

Council work session agenda

Tuesday, March 8, 2022 **10:30 AM** **<https://zoom.us/j/471155552> (Webinar ID: 471155552) or 877-853-5257 (toll free)**

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This work session will be held electronically.

You can join the meeting on your computer or other device by using this link:

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

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

10:30 Call to Order and Roll Call

Work Session Topics:

10:35 Site Readiness Toolkit [22-5667](#)

Presenter(s): Jeff Raker [he/him], Metro
 Ken Anderton [he/him], Port of Portland
 Alex Joyce [he/him], Cascadia Partners

Attachments: [Staff Report](#)

11:35 ISBRP Regular Update: Climate Components [22-5663](#)

Presenter(s): Elizabeth M'ros-Ohara [she/her] Metro
 Mara Krinke, Interstate Bridge Team
 John Willis, Interstate Bridge Team
 Josh Proudfoot, Good Company

Attachments: [IBRP Update on Climate Components Worksheet.pdf](#)
 [Attachment1-Draft IBRP Climate Framework.pdf](#)

12:35 Chief Operating Officer Communication

12:40 Council Communication

Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights, або якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntu weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

Site Readiness Toolkit

Work Session Topics

Metro Council Work Session
Tuesday, March 8, 2022

SITE READINESS TOOLKIT

Date: 02/28/2022

Department: Planning and Development

Meeting Date: 03/8/2022

Presenter(s): Elissa Gertler, Jeff Raker, Alex Joyce (Cascadia Partners), Ken Anderton (Port of Portland)

Prepared by: Jeff Raker, Senior Economic Development Planner,
jeffrey.raker@oregonmetro.gov

Length: 60 Minutes

ISSUE STATEMENT

Businesses need space to grow and flourish. Preparing land for future active use in the economy is a central step to fostering economic growth. The site readiness toolkit provides a guide to move underused land into active uses creating employment and economic growth in the Portland region.

ACTION REQUESTED

No action is needed at this time. This item is being brought to Council to help inform and further the conversation about industrial site readiness and economic development throughout the region.

IDENTIFIED POLICY OUTCOMES

The Site Readiness Toolkit project was designed to identify tools to move challenged industrial and commercial employment sites within the Metro Urban Growth Boundary to development-readiness to accommodate projected population and job growth.

The project was funded by a Metro 2040 Planning Grant with matching funds from 18 regional partners to establish specific local and state actions as well as site level approaches to develop constrained sites for economic development through the Site Readiness Toolkit.

This panel discussion will inform Metro Council on both the short term actions that will best accomplish the region's priorities, and the long term policy and investment choices that Council may want to consider to make lands available within the Urban Growth Boundary.

POLICY QUESTION(S)

Are there specific tools Council would like to prioritize for implementation to support industrial and employment site readiness and job creation in the region?

What other information would Council like to discuss to inform this conversation?

STAFF RECOMMENDATIONS

Build on the recommendations in the Site Readiness Toolkit to guide work to support the region's economy, including understanding how emerging economic and employment trends affect and inform regional policy decisions in the coming years. Related work may include:

- Unified Land Readiness and Brownfields Strategy
- Proposed adjustments to policy, program, and investment adjustments at Metro (e.g. Title 4 Employment and Industrial Lands)
- 3-5 additional site development roadmaps
- Economic Area or Topic Portraits based on the Economic Value Atlas
- Supporting relevant legislation in partnership with the Oregon Brownfields Coalition, OEDA, and other statewide partners.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro plays a role supporting our local jurisdictions to ensure that unused and underused lands are able to generate employment and benefit the region's economy. The Site Readiness Toolkit addresses seven specific site readiness challenges:

- Site assembly/aggregation
- Infrastructure
- Natural resource mitigation
- Local entitlements
- Redevelopment
- Brownfield remediation
- Gravel pit conversion

Comprised of five task documents containing national best practices research, identification of new real estate and finance tools, modifications to existing development tools, and city-level site readiness and development roadmaps. Taken together, the site readiness toolkit provides a guide to prepare these lands for investment and active use. The Toolkit also provides analysis and references data available in Metro's Economic Value Atlas and Equitable Development Index Tool and incorporates models that consider how to advance equity outcomes in connection to the development of employment lands.

