

Metro

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Metro

Minutes

Tuesday, October 10, 2017

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Councilors Present: Craig Dirksen, Bob Stacey, Shirley Craddick, Sam Chase, Carlotta Collette, and Kathryn Harrington

Councilors Excused: Council President Tom Hughes

Deputy Council President Kathryn Harrington called the Metro Council work session to order at 2:03 p.m.

2:05 Chief Operating Officer Communication

Ms. Martha Bennett, Chief Operating Officer, announced that next week's Work Session and Meeting would occur off site. Ms. Bennett then mentioned a document she had shared which highlighted her recommendations for community placemaking grants. Ms. Elissa, Director of Planning and Development, announced that Ms. Margi Bradway would become the new Deputy Director of Planning and Development. Ms. Bradway was currently working for the Portland Bureau of Transportation and would begin her position with Metro in November.

Work Session Topics:

2:10 Metro's Emerging Technologies Strategy

Mr. Elliot Rose, Senior Technology Strategist for Metro, indicated that the presentation was meant to introduce the approach being taken to address regional technology strategies. Mr. Rose then shared a brief definition of "emerging technologies" that included automated vehicles, shared mobility, traveler information and payment apps. In terms of emerging technology, Mr. Rose mentioned that transportation network carriers (TNCs) such as uber and lyft, were carrying more people in Portland than taxis. He also shared that car sharing services were operating over 1,000 vehicles within Portland and that the majority of electric vehicles in Oregon were situated in Portland. According to Mr. Rose, new transportation technologies

would benefit the region by providing more travel options, save money on car ownership, and less air pollution with the increase in electric vehicles. However, he included congestion, competition with transit, and limited government oversight of TNCs as potential challenges brought out by new travel options. In respect to benefits to the region, Mr. Rose spoke to the danger of TNCs discriminating against non-white riders. He also indicated lack of smartphones of low-income households, cost of electric vehicles, and lack of TNC services for the disabled were important issues to address. So, in order to address the challenges to incorporating new technologies, Mr. Rose had reviewed technology strategies from cities and metropolitan planning organizations across the region. He also spoke to 30 regional stakeholders in order to engage a wide spectrum of opinions and feedback. Mr. Rose noted that values were not changes due to the introduction of new technology, rather, challenges and the tactics used to incorporate changes had changed. Moreover, Mr. Rose spoke to the need of a big-picture and specific next steps for the region to address the benefits and challenges of emerging technologies. Mr. Rose also acknowledged the importance of being honest about what Metro didn't know about certain trends related to how the transportation culture was changing. Mr. Rose then shared several challenges that the regional transportation plan would need to address: varying needs and technological capacity across the region, limited capacity for data analysis, limited time for engagement, and need to be creative about implementation of new technology. Mr. Rose spoke to prioritizing technology pilots and projects that support transit, ridesharing, and bicycling/walking. He also wanted to emphasize that making it easy for all travelers to seamlessly and competitively compare and book trips would build strong marketplaces.

Council Discussion:

Councilor Stacey inquired upon the data that was available

from ride sharing services operating in Portland. Councilor Chase asked Mr. Rose about how vehicle trip miles would decrease because of TNCs. Councilor Stacey spoke to the importance of collaboration between TNCs and government agencies in order to ensure strong development of policy and data tracking. Councilor Craddick highlighted that a lack of access to ridesharing data wouldn't allow the region to fully develop a regional framework for TNCs. She noted that agency oversight would prevent negative impacts on the market, and prevent discrimination. Councilor Collette also spoke to the challenges of equity and transportation services. She wanted to make sure that competition from TNCs wouldn't hinder the growth of public transportation.

3:00 2018 State Legislative Agenda

Mr. Randy Tucker, Legislative Affairs Manager, shared a document that highlighted the legislative principles targeted for the 2018 Oregon State legislative session. In regard to affordable housing, Mr. Tucker noted that a general obligation (GO) bond was recently approved by Portland voters in order to create funding for affordable housing. However, Mr. Tucker shared that the Oregon Constitution contained provision prohibiting a local government from loaning its credit to aid of private companies. So, Mr. Tucker shared that legislation was anticipated in 2018 that would refer a constitutional amendment to voters in order to address the GO bond issue.

Mr. Tucker then moved onto legislation related to household hazardous waste. Mr. Tucker indicated that in 2015 and 2017, Metro had introduced legislation to establish a statewide producer responsibility program for household hazardous waste. Mr. Tucker recalled that in the 2017 legislative session, House Bill 3105 was passed out of its policy committee. However, HB 3105 was still pending in the Ways and Means committee at the end of the 2017 session. As a potential impact of successful passing of House Bill 3105 (or a bill similar to it), Mr. Tucker acknowledged that Metro ratepayers could save \$2 million

annually with a producer responsibility program that covered a broad range of other household waste products, including paint.

Mr. Tucker briefly shared information on potential 2018 climate legislation. Oregon State Representatives Ken Helm and Michael Dembrow were leading an effort to pass a bill called "Clean Energy Jobs" or "cap and invest". Essentially, a hard cap on emissions would decline over time to comply with new established goal concerning the amount of carbon emissions. Allowances would be combined with the hard cap for each ton of carbon dioxide emitted under the cap. So, allowances would be sold in state-run auctions. Mr. Tucker stated that the goal of the climate legislation would be to provide businesses with incentives to reduce emissions in order to decrease the number of allowances they owned. The cost of the allowances would increase over time (as number of allowances declined), which would potentially make clean energy more competitive.

Council Discussion:

Councilor Harrington inquired upon legislation related to climate change. Councilor Craddick asked about the legal challenges in applying a GO bond for affordable housing. Councilor Dirksen provide commentary on the difference in policy framework between the proposed "Clean Energy Jobs" legislation and the Climate Smart Strategy being implemented by Metro. Councilor Harrington sought clarity on transit operations that would be included in House Bill 2017.

3:45 Metro Attorney Communication

Ms. Alison Kean, Metro Attorney, shared work being done by the Office of the Metro Attorney (OMA) staff. In regard to land use, Ms. Kean OMA staff were working on applying the Natural Areas Local Option legislation and several land use applications had been submitted for various natural areas projects. OMA staff were working with UMPQUA bank in relation to restructuring a Transit Oriented Development program transaction for affordable housing.

Procurement administrative rules that were recently passed by Council were being refined and implemented by OMA staff. OMA staff were advising Human Resources in regard to overtime pay calculations. Also, Ms. Kean shared that OMA staff were working with Metro Technical Advisory Committee (MTAC) and Metro Policy Advisory Committee (MPAC) finalizing amendments to title 14 of the Metro Urban Growth Management Functional Plan. OMA staff were advising Property and Environmental Services staff in regard to potential code changes brought out by the proposed Innovation and Investment Program.

4:00 Councilor Liaison Updates and Council Communication

Councilor Dirksen shared that he had recently attended an Oregon Metropolitan Planning Organization Consortium (OMPAC) meeting. The meeting provided an update on Statewide Transportation Improvement Program (STIP) and Oregon Department of Transportation (ODOT) operations and future endeavors.

4:05 Adjourn

Seeing no further business, Deputy Council President Kathryn Harrington adjourned the Metro Council work session at 4:03 p.m.

Respectfully submitted,



Amaanjit Singh, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 10, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Handout	10/10/17	Memo: COO recommendations for 2040 Planning and Development Grant program	101017cw-01
3.0	PowerPoint	10/10/17	PowerPoint: Metro's strategy for emerging technology in the RTP and beyond	101017cw-02