Tribes who lived along the shores 300+ years ago
- Have fun!



Ferry enthusiasts on a River Run.

Start with Pilot Project: 2 Stops (Fully Scaled: 10 Stops)

The pilot route will run from Cathedral Place dock to RiverPlace dock. Our pilot will serve commuters who live in the North Peninsula (Cathedral Park and St. Johns) and commute to downtown Portland. Note that the fully scaled ferry operation will serve 10 stops, from Vancouver, WA to Oregon City and potentially points beyond.



Proposed Schedule

Monday-Friday (25 minutes between Cathedral Park and RiverPlace)

At 22 knots, it takes 25 minutes to transit directly between Cathedral Park and RiverPlace. With dwell times, the time between departures (headways) is 60 minutes. With the addition of more vessels to the fleet, we anticipate 30-minute headways for most inner-city services and up to one-hour headways from outer locations on the route.

Saturday: to be determined, but could include stops at OMSI, Vancouver, Milwaukie and Duckworth Dock/Moda Center for special events.

700 OHSU employees and stakeholders who live in or near St. Johns and Cathedral Park took the survey (all questions were optional, so not every respondent answered every question). More than 80% of respondents are OHSU employees. Summary of key survey findings:

Would you be interested in taking a ferry to OHSU?

	Total	Total
Extremely interested	53.4%	291
Somewhat interested	24.2%	132
Unsure or neutral	12.5%	68
Somewhat uninterested	4.4%	24
Extremely uninterested	5.5%	30
Total	100%	545

78% of respondents would be "Extremely Interested" or "Somewhat Interested" in taking a ferry to OHSU.

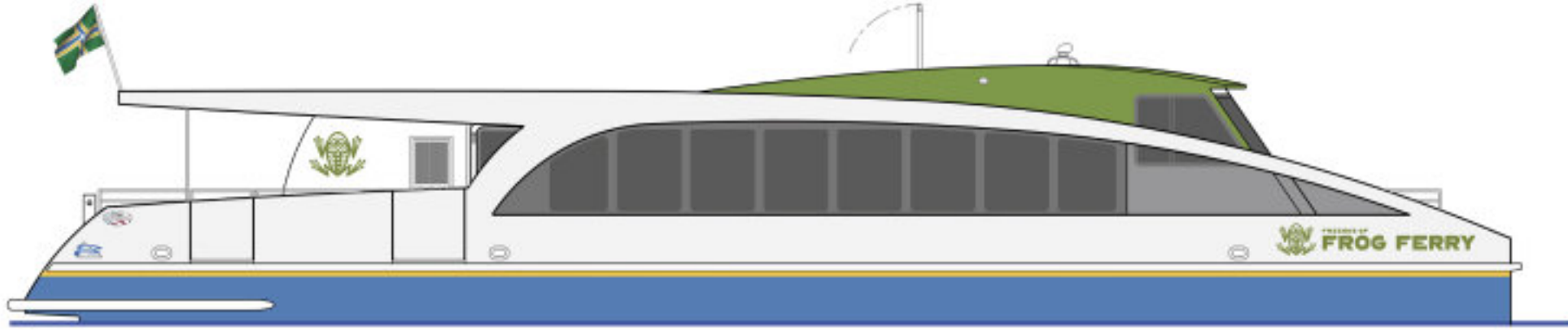


When?

2017-2022:	Research (demand modeling, feasibility studies, finance plan, social media, community outreach, pilot project plan), regulatory agency outreach, customer experience, community benefit, finance, and marketing. Support letters at frogferry.com .
2023 Q1-Q2:	Secure project management funding for home port recon and plan (short and long-term), summer FTA application, pilot project operations plan, downtown transportation-oriented development plan, fundraising for pilot project match and operations.
2023-2024:	Note: IIJA federal funds available 2022-2026: \$300M/year for ferries.
2025:	Boat on the water in operation.
2026:	Apply for second FTA grant to add dock and vessel.
2028:	Apply for third FTA grant and add dock and vessel
2030:	Apply for fourth FTA grant and add dock and vessel

How?