This item is being brought to Council now to help inform the conversation around industrial lands, siting of industry, and the creation of family wage jobs.

BACKGROUND

The Site Readiness Toolkit, published in September 2020, stems from previous collaborations with regional partners, going back to 2017 and the Regional Industrial Site Readiness Inventory. The toolkit was funded by a Metro Community Development and Planning Grant with matching funds from 18 regional partners. The toolkit was a collaboration with dedicated staff from Metro, the Port of Portland, and Greater Portland, Inc. Cascadia Partners LLC provided support as a consultant to the team.

ATTACHMENTS

- Site Readiness Toolkit -
<https://www.oregonmetro.gov/sites/default/files/2020/11/10/employment-lands-site-readiness-toolkit-20201110.pdf>

[For work session:]

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

I5BRP Regular Update: Climate Components

Work Session Topics

Metro Council Work Session
Tuesday, March 8, 2022

COUNCIL WORK SESSION STAFF REPORT
I-5 BRIDGE REPLACEMENT PROGRAM REGULAR UPDATE: CLIMATE COMPONENTS

Date: February 17, 2022

Department: Planning, Development, and Research

Meeting Date: March 8, 2022

Prepared by: Matt Bihn,
matt.bihn@oregonmetro.gov

Presenter(s): Margi Bradway, Deputy Director, Planning, Development and John Willis, I-5 Bridge Replacement Program (IBR) Deputy Program Manager, Mara Krinke, IBR, Joshua Proudfoot, Good Company
Length: 40 minutes

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide Metro Council with an update on the I-5 Bridge Replacement Program (IBRP), including an update on project milestones. (John Willis)
- Review the IBR Climate Framework, and climate metrics in the program's screening process, and proposed methods to evaluate outcomes related to climate goals and objectives (John Willis, Mara Krinke, Joshua Proudfoot)
- Outcomes:
 - Metro Council understands the next steps for the IBR team to evaluate the IBR program's climate performance and timing for return to the Metro Council.
 - Metro Council understands the future evaluation and measures associated with impact avoidance and reduction and the program's approach to adaptation and resilience, and how climate considerations are being analyzed and applied to the project options.
 - Metro Council understand how and when they will be engaged by the IBR team around the different components of the IBR project.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

RECENT BACKGROUND – I-5 Bridge Replacement Program Milestones

The IBR is working with the partners to develop a modified Locally Preferred Alternative (LPA) with project components that reflect changes since the Columbia River Crossing was approved over a decade ago. The modified LPA will define the preferred project's high capacity transit mode, that the project will include a new bridge over the Columbia River and the number of lanes on the bridge, the interchange configuration at Hayden Island/Marine Drive, whether there will be a replacement of the North Portland Harbor Bridge, and the confirmation of tolling on the Interstate 5 bridge. The modified LPA will be brought to the project's Community Advisory Group (CAG), Equity Advisory Group (EAG), the Executive Steering Group (ESG), and then to a Bi-state Legislative Committee for review and recommendation.

The modified LPA will be considered by the eight local participating agencies with Metro Council being asked to consider it by June. The other seven local participating agencies (the City of Portland, TriMet, and the Port of Portland in Oregon; and RTC, the City of Vancouver, C-Tran, and the Port of Vancouver in Washington) are also anticipated to consider the modified LPA by June 2022. The IBR team and Metro staff will provide Metro Council regular updates to prepare for that action.

