



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

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**Tuesday, June 23, 2020**

**2:00 PM**

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

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

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

2:05 The Oregon Department of Environmental Quality Air [20-5428](#)  
Quality Presentation

Presenter(s): Richard Whitman, The Oregon Department of  
Environmental Quality

Attachments: [Work Session Worksheet](#)

3:05 Regional Investment Strategy: Transportation Measure [20-5429](#)

Presenter(s): Andy Shaw, Metro  
Margi Bradway, Metro

Attachments: [Work Session Worksheet](#)

**3:50 Chief Operating Officer Communication**

**3:55 Councilor Communication**

**4:00 Adjourn**

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬសេចក្តីជូនដំណឹងអំពីការមិនរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**The Oregon Department of Environmental Quality  
Air Quality Presentation**

*Work Session Topics*

Metro Council Work Session  
Tuesday, June 23, 2020

## **STAFF REPORT**

### **PORTLAND REGION AIR QUALITY – OVERVIEW, CURRENT CONDITIONS, AND COLLABORATION WITH THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)**

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Date: June 10, 2020  
Department: Planning and Development  
Meeting Date: June 23, 2020

Presenter(s): Margi Bradway, Richard Whitman (DEQ), and Ali Mirzakhali  
Length: 60 minutes

Prepared by: Grace Cho, x1776,  
grace.cho@oregonmetro.gov

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#### **PURPOSE**

To provide the Metro Council:

- 1) An overview of air pollution trends, regulations, and reduction strategies;
- 2) Background on the role and responsibilities of the Oregon Department of Environmental Quality (DEQ) air division and Metro's Planning and Development department's in implementing air pollution reduction strategies and the long-standing working relationship between the department and the air division; and
- 3) Information about DEQ's upcoming Ozone Advance effort and provide direction to Metro Planning and Development department staff on participation, including desired communication and involvement of Council in Ozone Advance efforts.

#### **ACTION REQUESTED**

Provide Metro Planning and Development staff direction on participation in the Ozone Advance effort in 2020. Direction could include expected level of effort by staff, priorities to convey in the Ozone advance process, and desired communication and involvement of Council.

#### **ISSUE STATEMENT**

While strides have been made to curb air pollution in the Portland metropolitan region, air pollution remains a threat to the health and well-being of the region's residents and the economy. In the past decade, the region experienced several incidences of exceeding federal air pollutant standards which have brought the region close to non-compliance with federal regulations. Numerous efforts are underway locally to address air pollution and to address these exceedances, but further action is necessary to prevent non-compliance. The Oregon Department of Environmental Quality (DEQ) seeks partnerships for an effort the agency anticipates launching in 2020.

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

Is Metro Council willing to commit the staffing resources necessary to participate in the Ozone Advance effort led by DEQ? Does Metro Council support considering and potentially



implementing recommendations and actions which may emerge through the Ozone Advance process?

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

### **Benefits of Participation**

Participating in the Ozone Advance process will give the region and metropolitan planning organization an opportunity to sit at the table with stakeholders and shape actions, strategies, and recommendations in an effort to proactively prevent the region from falling into non-compliance. Participation will also provide Metro staff a clearer understanding of the technical analysis that informed the strategies and recommendations. While participating in Ozone Advance is voluntary, the preventative nature to avert falling into non-compliance presents numerous public health benefits and implementation flexibility rather than having to undergo a strict federal regulatory process for multiple decades.

### **Potential Challenges and Considerations for Metro's Participation**

The implementation strategies, actions, and recommendations to emerge from the Ozone Advance process would not be federally enforceable, compared to strategies in a State Implementation Plan (SIP) would be. Therefore implementing the recommended actions and strategies will be voluntary to prevent falling into non-compliance. In addition, implementation of actions may necessitate regional buy-in without the influence of regulatory requirements bolstering the legitimacy of implementing the actions and strategies. From a process perspective, DEQ may adopt some statewide strategies as part of Ozone Advance process, thereby potentially limiting opportunity or utility for the Portland metropolitan region. Transportation policy stakeholders within and outside the Portland metro area will likely be consulted for multiple new and on-going transportation and land use planning projects over the next two years, and Ozone Advance may tap already over-committed stakeholders. Lastly, participation in the Ozone Advance process is voluntary and could be a significant staff resourcing effort that may require changes in department budget priorities in the FY20-21 budget.

## **STAFF RECOMMENDATIONS**

Metro Council to direct Planning and Development staff to participate in the Ozone Advance effort in 2020 going into 2021. Metro Council to direct Planning and Development staff to continue further engagement with the Council on the Ozone Advance process, especially as recommended implementation strategies take shape.

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

- **How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?**

Addressing air pollution in the Portland metropolitan region fulfills Metro's desired outcome to ensure "current and future generations enjoy clean air, clean water and healthy ecosystems."

- **How does this advance Metro's racial equity goals?**

Research demonstrates people of color disproportionately suffer from the consequences of air pollution as communities are more often regularly exposed to air pollution. Public health research has shown higher rates of asthma and lower birth weights in communities of color as a result of air pollution exposure. Addressing air pollution helps to alleviate disproportionate exposure, while also providing a broad public health benefit to all communities.

In addition, for Metro, Ozone Advance strategies will likely center on continuing to plan and improve on the efficiency, extent, responsiveness and safety of the transportation system.

- How does this advance Metro's climate action goals?  
Strategies and activities which target air pollution and reducing emissions, especially from mobile sources and the transportation sector, often has the co-benefit of reducing greenhouse gas emissions. For example, air pollution reduction strategies such as reducing vehicles miles traveled per capita or increasing mode shifts to walking, bicycling, and public transit, reduce pollution from gasoline and diesel fueled engines, which also produce greenhouse gases. In addition, ozone pollution, as one of the more problematic federally regulated pollutants in the Portland metropolitan region, is heavily generated by mobile sources (i.e. the transportation sector) similar to greenhouse gases. Therefore, recommendations to emerge from the Ozone Advance will have significant influence on reducing greenhouse gas emissions.
- Legal Antecedents
  - Clean Air Act of 1990
    - National Ambient Air Quality Standards (NAAQS)
  - State Implementation Plan – Portland Area Carbon Monoxide Maintenance Plan, Volume 1 and Volume 2 (adopted in July 1996 and subsequently in December 2004)
  - State Implementation Plan – Portland-Vancouver Air Quality Maintenance Area (Oregon Portion) and Salem-Keizer Area Ozone Maintenance Plan (adopted February 2007)
- Anticipated Effects  
If Metro Council provides direction for Metro staff to participate in the Ozone Advance effort, recommendations and strategies to emerge from the effort may require resource commitments from the agency. In addition, the implementation of the recommendations and strategies may necessitate Metro Council support to bring consensus among regional partners.
- Financial Implications (current year and ongoing)  
Participation in the Ozone advance effort is likely to get started in FY2020-2021 and continue through fiscal year (FY2021-2022). At this time, Planning and Development has not included this activity as a stand-alone budget item

for FY2020-2021. A limited amount of Metro's metropolitan planning funds are budgeted annually for air quality related activities (e.g. vehicle miles traveled monitoring, conducting emissions analysis of Congestion Mitigation and Air Quality – CMAQ – funded projects), but participation in the Ozone Advance effort and implementation of recommendations would be beyond what is currently proposed for this program.

## **BACKGROUND**

Metro's Planning and Development department and DEQ's Air Quality Division has a long-standing working relationship dating back to the enactment of the Clean Air Act in 1970. The Portland region's status as a non-attainment area for air pollutants carbon monoxide and ozone started the formal partnership between the two entities. Throughout the working relationship, Metro's Planning and Development department staff and DEQ's Air Quality Division have worked in collaboration to conduct technical analysis to develop a suite of targeted air pollution reduction strategies, specifically from mobile sources, convene regional partners to discuss the implementation of the strategies, and codify the strategies in the region's air pollution reduction plan, often referred to as the State Implementation Plan (SIP).<sup>1</sup> The SIP is approved by the state and by the U.S. Environmental Protection Agency (EPA) and therefore is federally enforceable. In DEQ's role to enforce and carryout the Clean Air Act, the agency oversees the implementation of the region's SIP and its periodic updates as required by law. In addition, DEQ monitors air quality conditions, regulates industries, and implements other federal and state air pollution regulations.<sup>2</sup> Metro's Planning and Development department's role is to implement the mobile source strategies, as well as conduct technical emissions analysis of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), and transportation system monitoring outlined in the SIP. Over time, the working relationship between the two agencies has evolved venturing into other air pollution reduction initiatives and climate change. Nonetheless, the core of Metro's Planning and Development department of DEQ's Air Quality Division working relationship remains framed under the formalities of implementing the SIP and conducting technical analyses.

The Metro Council is likely already familiar with the different mobile source air pollution reduction strategies the region committed to in the SIP and Metro's Planning and Development department was tasked to implement. Several of these activities are long established programs that are part of the department's identity and a resource to the region's local partners. Examples include:

- Regional Travel Options – Education and outreach on travel choices and promoting transportation alternatives
- Transit-Oriented Development – Education and incentivizing the land use patterns to support transit

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<sup>1</sup> State Implementation Plans also include air pollution reduction strategies targeted towards other sources of air pollution beyond mobile sources and transportation. Examples including point sources, like power plants, and area sources, like agriculture. DEQ is also responsible for the implementation of these other strategies and works in collaboration with local partners and regulates industries through the requests for permits.

<sup>2</sup> DEQ's Air Quality Division will provide further details on its roles and responsibilities in its presentation at work session.

- Regional High Capacity Transit – Implement the region’s planned high capacity transit network through planning and financial support

In addition, the region committed to funding the build out of active transportation infrastructure – namely sidewalks and bicycle networks – to support alternative travel for a 10-year period with two-year targets the region need to reach. Metro used the criteria and outcomes of multiple Regional Flexible Fund Allocation cycle to satisfy this commitment and the continual investment from the Regional Flexible Fund Step 2 into active transportation projects is a reflection of the region’s commitment, partially rationalized from the SIP.

As outlined in the Clean Air Act and further reinforced through subsequent federal transportation reauthorizations, the obligations outlined in the SIP were required for 20 years in total after the region receives an attainment redesignation. As long as the region maintained and controlled its air pollution levels under the federal standards and did not fall into violation during the 20 year period a number of the federal regulatory requirements would be relieved. After several attempts, the region managed to complete the 20 year period without falling into non-attainment in October 2017. Achieving the milestone is an accomplishment for the region, but it also marked a transition in Metro’s Planning and Development department’s and DEQ’s Air Quality Division’s formal partnership. Both entities continue to collaborate and ensure remaining elements of the SIP are completed, as well as partner on other related initiatives such as the implementation of region’s Climate Smart Strategy and the Oregon Sustainable Transportation Initiative-House Bill 2001 or supporting proposed state diesel reduction legislation.

However, monitoring data has shown that after years of declining, ozone measurements have stabilized and are even increasing in recent years. As a result, DEQ will begin a process called Ozone Advance to work proactively and preventatively to ensure areas throughout the state, including the Portland region, does not fall into non-attainment and restart the federal regulatory process. DEQ will provide further background and information about Ozone Advance in the work session presentation.

## **ATTACHMENTS**

None.

[For work session:]

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

**Regional Investment Strategy:  
Transportation Measure**

*Work Session Topics*

Metro Council Work Session  
Tuesday, June 23, 2020

## REGIONAL INVESTMENT STRATEGY: TRANSPORTATION INVESTMENT MEASURE REFINEMENTS

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Date: 6/11/2020

Departments: GAPD, Planning & Development

Work session date: June 23, 2020

Prepared by: Craig Beebe,

[craig.beebe@oregonmetro.gov](mailto:craig.beebe@oregonmetro.gov)

Presenters: Andy Shaw

[andy.shaw@oregonmetro.gov](mailto:andy.shaw@oregonmetro.gov); Margi

Bradway [margi.bradway@oregonmetro.gov](mailto:margi.bradway@oregonmetro.gov)

Length: 45 min

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### ISSUE STATEMENT

The Metro Council has directed staff to continue work with community and partners on a potential 2020 transportation investment measure to make getting around the Portland region easier, safer and more affordable, while creating tens of thousands of jobs and advancing the region's racial equity and climate goals.