A 70-passenger ferry with bike storage at \$3.50 per trip for the pilot route. The long-term vision includes an electrified ferry fleet with shore-side charging overnight.



Diesel engine running on renewable diesel (R99). Build shore-side electric charging stations (apply for Dept. of Energy grants) and convert vessel. Build future vessels with electrification. As waterfront property area is developed, residents living in proximity to docks can live car-free.

Ferry Community Benefits

	Pilot Project: 1 ferry on Renewable Diesel	Fully Operational: 7 electrified ferries
Social	<ul style="list-style-type: none"> Affordable: \$3/ticket (low subsidy) “Maximize the humanity”: best use of time during shorter commutes River accessibility: fosters sense of belonging Connects low/med. Income residents to downtown Fun! 	<ul style="list-style-type: none"> 95 million lbs. of CO2 removed/yr. Fosters residents to live car-free Fosters economic development Builds community resilience Connects residents to greenspaces Education: Native American history
Environment	<ul style="list-style-type: none"> 780 passengers a day (50% load) 600 autos displaced/day R99 is 80% cleaner than diesel 3,170 annual metric tons CO2 displaced Operate 12 hours/day, Monday-Saturday 	<ul style="list-style-type: none"> 4,000 passengers/day (50% load) 1 million passengers per year 700,000 cars per year Shoreside charging infrastructure
Economic	<ul style="list-style-type: none"> Draws people to downtown core Inspires “Portland can do big things again” Attracts employers “High on-time” performance/reliability Affordable Preferred commuter mode Builds community resilience against earthquakes 	<ul style="list-style-type: none"> Connects communities Jobs: 150 FTE/yr for construction, maintenance, crews, management Draws people to waterfront Connects multi-modality of transit options Builds bike/scooter/pedestrian traffic Builds community Green Loop Affordable and reliable transit
Education	<ul style="list-style-type: none"> Foster stewardship of river Proximity to nature/wildlife Art/signage/storytelling of history of Indigenous Peoples 	<ul style="list-style-type: none"> Broaden e-mobility appeal Tours: Native American Tours: River Ecology New way to experience Portland and the rivers





Metro

Budget Note: Climate Justice and Resilience

Council Work Session | July 11, 2023

FY 22/23 Budget Note:

Create a framework for staff to envision, develop, implement and coordinate a regional climate justice and resilience strategy across Metro's service areas and programs.

Council Sponsors:

Councilor Juan Carlos Gonzalez
Councilor Duncan Hwang

Executive Sponsor:

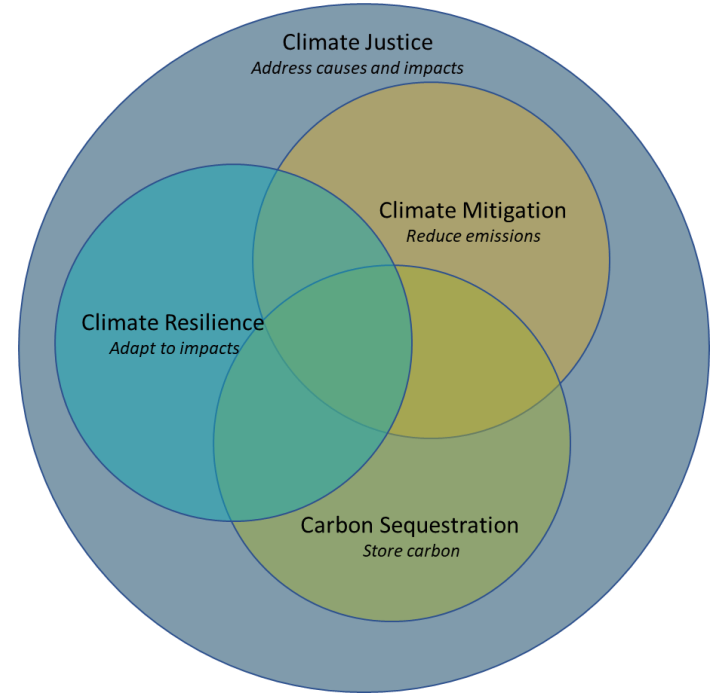
Marissa Madrigal, COO



Working Definition: Climate Justice & Resilience

Encompasses a transformational approach that:

- addresses the root causes of climate change*
- centers the voices and priorities of those most impacted*
- seeks solutions that amplify the transition to a just and equitable future, and*
- reduces vulnerabilities to the environmental, social, and economic impacts of climate change.*



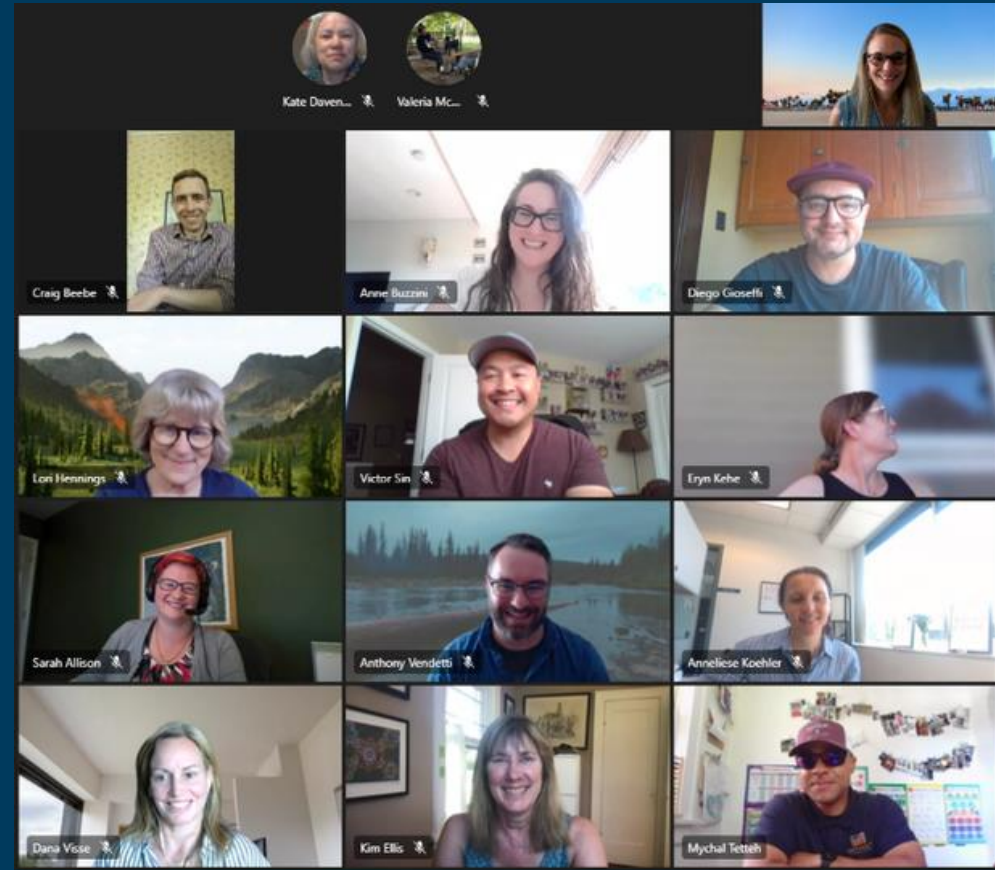
About the Task Force

Create a shared framework for climate justice and resilience work at Metro.

Envision, coordinate and implement regional climate justice and resilience.

15 team members across the agency with direct ties to existing climate work.

“Every Metro team member should see themselves in this work”.