Climate Components of the IBR Program

John Willis, Mara Krinke, and Joshua Proudfoot will present on the project's Climate Framework, including discussion of the screening and evaluation process. Attachment 1 describes the framework and concepts for implementation.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have questions about the climate components of the IBR?
- What does Council need to see from the climate analysis? What types of questions does it need to answer?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Attachment 1: IBR Climate Framework



A modern
connection
for a growing
community



Draft IBR Program Climate Framework

Attachment 1

February 2022

Draft

IBR Program Climate Framework

Attachment 1

Prepared for:



TABLE OF CONTENTS

1.	CLIMATE FRAMEWORK	1
1.1	Reduce Climate Impacts via Transportation Options	1
1.2	Reduce Climate Impacts from Construction	2
1.3	Reduce Climate Impacts from Operations and Maintenance	3
1.4	Improve Climate Resilience through Thoughtful Design Choices.....	3
2.	IMPLEMENTATION	4
2.1	Near-Term Applications	5
2.2	Future Applications.....	5
	2.2.1 Contracting and Construction.....	6
	2.2.2 Long-Term Operations and Maintenance.....	6

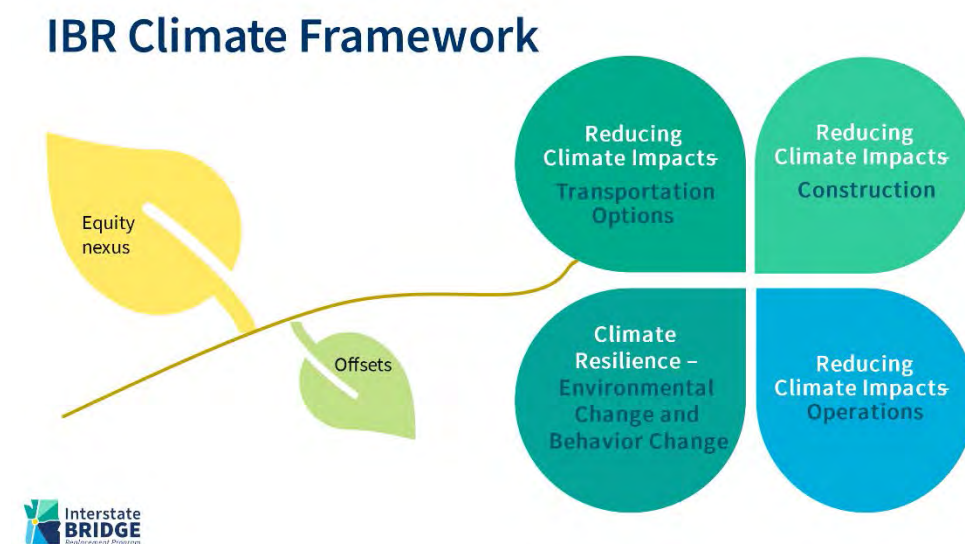
FIGURES

Figure 1.	Climate Framework.....	1
Figure 2.	Climate Metrics Hierarchy	5

1. CLIMATE FRAMEWORK

This document outlines the IBR program climate framework and working concepts for implementation. The IBR Climate Framework has two main objectives: reduce climate impacts and improve climate adaptation and resilience through deliberate actions. The Framework will be applied to all program phases including design, construction and long-term operations and maintenance (as described in Figure 1). The goal of this work is to account for environmental impacts throughout the life cycle of the bridge and associated facilities.

Figure 1. Climate Framework



1.1 Reduce Climate Impacts via Transportation Options

One of the best ways to eliminate emissions from transportation long-term is to shift demand away from single occupancy vehicles (SOV) to high occupancy vehicles (HOV) especially transit. Not only does this move more people in less vehicles, but it also reduces congestion and improves travel times and reliability. The program will aim to shift travel demand to low-emissions modes by:

1. Increasing access and connections to high-capacity transit.
2. Increase and improve accessibility for people who walk, bike, roll.
3. Designing infrastructure to better accommodate high efficiency vehicles by creating charging opportunities, size and speed considerations.

The program aims to improve transportation efficiency by:

1. Reducing congestion.
2. Designing for traffic smoothing.
3. Targeting moderate speeds for lower emissions.
4. Incorporating transportation system management (TSM) and Intelligent Transportation System (ITS).

The program aims to minimize travel demand by:

1. Designing infrastructure that supports communities with high access to opportunity (walkable communities, aka complete communities).
2. Implementing pricing strategies, such as tolls.
3. Using travel demand management tools like ITS.
4. Providing additional attractive options (alternatives to an SOV).