In several work session this spring, the Metro Council has held discussions and given direction on Task Force and staff recommendations for project and program investments, revenue mechanisms and implementation structure. As a referral consideration target date approaches, staff seek Council's continued guidance to refine measure investments, oversight and accountability, and implementation.

### ACTION REQUESTED

Provide guidance and direction on potential measure refinements to shape a final investment package for Council's consideration.

### IDENTIFIED POLICY OUTCOMES

The Metro Council has directed that the measure must advance the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy; engage diverse partners and community members; and leverage affordable housing and parks and nature investments. The Metro Council approved specific policy outcomes for the potential transportation measure and appointed a Transportation Funding Task Force in early 2019.

### POLICY QUESTIONS

How do proposed refinements advance Council goals and direction for the Get Moving 2020 measure?

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan will include investments throughout the region, supporting the many ways people travel. The council has directed that this work must place advancing racial equity and addressing climate



change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

As the region emerges from the current crisis, the greater Portland area will continue to grow. People will still be moving here. Children will still need to get to school safely. Workers and students will still need safe, reliable, and affordable transportation choices. Our communities will look for leadership to create jobs and generate the economic activity that will drive our region's recovery.

Transportation investments have often played a key role in putting people back to work and rebuilding our communities after an economic crisis. Reliable, affordable, safe and predictable transportation and transit options are in many ways more critical when family finances are stretched. This measure identifies hundreds of individual projects that are ready to go, so we can put tens of thousands of people back to work building a transportation system to serve greater Portland for decades to come.

That's why Metro is continuing to work with partners, stakeholders and the public to complete the Get Moving transportation funding measure proposal. This work has always been about working together to create a healthy and prosperous region for everyone who lives here. Now more than ever, building a blueprint forward will help all of us when it's time to regather and rebuild.

## **BACKGROUND**

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. The Task Force reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, region wide programs and possible revenue mechanisms; and made recommendations for corridor investments. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force held its 22<sup>nd</sup> and final meeting on April 15, 2020.

In December, after months of engagement and discussion of staff investment recommendations, the Transportation Funding Task Force recommended roughly \$3.81 billion in measure investments in thirteen travel corridors. These investments would leverage more than \$2 billion in expected federal and local investments, and complement proposed region wide programs making additional investments beyond the corridors.

At work sessions in January and March, Council reviewed the Task Force's Tier 1 corridor recommendations, directing staff to proceed with further development for all of the unanimous recommendations and posing additional questions about some corridors. On April 7, acting on Task Force input and staff recommendations, Council directed staff to include further project investments in the Highway 43 corridor as well as planning investments in the 99W, 217 and Highway 43 corridors.

In September 2019, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council advanced ten region wide programs to for potential inclusion in the measure. At a proposed annual investment of \$50 million, these programs would ensure that the measure delivers broad benefits throughout the region. These programs would make possible additional investments in safety, transit and community stability, including creating anti-displacement strategies and affordable housing opportunities in the Get Moving 2020 investment corridors.

In February and March, Metro conducted extensive in-person and online engagement regarding the draft programs throughout the region, hearing from thousands of residents, the Task Force, Metro's Committee on Racial Equity, stakeholder groups and technical practitioners around the region. More than 1,600 people completed an online survey and hundreds more participated in community workshops in each county. Metro also funded several community partner organizations to conduct focused engagement with communities of color and other historically marginalized people. The Council heard reports from this engagement at work sessions on May 12 and 19. The Council provided direction on regionwide program investments at work sessions on May 26 and June 2. Final recommended program descriptions were released during the week of June 8.

Is legislation required for Council action? **Legislation will be required for referral.** Council is expected to consider such legislation in mid-July.

Materials following this page were distributed at the meeting.

# Oregon DEQ

## Improving Air Quality in the Portland Region DEQ and Metro Shared Goals Presentation to Metro Council

Richard Whitman, DEQ Director

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June 23, 2020



# Oregon DEQ and Metro: Shared Missions

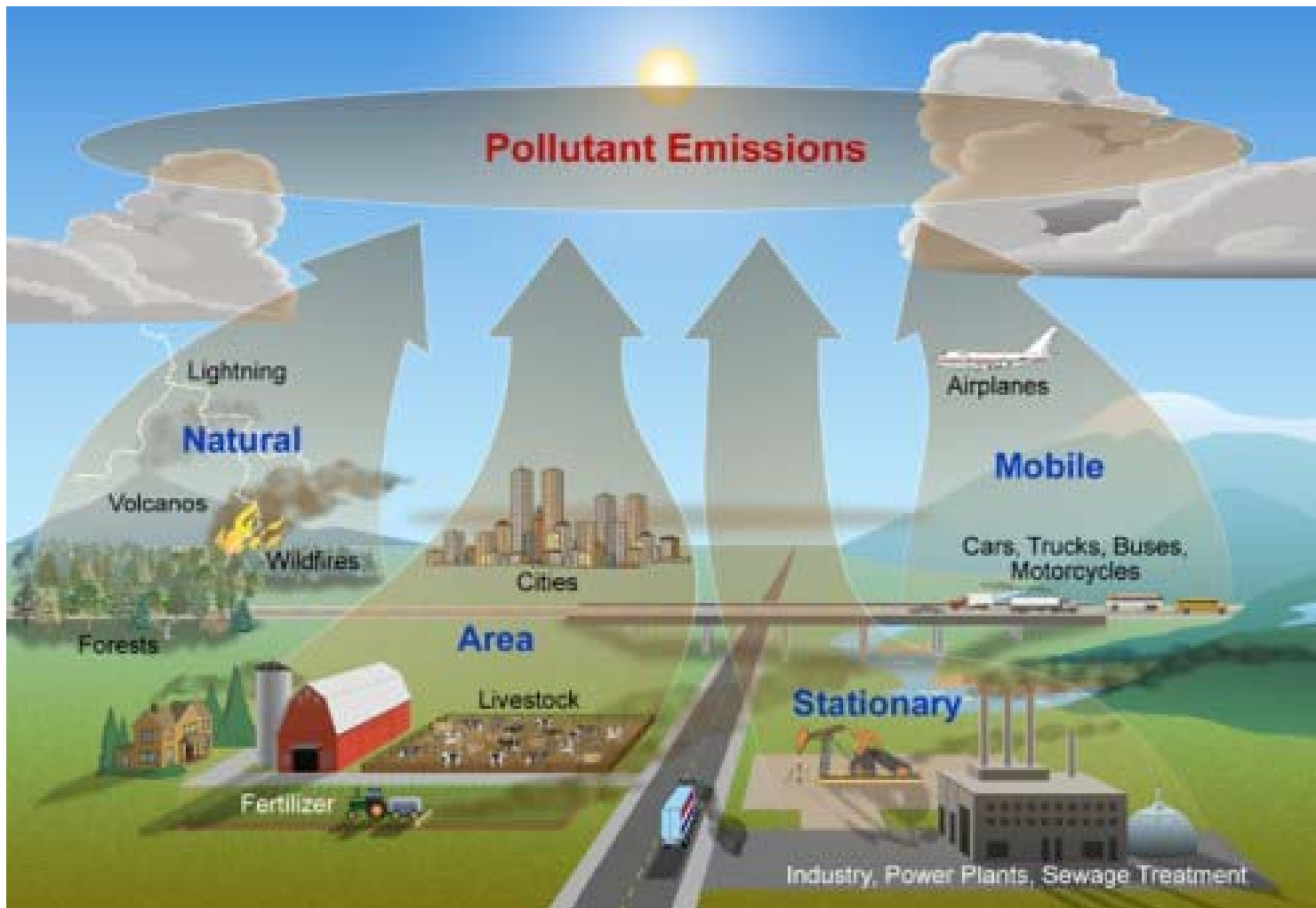
## DEQ

To be a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water

## Metro

Ensure that current and future generations enjoy clean air, clean water and healthy ecosystems.

# Pollutant Emission Sources



*Image credit: National Park Service, 2017*



# Federal Air Quality Regulation

- Health based standards
- Attainment and maintenance

## Criteria Pollutants



- Vehicle emission standards
- Fuel standards

## Vehicles and Fuels



- Renewable fuels
- GHG reporting
- Plant site emissions limits

## GHG Emissions



- Regulations for industry
- 187 hazardous air pollutants

## Air Toxics



Title V permits for large facilities

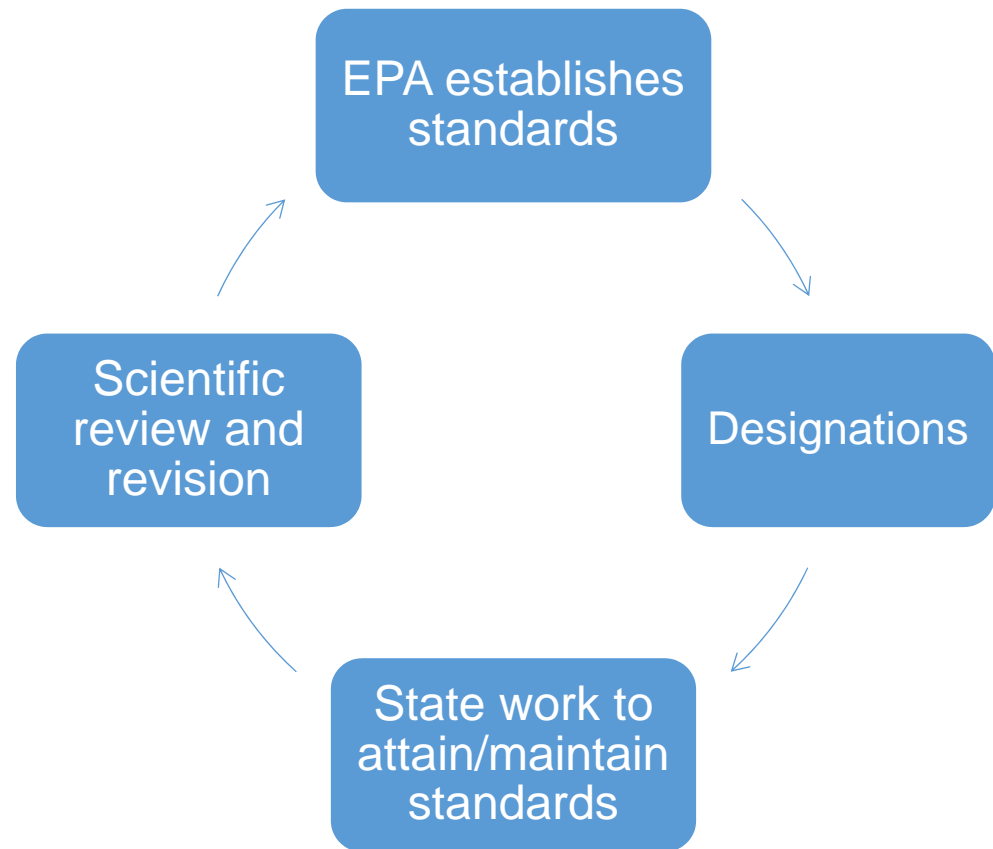
## Permitting



# Federal Regulation - National Ambient Air Quality Standards



- Ozone
- Particulate Matter
- Carbon Monoxide
- Lead
- Sulfur Dioxide
- Nitrogen Dioxide