Thank you to our sponsors, planning team and task force



Name	Department	Task Force Role
Marissa Madrigal	COO – DEI	Executive Sponsor
Councilor Gonzalez	Council	Council Sponsor
Councilor Hwang	Council	Council Co-Sponsor
Jenna Garmon	CAM – Sustainability	Member and Planning Team
Victor Sin	Council Office	Co-Chair and Planning Team
Mychal Tetteh	Parks and Nature	Co-Chair and Planning Team
Anne Buzzini	Council Office	Interim Co-Chair and Planning Team
Sarah Allison	CAM – Sustainability	Planning Team
Dana Visse	CAM – Sustainability	Planning Team
Anthony Vendetti	CAM – Emergency Planning	Member
Sebrina Owens-Wilson	COO – DEI	Member
Craig Beebe	GAPD	Member
Anneliese Koehler	GAPD	Member
Valeria McWilliams	Housing	Member
Diego Gioseffi	Parks and Nature	Member
Lori Hennings	Parks and Nature	Member
Kim Ellis	Planning and Development	Member
Eryn Kehe	Planning and Development	Member
Shervin Hess	Oregon Zoo	Member
Courtney Patterson	WPES	Member

How our work relates



- **Planning, Development and Research** – Climate Smart Strategy | RTP | 2040 Growth Strategy | RFFA | TOD | Etc.
- **Parks and Natural Areas** – Ecosystem Services | Bond Implementation
- **WPES** – Regional Waste Plan | Lifecycle Impacts | Food Scraps Policy | I&I Grants | Disaster Debris
- **Internal Business** – Climate Goal | Capital Assets | Sustainable Buildings & Sites Policy | Sustainable Fleet | Diesel pollution reduction
- **Government Affairs & Regional Coordination** – Tribal Affairs | State & Federal Affairs | Emergency Planning
- **Visitor Venues** – Oregon Zoo Conservation & Education Efforts | OCC LEED Certification | energy efficiency investments at all venues
- **DEI & Workforce Equity** – Green Jobs Initiative | Focus on Climate Justice





"Shift power to community voices" ~ CCC

"Move at the speed of trust" ~ Verde

*"Clear support
from leadership
to invest"*

"The stakes are high"

"Real cross-departmental collaboration"