1.2 Reduce Climate Impacts from Construction

Construction methods can be harmful to the surrounding environment including air quality, noise and material waste. The program will investigate and engage in the best and most climate friendly construction materials, equipment, and practices in an attempt to reduce embedded carbon in materials, maximize recycling, reduce and mitigate GHG emissions from this phase.

The following are some of the potential concepts to achieve this goal:

- Use of warm mix asphalt in lieu of hot mix asphalt.
- Clean production methods for cement and concrete and if found viable, incorporate into material specifications.
- Maximize inclusion of recycled material to reduce virgin material production and inclusion. This would include recycling existing concrete and asphalt pavements within program limits to be used as aggregate base, subbase, backfill materials, etc.
- Minimize lengthy supply chains for materials by using local sources where possible while still maintaining acceptable quality levels for materials.
- Seek to implement the use of battery powered equipment as well as limiting to less than category 4 emissions equipment on the project.
- Implement smart compaction equipment to get real time density readings and limit over compaction of materials.
- Establish a Zero Waste¹ demolition plan including a recycling plan to maximize the recycling or reuse of old bridge components.

¹ Zero Waste definitions vary but generally mean recovering all useable resources. The Zero Waste International Alliance defines zero waste as: The conservation of all resources by means of responsible production, consumption, reuse, and recovery of products, packaging, and materials without burning and

1.3 Reduce Climate Impacts from Operations and Maintenance

The life of the bridge will result in environmental impacts from the wear and tear of materials, energy used on the bridge for bridge lifts, lighting and electric vehicle maintenance. The infrastructure design choices made in the coming years will determine the maintenance and operation paradigm. Other factors that may be considered in mitigating impacts from operations include:

- Electrification of the maintenance fleet.
- Establishment of replacement equipment and materials standards.
- Energy use for toll collection (e.g., ensure the office space used to oversee and operate tolls on the bridge is carbon neutral or negative).

Impacts mitigated from operations and maintenance do not include the impacts from roadway users, but rather how the bridge, highway and associated facilities are run and maintained. Within this category, the program is focused on areas under direct control by the Oregon and Washington DOTs as opposed to the vehicle impacts from bridge users. Greenhouse gas emissions associated with highway and transit vehicles will be evaluated in the Environmental Impact Statement developed for the program.

1.4 Improve Climate Resilience through Thoughtful Design Choices

This program has an opportunity to influence regional transportation for a better future. Climate modeling is becoming increasingly accurate at predicting the type and frequency of extreme events, leading to predictions in behavior change to weather and economic uncertainty. IBR hopes to design for performance in a range of environmental conditions. Actions the program can take include:

- Managing stormwater to account for **increased storm intensities**.
- Design bridge footings, boat and barge clearances to anticipate **increased river elevations** due to sea level rise.
- Make material selections and design for road surfaces to account for **increased temperature extremes**.
- Use native and other resilient species to ensure **plant survival and resiliency**.
- Incorporate **renewable energy-harnessing technology** such as solar panels or wind turbines that can help to support the local electricity grid and offset emissions directly from bridge operations.
- Use **green energy** sources to power the bridge.

with no discharges to land, water, or air that threaten the environment or human health. Note: This definition was updated in December of 2018.2) King County, Washington.

- Design pedestrian and active transportation experiences that anticipate extreme weather and take advantage of opportunities to mitigate or manage exposure.

The program is also thinking broadly about what might happen globally as extreme weather and sea level rise displaces communities close to the coast and equator. Impacts to seasonal jobs may result as harvest seasons shift and wildfires or flooding ruin soils. As climate becomes more unpredictable, the following may result and impact the Pacific northwest:

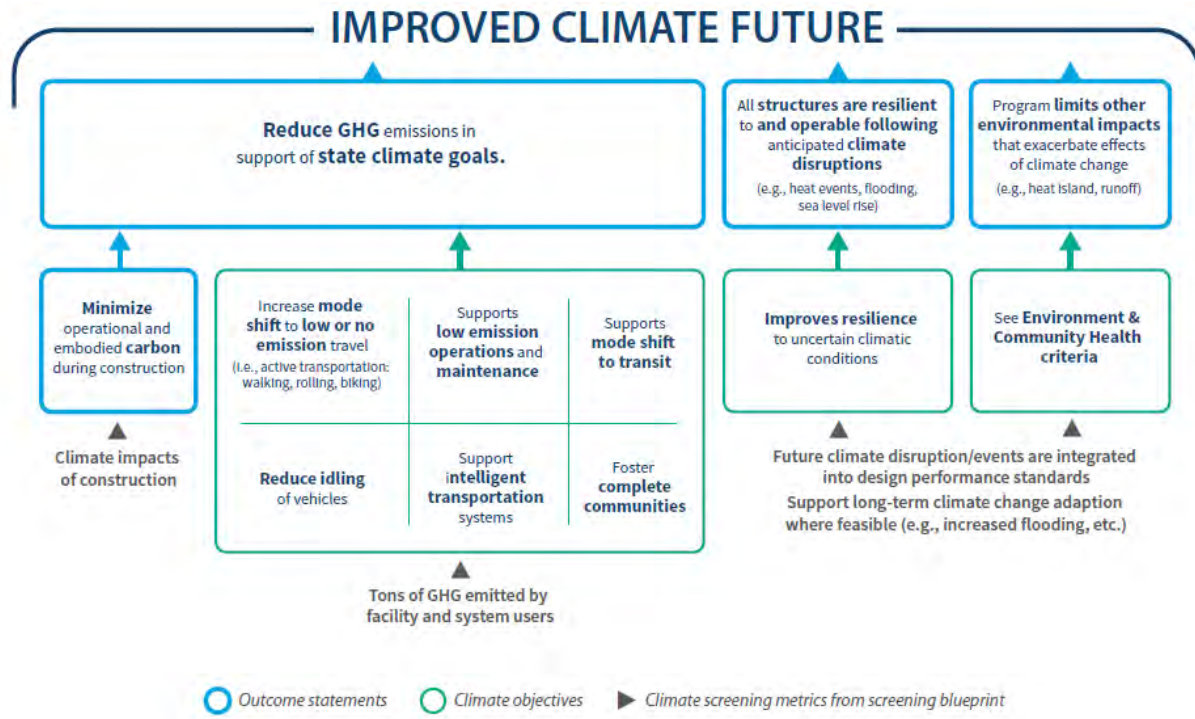
- Climate refugees may lead to an influx of residents.
- Changing work patterns may lead people to shift to earlier, later or cooler hours or even telecommute.
- Shift of seasonal work and transport of seasonal products, agriculture especially.

Creating a resilient bridge to withstand the unpredictability of the next 100 years is critical to ensuring ODOT and WSDOT can continue to manage travel demands with future growth and extreme weather.

2. IMPLEMENTATION

Implementing the Climate Framework will require collaboration and diligence from the program team, partners and stakeholders. In collaboration with project partners, the Climate Metrics Hierarchy was developed to guide decisions and implementation (see Figure 2). The hierarchy will be used in design options screening, expected to conclude in 2022.

Figure 2. Climate Metrics Hierarchy



2.1 Near-Term Applications

This section outlines the planning and design phase milestones that will apply the climate framework early in the program to maximize regional climate benefits. The Framework and the objectives outlined in Figure 2 will be used in the development of:

- Screening criteria (see Climate Metrics Hierarchy)
- Program-level performance measures (in development)
- Design options and evaluation (underway)
- Desired outcomes (underway, collaborative with partner agencies)
- The IBR solution (to be defined in 2022)
- Environmental impact analysis
- Potential mitigation for unavoidable impacts

2.2 Future Applications

The IBR program understands that genuine, lasting impacts are not made by short term decisions and selective applications. The Climate Framework will be applied throughout the lifetime of the bridge and related structures to ensure net positive impacts on the regional climate.

2.2.1 Contracting and Construction

The Framework and metrics hierarchy will be used to identify construction specifications, define procurement strategies, and establish intergovernmental agreements and community benefits agreements.

2.2.2 Long-Term Operations and Maintenance

As construction of the new Interstate Bridge concludes, the program will make final refinements to program elements, including the Climate Framework, objectives and screening metrics. This may include final design changes or studies to monitor climate performance throughout the life of the bridge.