# State Air Quality Regulation and Incentives

- Vehicle inspection
- Woodstove grants
- Burn regulations

Ozone and  
Particulate



- Low emission vehicles
- EV rebates
- Clean diesel
- VW settlement

Vehicles  
and Fuels



- Clean fuels
- GHG reporting
- Exec. Order 20-04

Climate  
Change



- Benchmarks
- Monitoring
- Planning
- Cleaner Air OR

Air Toxics

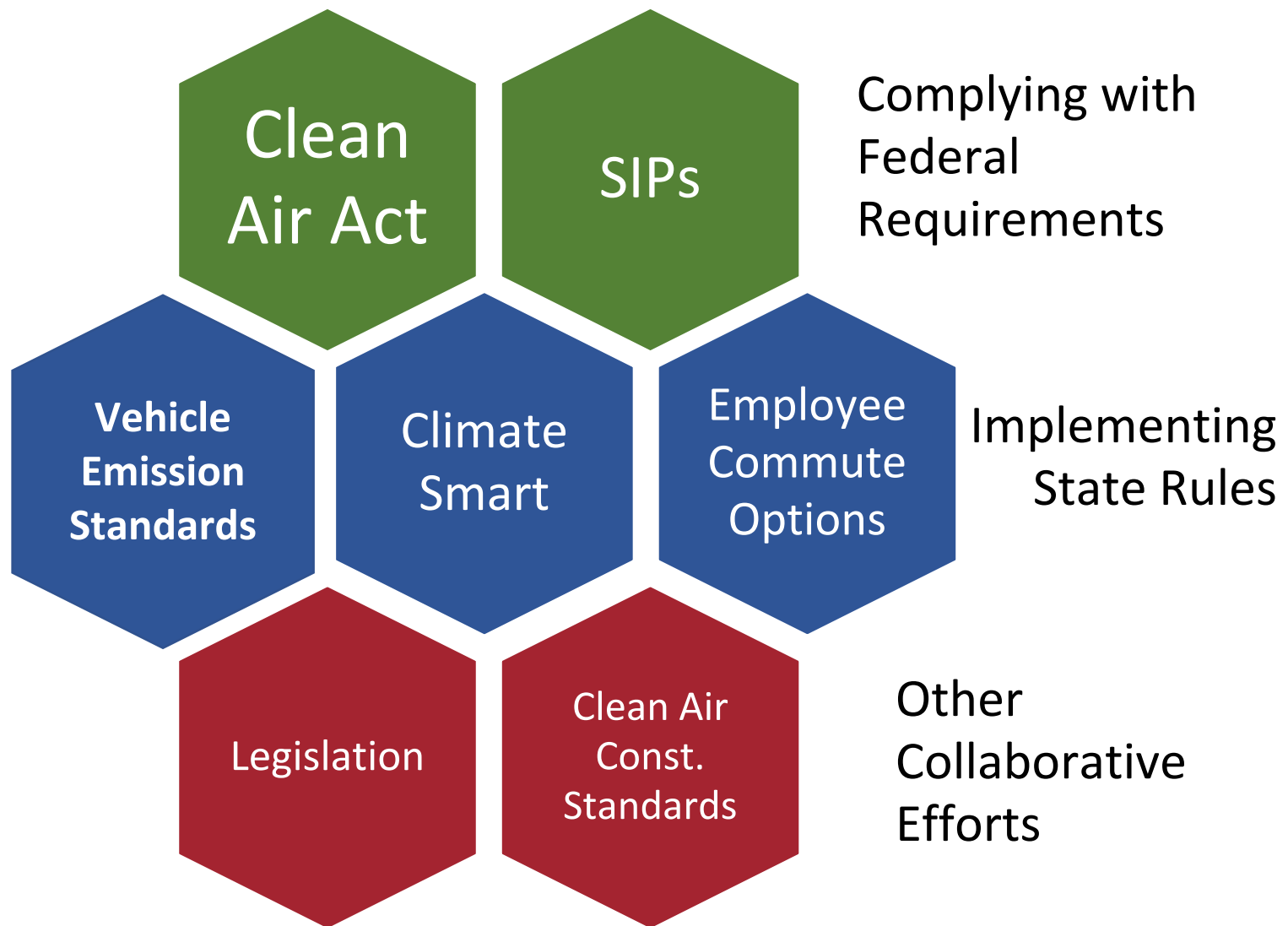


State permits for  
medium and  
smaller facilities

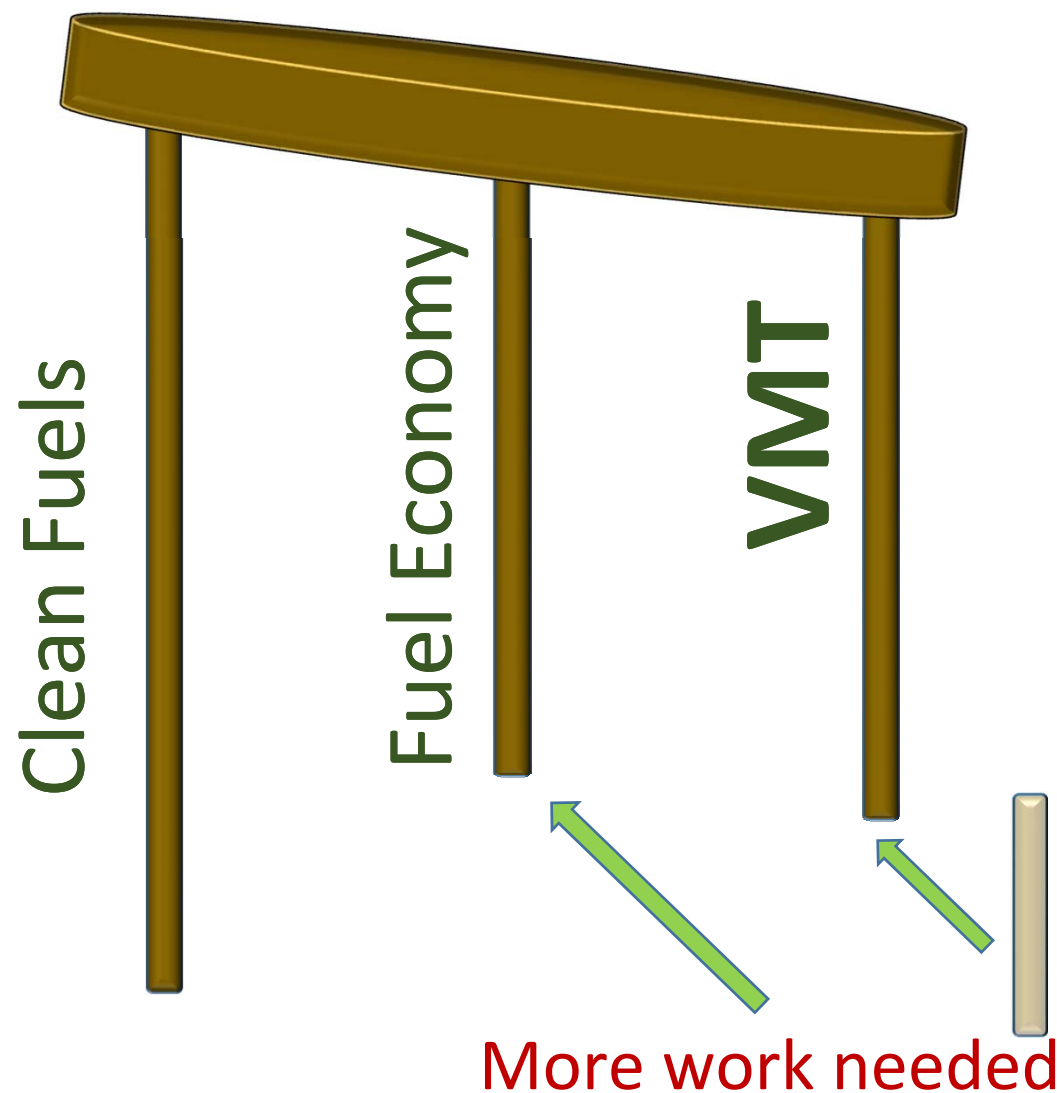
Permitting



# How Metro and DEQ Work Together



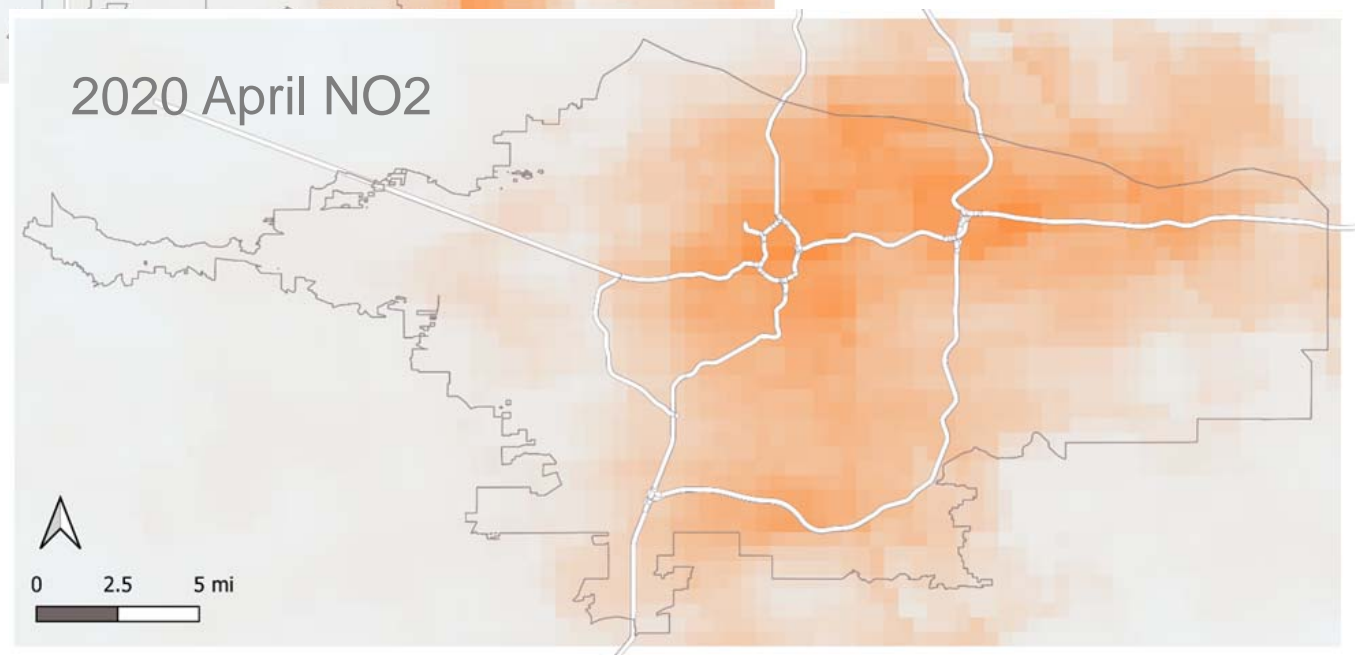
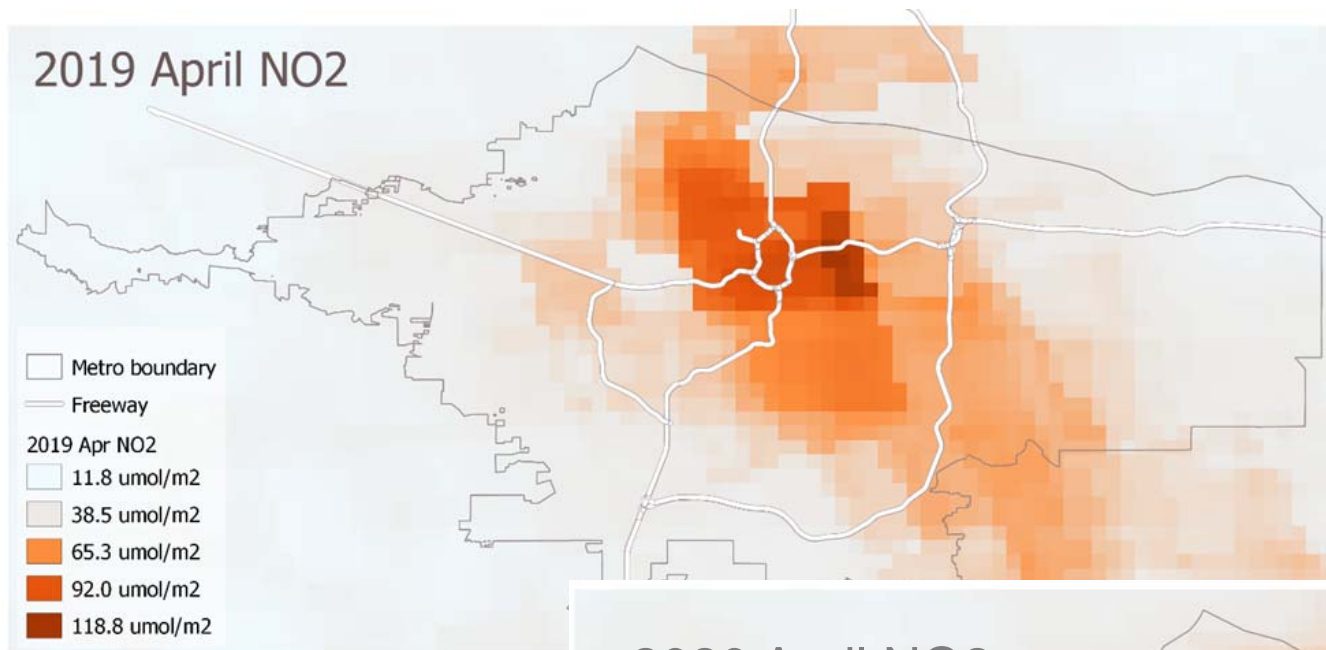
# Reducing Transportation Greenhouse Gas Emissions