*"Strong foundation from
previous efforts"*

*"Reflected
in all of our
work"*

Regional EPA Climate Pollution Reduction grant

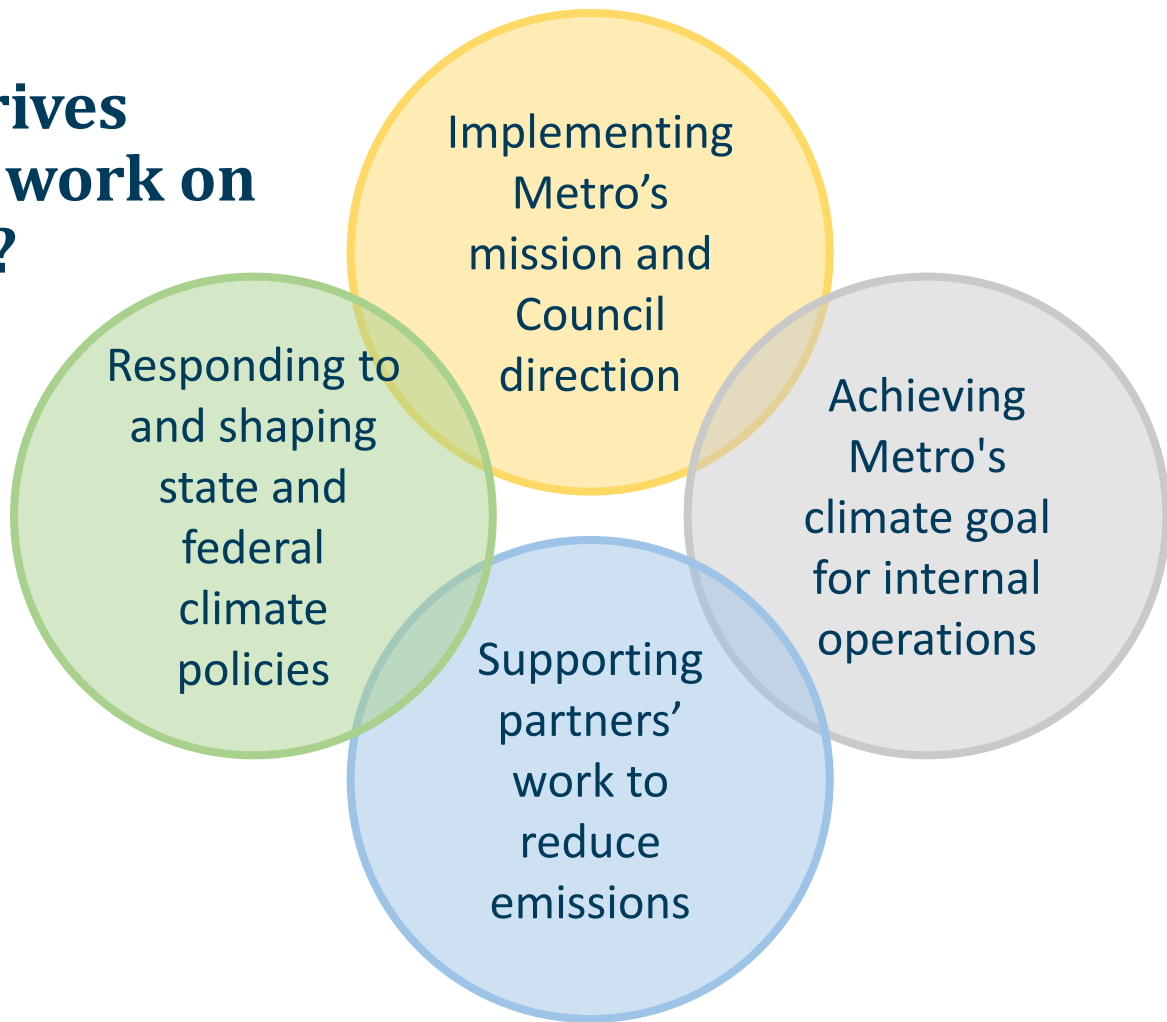


Metro is leading a \$1 million planning grant for the Portland/Vancouver metropolitan area to identify climate strategies that:

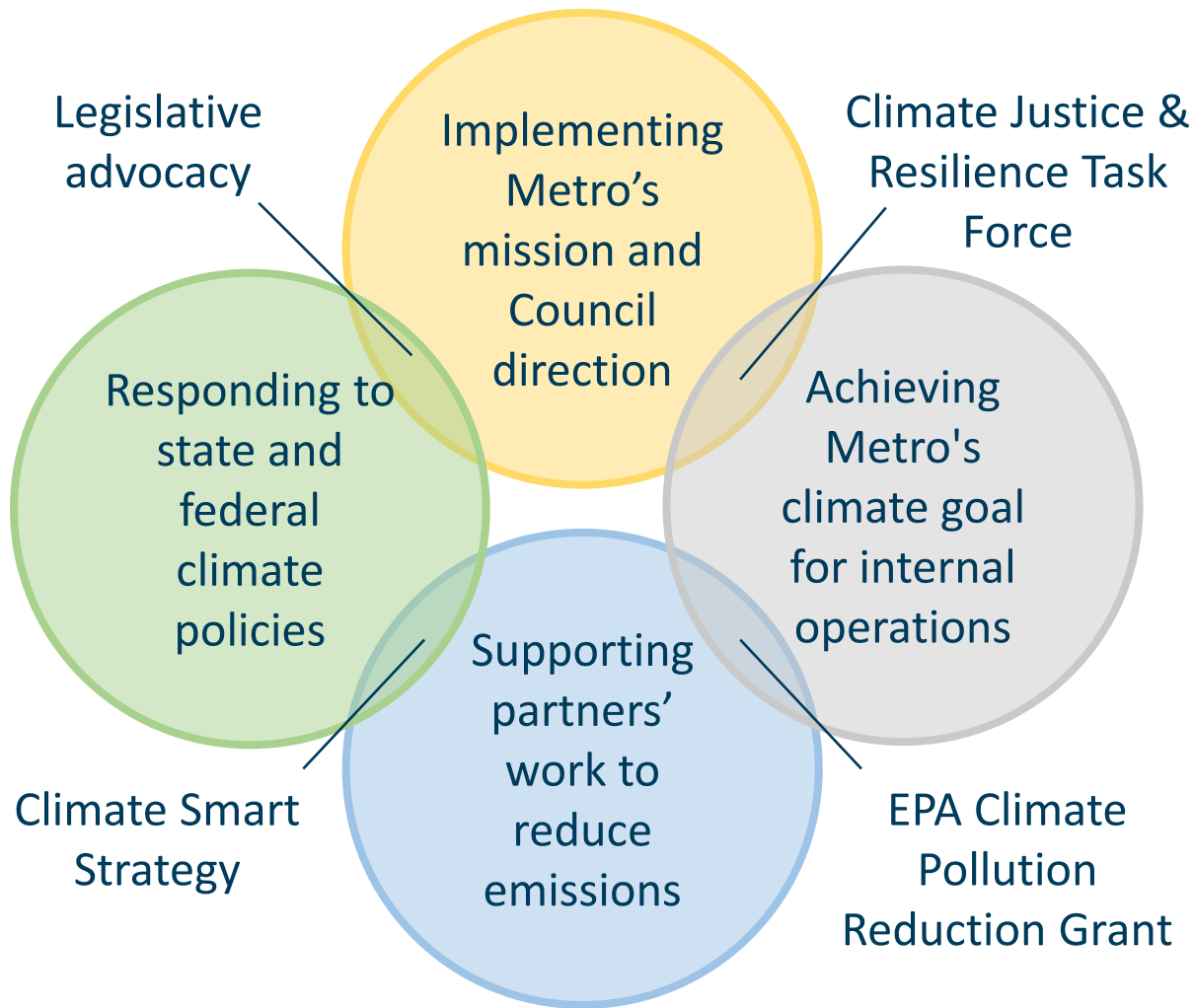
- Significantly reduce GHG emissions
- Can be readily implemented by agency partners
- Advance equity and workforce development
- Strategies identified in this plan will be eligible for ~\$25b of implementation funds that EPA plans to make available through two rounds of competitive grants.

In May, Metro submitted a Notice of Intent to lead this grant, accompanied by letters of support from 13 partner agencies – including Clark County, Portland, DEQ, TriMet, THPRD, Gresham, and Tigard.

What drives Metro's work on climate?



Metro



- Visions, values and principles
- Working definitions
- Work plan
- Community input
- Resourcing and building capacity

Foundation of a framework



A vision for the region

In 2040, Greater Portland will be widely recognized as a leader in simultaneously reducing greenhouse gas emissions and improving livability.

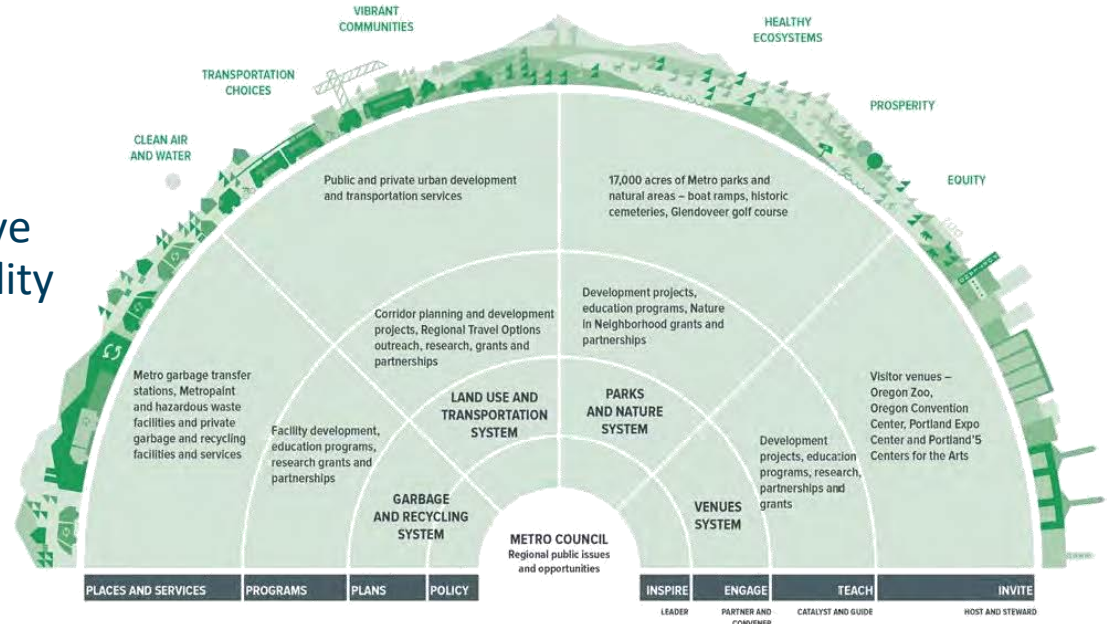
The Portland region will have managed the impacts of climate change with a focus on justice, collaboration, and equity – and have created new opportunity and stability for those who bear the greatest burdens of climate change.