# Reduce VMT



# Reduce Air Pollution

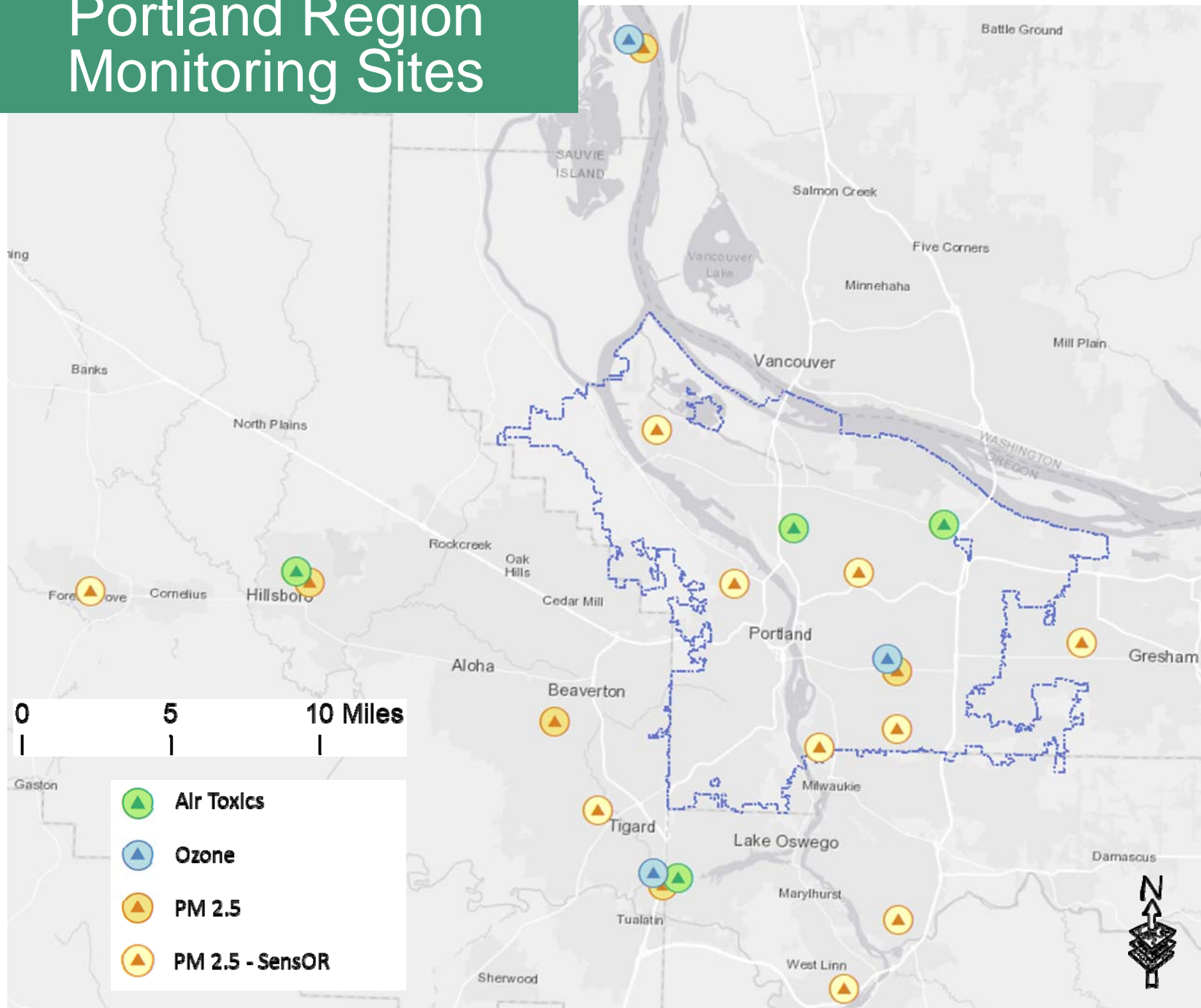


TROPOMI NO<sub>2</sub> from Makido et al (in prep) Implications of 'Shelter at Home' Policies on tropospheric NO<sub>2</sub> : A National Study of US Metro Regions



# DEQ's work in the Portland metro region

# Portland Region Monitoring Sites



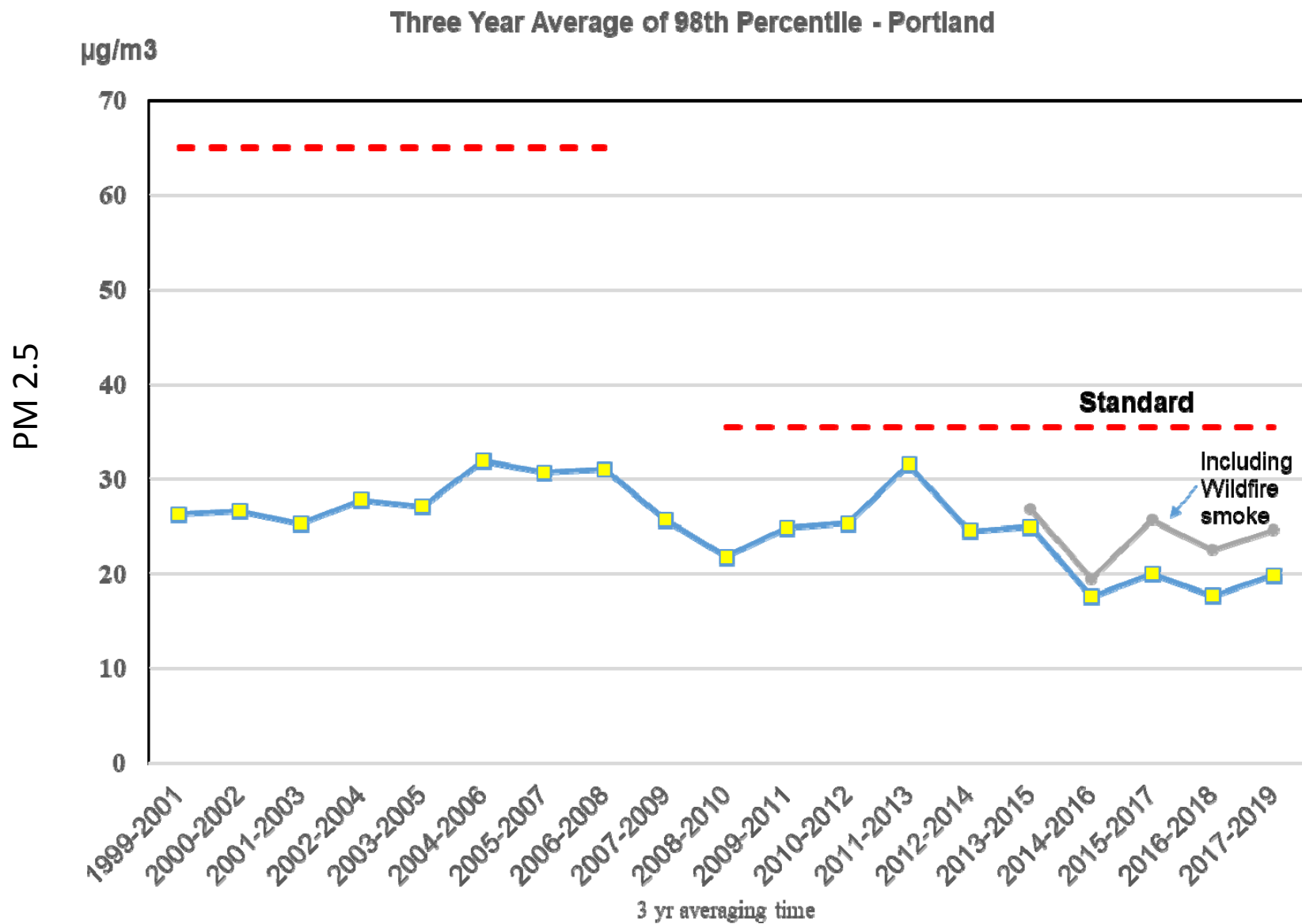
# DEQ's Low Cost Sensor Project



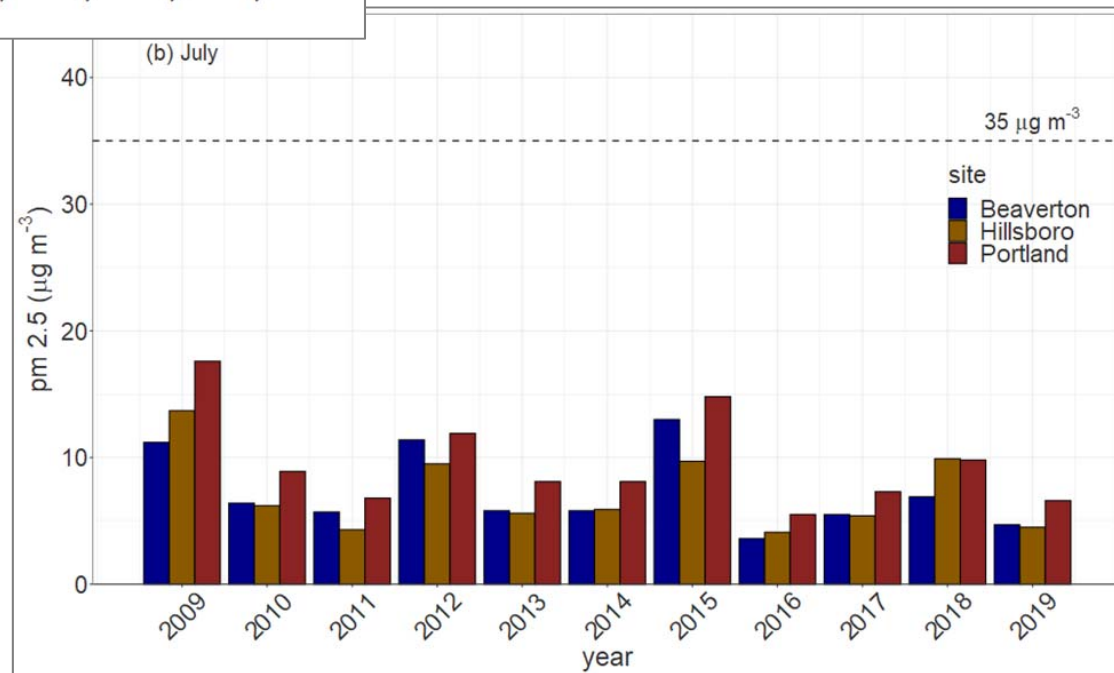
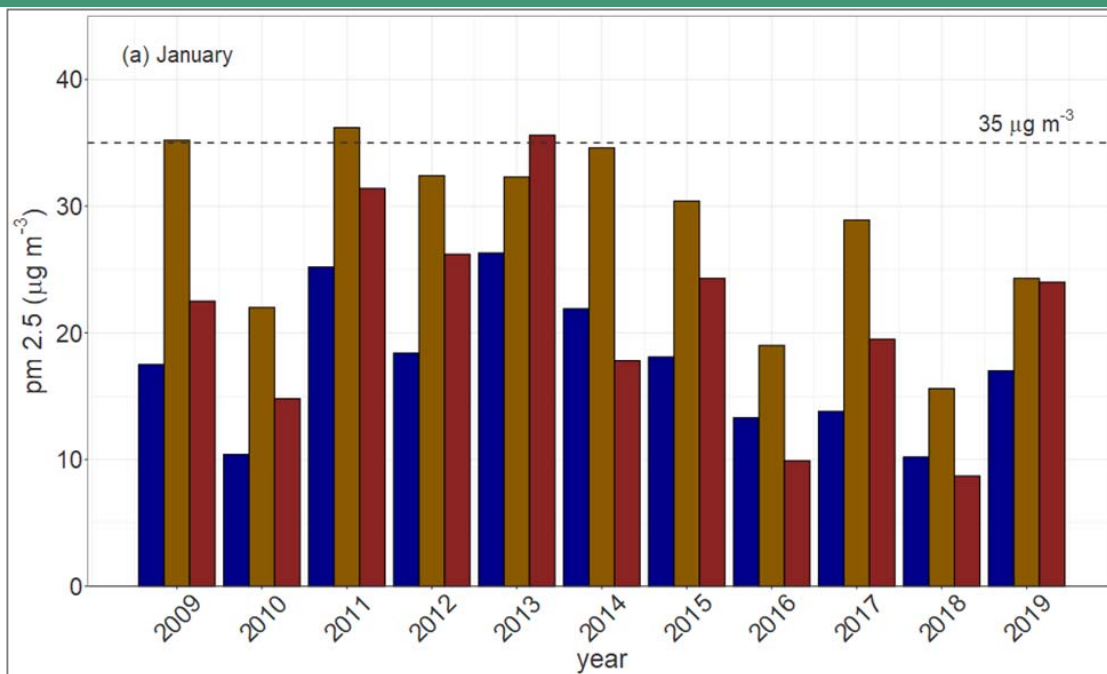
Oregon DEQ's low-cost air quality SensOR™

<https://www.youtube.com/watch?v=HQRruXsjAeE>

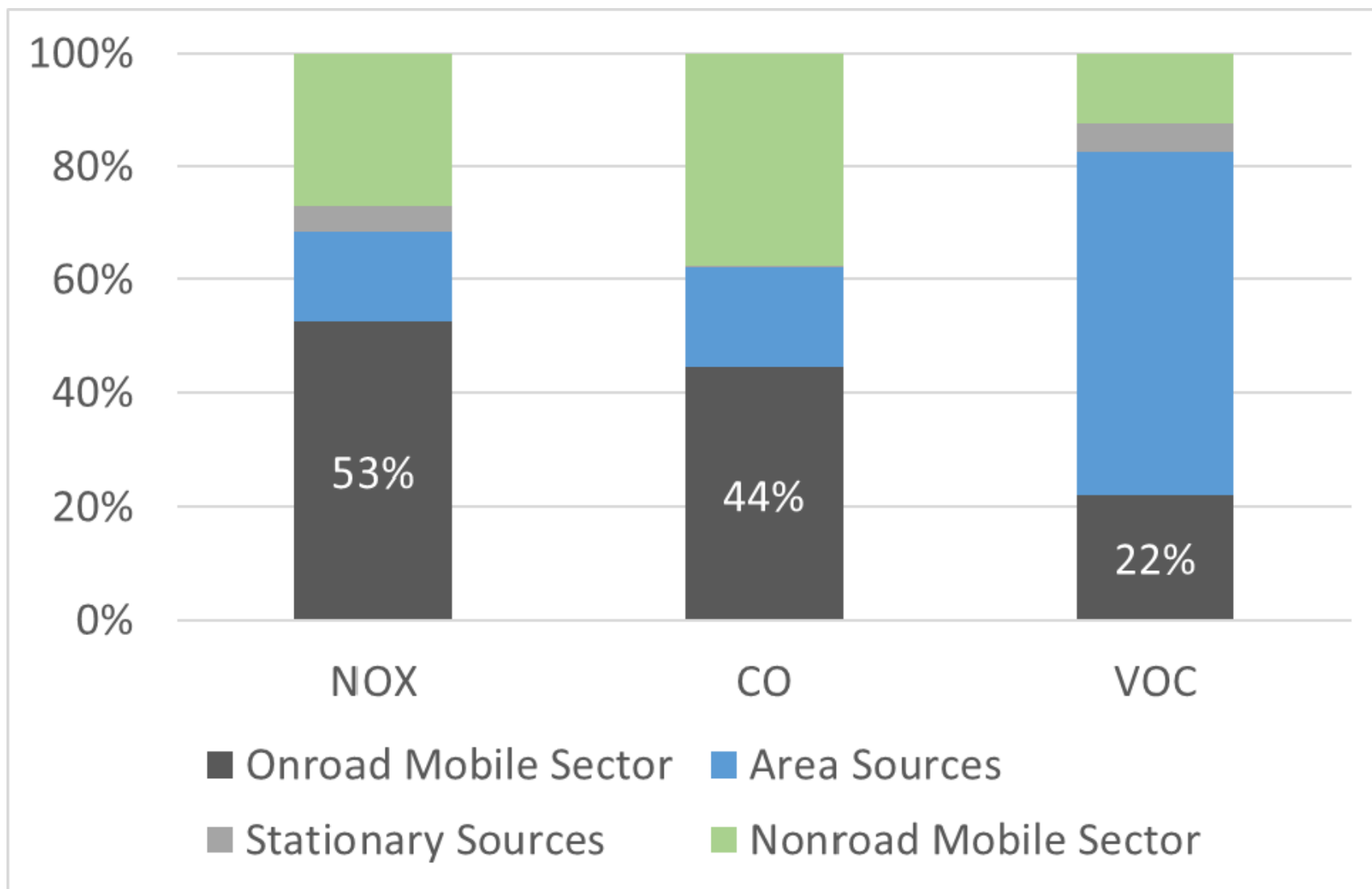
# Monitoring Particulate Matter



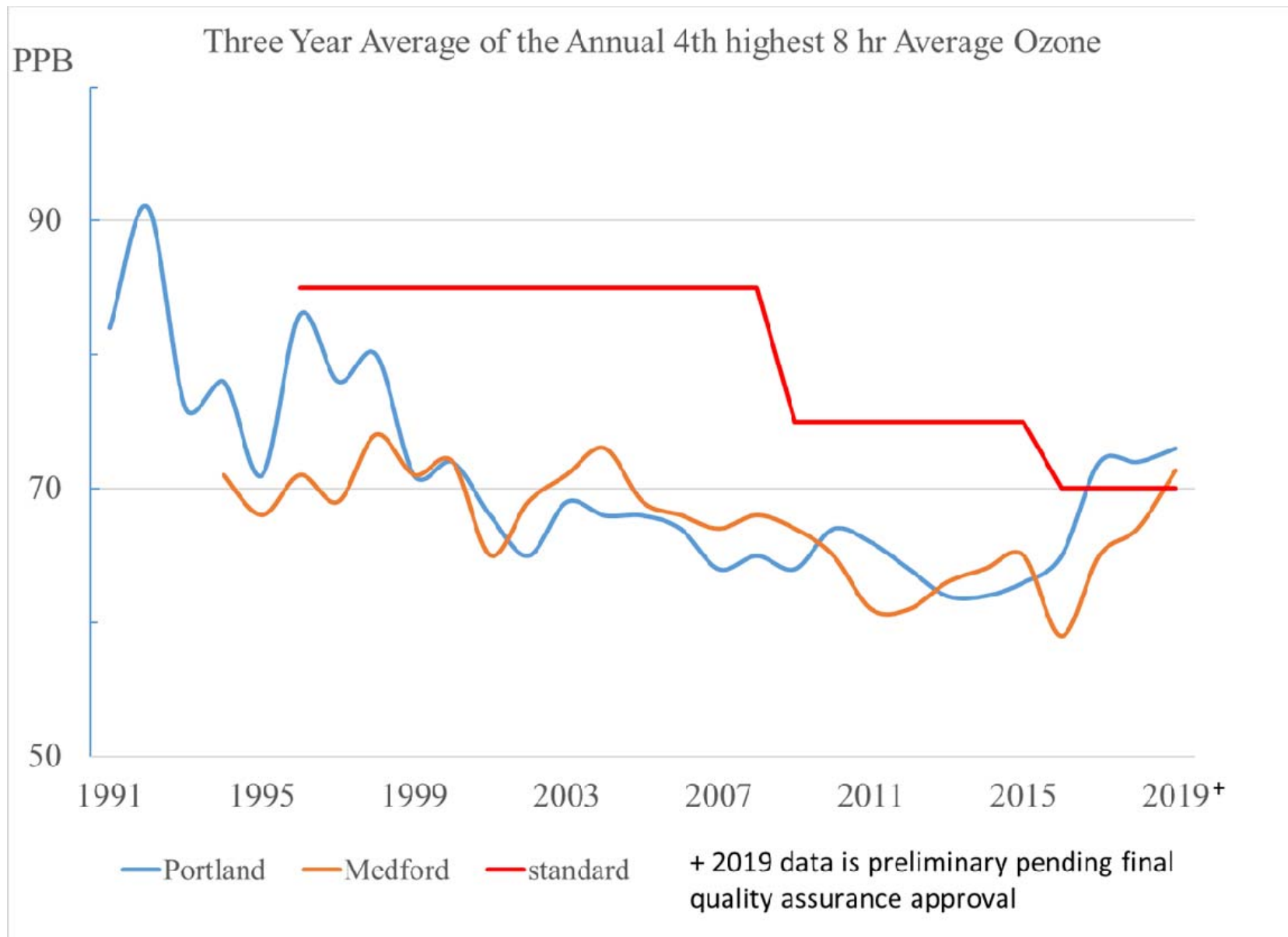
# Seasonal Variation - Particulate Matter