It will be a place with clean water, clean air, and abundant nature for generations to come.



How Metro works

Making a great place



Principles centering equity

Recognize the disproportionate impact on Black, Indigenous, and other people of color, lower incomes, and prioritize equitable actions

Increase community capacity to respond to climate stresses and disruptions

Build knowledge about the intersection of equity and climate

Establish policy-making that reward actions and move the region closer to our climate goals



Proposed Work Plan



2023-2025 Proposed Climate and Justice and Resilience Workplan Outline

Phase 1 May 2023	Phase 2 Summer 2023	Phase 3 Fall 2023 - Winter 2024	Phase 4 2024	Phase 5 2025
Convene Climate Task Force	Scope Climate Justice and Resilience Workplan	Develop Climate Justice and Resilience Program		
✓ Convene cross-departmental task force	◦ Scope Climate and Equity Framework development, including measurable outcomes, with DEI department		Climate Task Force	
✓ Develop shared understanding of Metro's Climate Work	◦ Scope proposed FTE and consultant contract to support development of Climate Justice and Resilience Strategy		Engage Stakeholders	
✓ Deliver inventory of existing climate work	◦ Establish ongoing coordination with Climate Pollution Reduction Grant (EPA)	◦ Refine vision, values, and principles with community feedback	◦ Develop Climate Justice and Resilience Framework with community feedback	Implement and Track
✓ Identify guiding values and principles		◦ Engage internal stakeholders in Climate Justice and Resilience Framework development	◦ Engage external stakeholders on framework measurable outcomes	◦ Implement framework across Metro budgeting, planning, and programming
✓ Consider future work program structure and accountability		◦ Hire FTE and select consultant to support development of regional Climate Justice and Resilience Strategy	◦ Develop draft internal climate action measures and strategies	◦ Implement internal climate actions and track measurable outcomes
				◦ Develop regional strategy with input from EPA plans and stakeholders
\$ Complete; no additional resources needed	\$ Staff time to coordinate scoping phase, manage consultant contracts, and support EPA grant	\$ Dedicated staff to support ongoing Climate Task Force, develop Climate Justice and Resilience Strategy, support community engagement in development of strategy and accountability measures, and support implementation and tracking measurable outcomes		
⚙ EPA Grant: Notice of intent and Application	⚙ EPA Grant: Coordinate jurisdictional partners; support priority project development	⚙ EPA Grant: Deliver Priority Climate Action Plan	⚙ EPA Grant: Deliver Comprehensive Climate Action Plan	⚙ EPA Grant: Implementation and accountability

Council Direction

- Do the task force values and principles reflect your vision for a coordinated, regional climate justice strategy?
- Are there additional considerations for developing a comprehensive and coordinated work program that you feel should be reflected in the work plan or framework outlines?
- Are there climate efforts happening in your part of the region you think this program can help support?

oregonmetro.gov