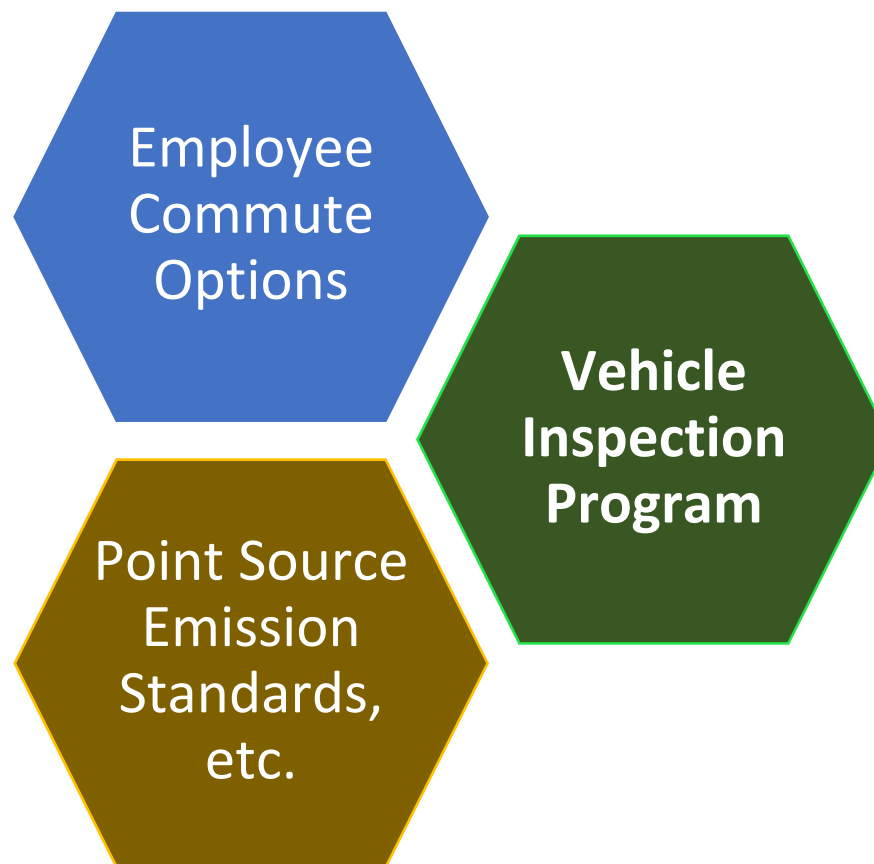
# Sector Pollutant Contributions – Portland Area



# Ozone

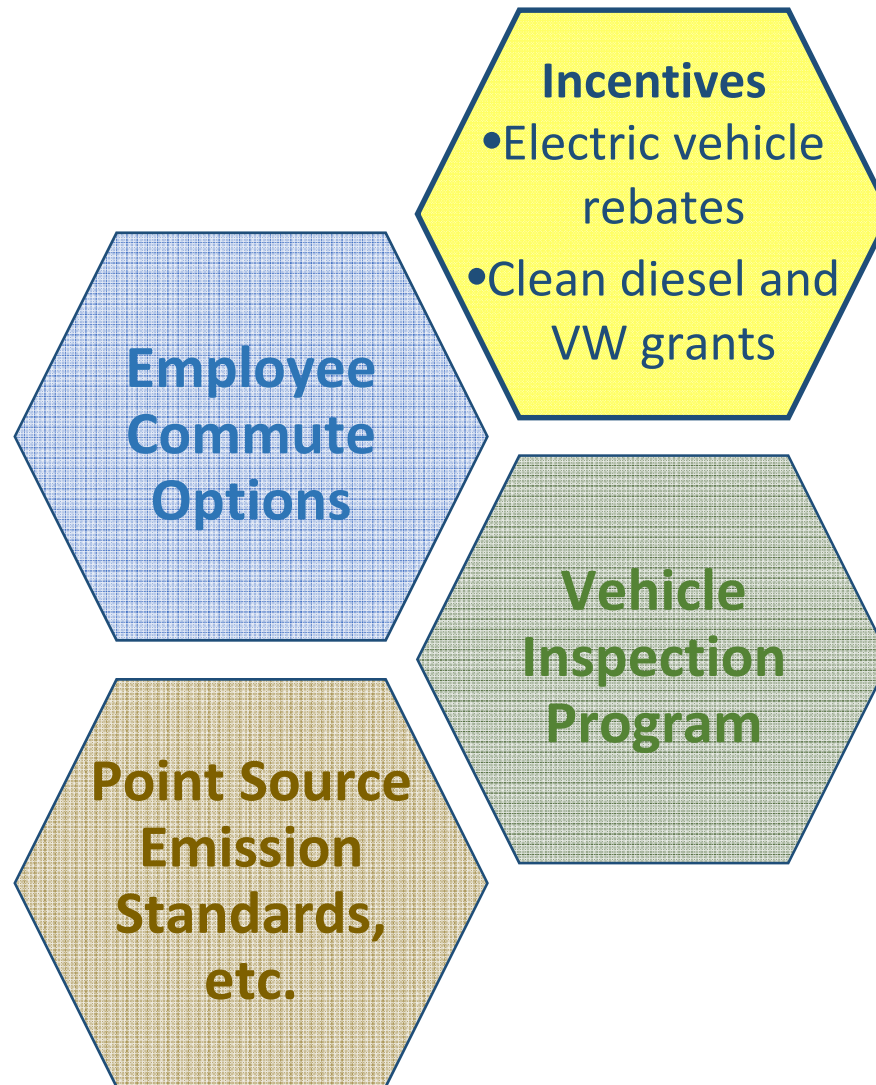


# Strategies that DEQ Leads

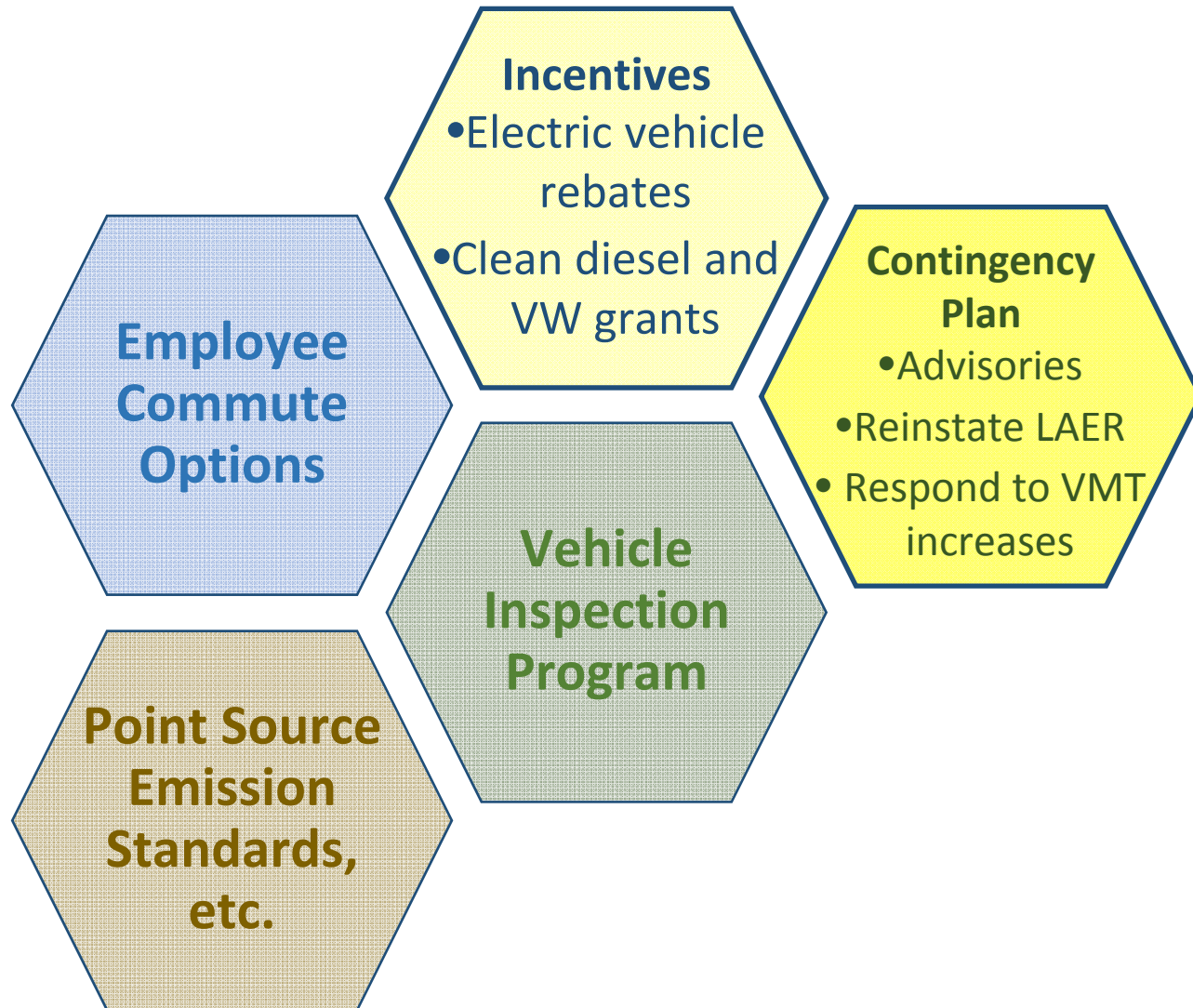




# DEQ Strategies – Enforceable and Incentives



# DEQ Strategies –Contingencies

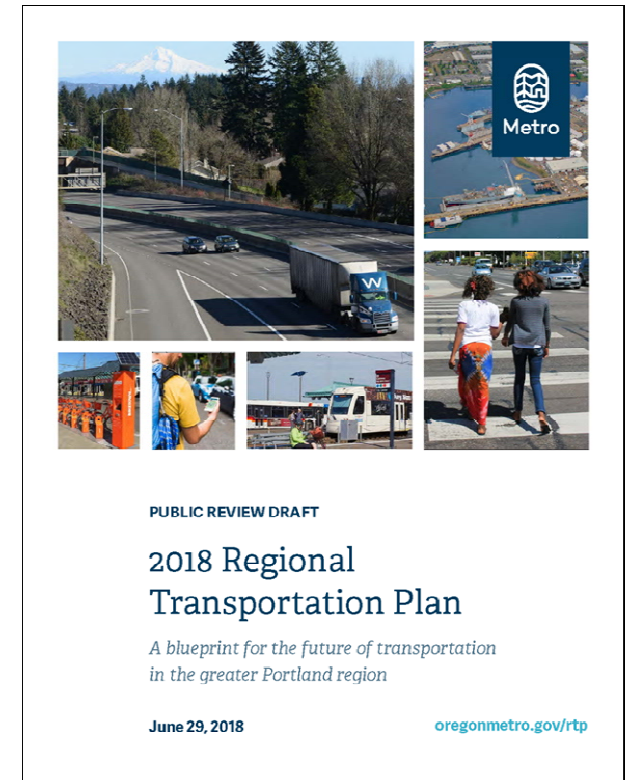


# Metro P&D Approach to Air Pollution

- Implement plans and policies
- Fund projects and programs

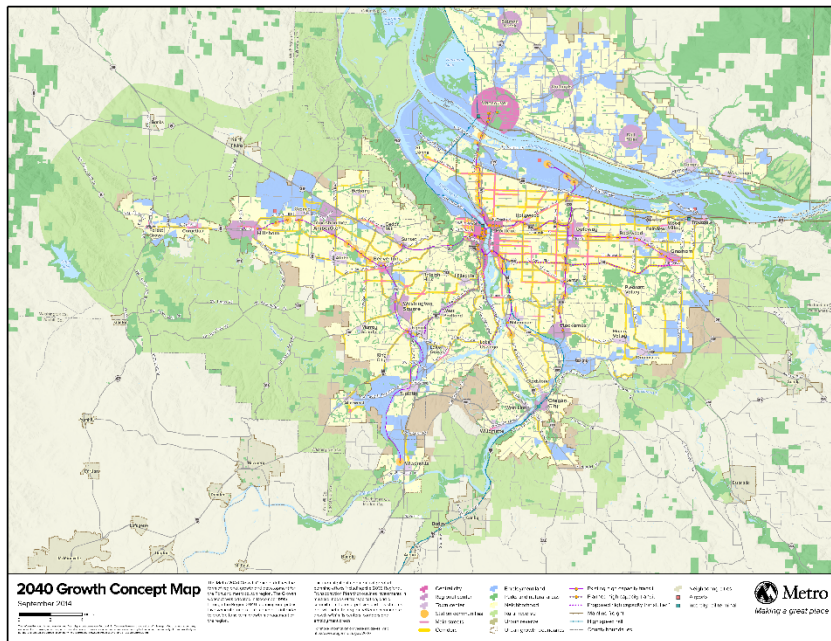
## Examples:

- **2018 RTP Policy – 3.2.3.2**
  - Implement adopted local and regional land use plans
  - Make transit convenient, frequent, accessible, and affordable
  - Make biking and walking safe and convenient
- **2018 RTP Objective – 8.3**
  - Reduce vehicle miles traveled per capita



# Metro P&D Air Pollution Strategies – Plans & Policies

- 2040 Growth Concept
- Regional Transportation Plan (2018, 2014, 2010, etc.)
- Climate Smart Strategy





# Metro P&D Air Pollution Strategies

## Projects & Programs

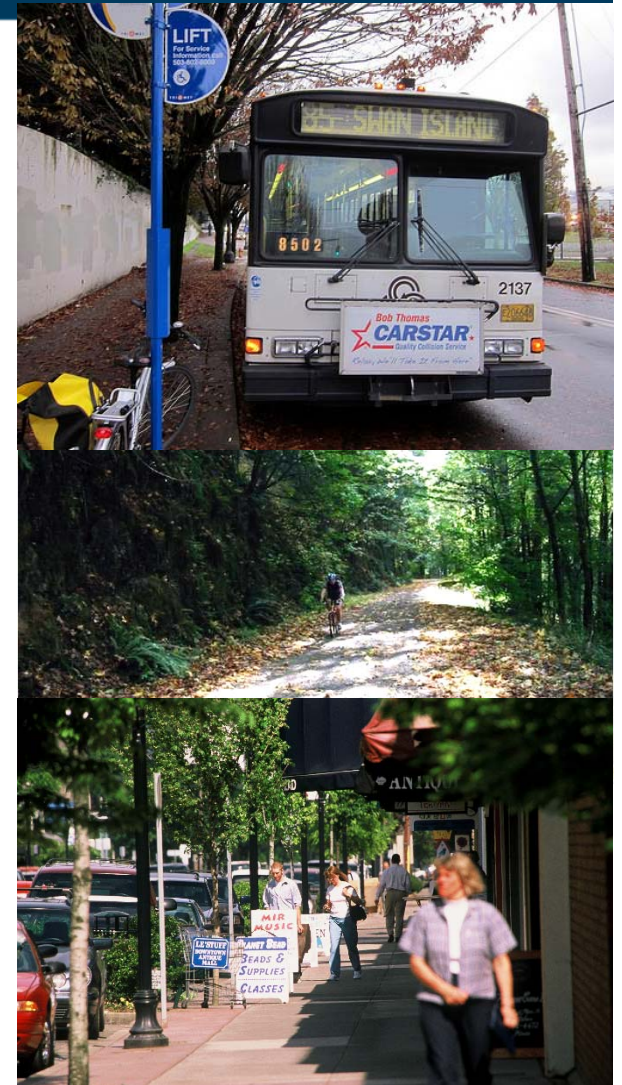
- Build out high capacity transit
- Build out bike and pedestrian network
- Regional Travel Options & Transit Oriented Development Programs



# Recently Completed Air Pollution Reduction Strategies

## Most Recent Commitments:

- Increase transit service 1% per year
- Build 28 miles of bikeways or trails
- Build 9 miles of pedestrian paths in mixed-use centers



# Ongoing Metro & DEQ Collaboration

Home > Tools for working

## Guide to travel options for employers

Biking, walking, taking the bus or light rail, carpooling or vanpooling are travel options that your employees can use getting to and from work instead of driving alone - and Get There can help.

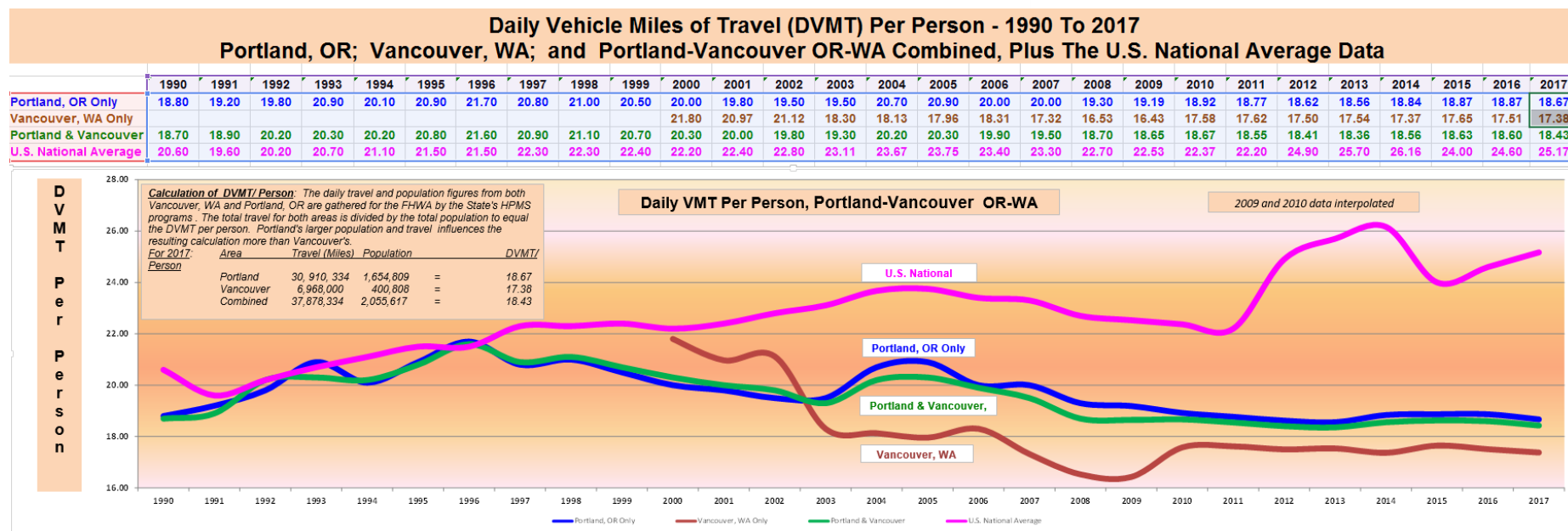


- DEQ Employee Commute Options Rule
- Shaped current Metro Regional Travel Options
- 20+ years strong



# Metro & DEQ Memorandum of Understanding Activities

- Vehicle miles traveled (VMT) monitoring
  - Contingency clauses at 5% and 10% VMT increases
  - Triggers funding increases to RTO and TOD programs



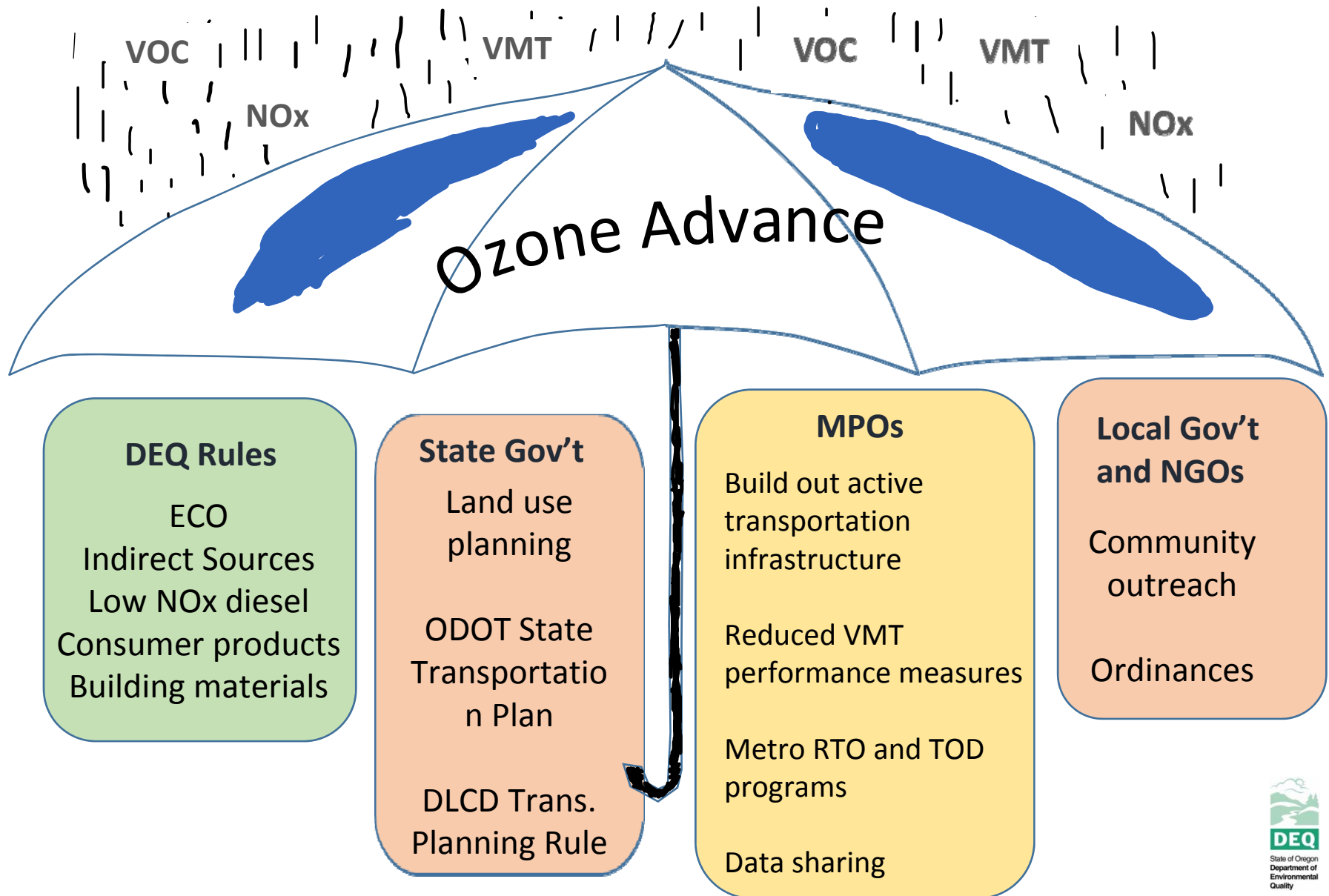


# Metro & DEQ Memorandum of Understanding Activities

Continued after federal obligations completed and includes:

- Data sharing
- Information sharing
  - Updates to regulations, rulemaking, etc.
- Emissions inventory and emissions analysis

# Opportunities for Collaboration



# Ozone Advance Timeline

## Research

Emission inventory

Monitoring data

Reduction  
strategies

December 2020

## Outreach

Local gov'ts  
MPOs  
Tribes  
NGOs  
Industry sectors

September 2021

## Committee work

Develop charters  
ID sources  
Develop strategies  
Implementation plan

September 2022

# Potential Ozone Advance Strategies for Metro P&D

Continue or enhance existing programs

- RTO, TOD, SRTS, etc.

Commitment to active transportation and transit implementation

- Bicycle and pedestrian facilities
- Enhanced transit, community circulators (e.g. Grove Link)

Commitment to demonstrating emissions reductions in plans and programming



# Potential Ozone Advance Strategies for Metro P&D

Continue on-going investment to policies, projects, and programs identified in:

- 2040 Growth Concept
- RTP
- Climate Smart Strategy

Update VMT contingency measures

Update parking codes in functional plan

Coordinate and/or implement new emissions reductions initiatives



# Discussion and Questions



# Get Moving 2020: Oversight & Accountability Updates

Metro Council  
Work Session  
June 23, 2020



# Today's agenda

- Oversight & accountability:  
Updates
  - Recent CORE & community input
  - Oversight structure updates
  - Workforce & Contracting Equity
  - Air quality monitoring
- Council discussion  
and guidance





# Equity outcomes:

## Recent CORE & community input

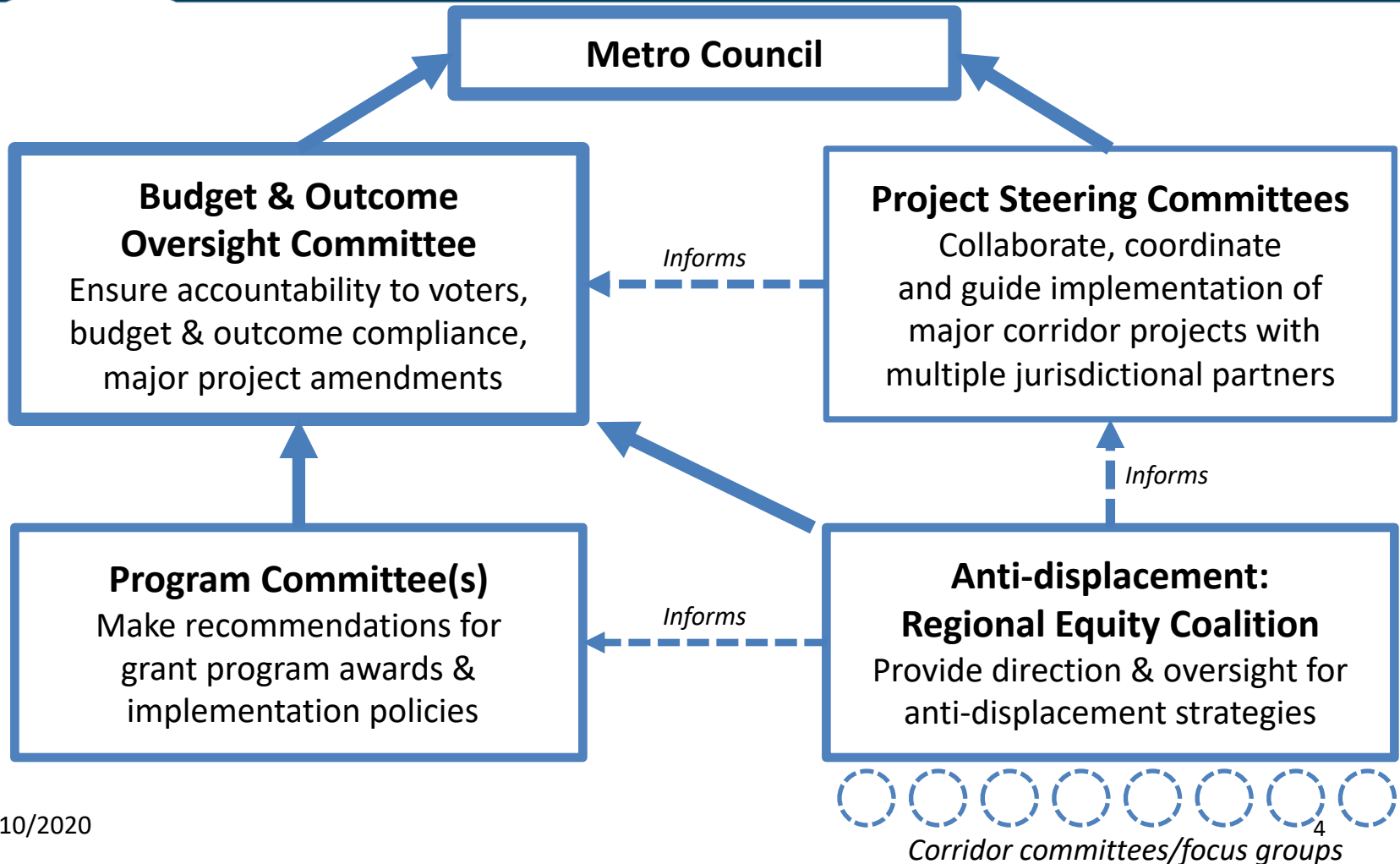
Ensure investment benefits focus on BIPOC, youth, seniors, people with disabilities

Communities are supported, full partners in oversight & anti-displacement strategies

Ongoing engagement through implementation

Transparent, proactive, data-driven accountability to community

# Updated Oversight structure



# Oversight: Practices to support community members

Remove barriers, provide support, promote capacity building for community oversight representatives

Develop ground rules and procedures to ensure meetings are fully accessible to all

Encourage discussion from all committee participants; provide staffing to support & empower members

Ensure that committee membership includes disproportionate representation of communities of color and other marginalized communities

# Workforce and Contracting Equity: Goals

- **Workforce equity:**  
Create career pathways for women and people of color to meet the demand for a skilled workforce
- **Contracting equity:**  
Create demand for and support success of minority- and women-owned firms



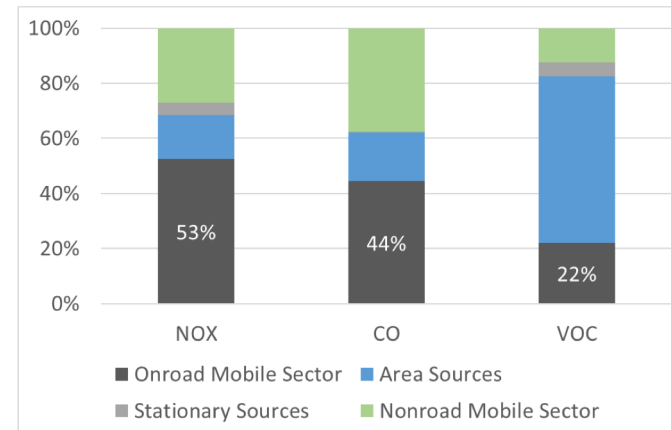
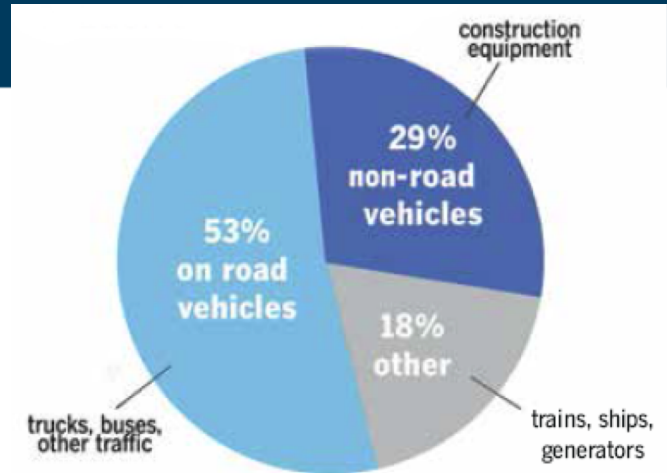
# Workforce & Contracting Equity

	Workforce Equity	Contracting Equity
Policy	Build on Construction Career Pathways to create demand for diverse workers	Promote utilization of minority- and women-owned firms
Program	Invest in workforce supply: Capacity building, recruitment, training, safe workplaces	Technical assistance and growth strategies
Practice	Tracking and reporting Accountability and compliance	Tracking and reporting Accountability and compliance

# Air quality monitoring

Focus on pollutants generated from diesel emissions:

- Fine Particulates ( $PM_{2.5}$ )
- Ground Level Ozone ( $O_3$ )
  - Pre-cursors: Nitrogen oxide ( $NO_x$ ) and volatile organic compounds (VOCs)

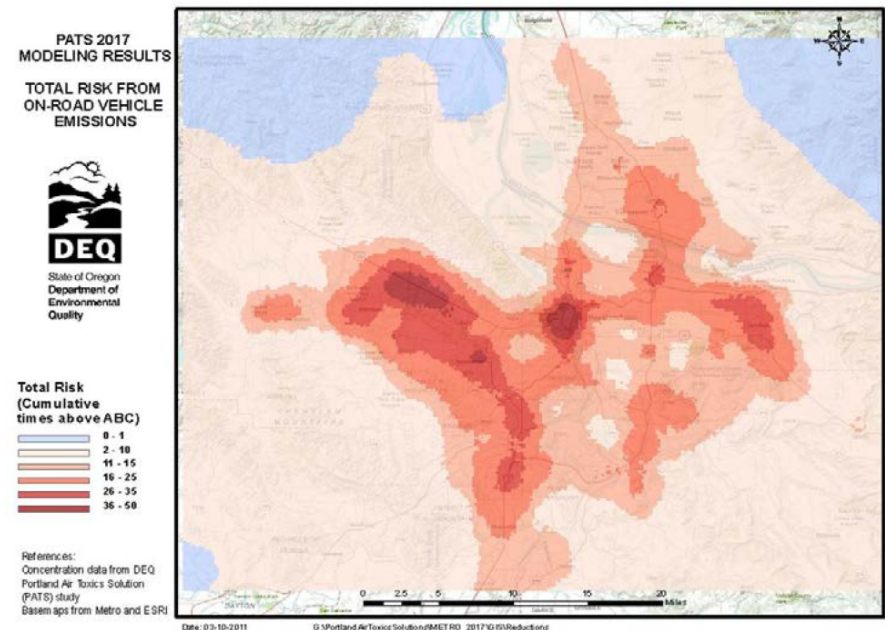
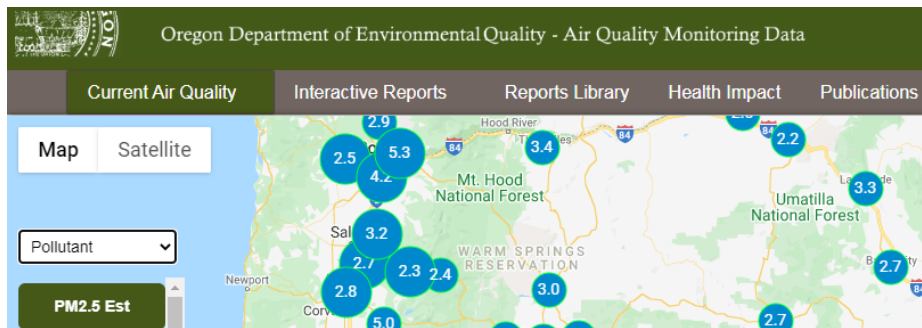
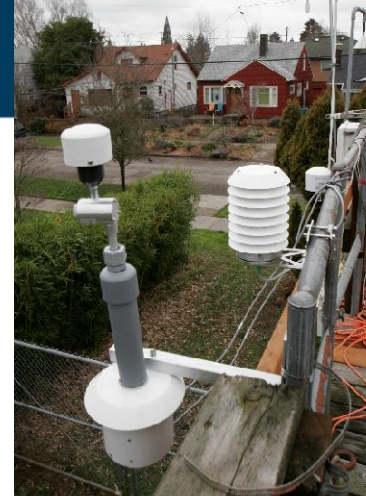




# Air quality monitoring

## Three main activities:

- Monitoring
- Data management and analysis
- Additional modeling



# Greenhouse gas analysis

Better analyze, track, and model greenhouse gases on an annual basis





# Next steps

## Recommendations

*Work session*

6/30: Corridor investment refinements

Final Project & Program Recommendations

Partners adopt letters of commitment

## Decisions

*Work sessions 7/7, 7/14 (if needed):*

Equity report, Finalize package, referral materials

### **Council virtual listening sessions**

June 30: Clackamas County

July 6: East Multnomah County

July 7: Portland

July 9: Washington County

### **Council referral decision & final public hearing**

*Tentative: July 16*

# Council discussion

Does Council have questions or guidance regarding any of these proposals for oversight and accountability?



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**getmoving2020.org**

