



Meeting minutes

Meeting: Transportation Policy Alternatives Committee (TPAC) and
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday, Dec. 5, 2018 | 9:30 a.m. – 12 p.m.

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Glenn Koehrsen
Carol Chesarek
Raymond Eck
Denny Egner
Katherine Kelly
Karen Buehrig
Adam Barber
Jennifer Donnelly
Nina Carlson
Laura Terway
Karen Perl Fox
Laura Weigel
Dayna Webb
Jessica Berry
Jeff Owen
Cory-Ann Wind
D. Pei Wu
Karen Williams
Andrea Hamberg
Mary Perdo
Rebecca Miller
Julie Wilcke
Anna Slatinsky
Tom Armstrong
Todd Juhasz
Lidwien Rahman
Ramsay Weit
Jae Douglas
Brendon Haggerty
Bob Klett
Chris Deffebach
Beverly Drottar
Kevin Chambers

Affiliate

Metro
TPAC Community Member
Multnomah County
Washington County Representative
City of Milwaukie
City of Gresham
Clackamas County
Multnomah County
DLCD
NW Natural
City of Oregon City
City of Tualatin
City of Hillsboro
City of Oregon City
Multnomah County
TriMet
Oregon Department of Environmental Quality
Oregon Department of Environmental Quality
Oregon Department of Environmental Quality
Multnomah County Health Department
Neighbors for Clean Air
Multnomah Co. Aging, Disability and Veteran Services
Ride Connection
City of Beaverton
MTAC, City of Portland
TPAC, City of Beaverton
Oregon Department of Transportation
Housing Affordability
Multnomah County Public Health
Multnomah County Health Department
Portland Bureau of Transportation
Washington County
TPAC Community Member
Full Path Transit Technology

Metro Staff

Dan Kaempff, Senior Transportation Planner	Jamie Snook, Principal Transportation Planner
Grace Cho, Associate Transportation Planner	Lake McTighe, Principal Transportation Planner
Eliot Rose, Technology Strategist	Caleb Winter, Senior Transportation Planner
Cindy Pederson, Senior Researcher	Marie Miller, TPAC Recorder

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m. Introductions were made.

Dan Kaempff announced that information sent out recently on the Regional Transportation Options (RTO) program grant cycle on eligible grants held some ambiguous language. The grant guidebook was being prepared with clarification on how the timing of the grants for selection will be made, and the timing of their due date at the end of March 2019. Evaluations will be processed following submissions. More information on this will be sent out to committee members and the public.

2. Public Communications on Agenda Items – none

3. Air Quality (AQ) Year in Review

Grace Cho introduced Cory-Ann Wind, Clean Fuels Program Manager/Air Quality Planner at the Oregon Department of Environmental Quality. Ms. Wind in her role at DEQ will provide updates on various transportation-related air quality activities taking place and an overview of the annual monitoring reporting data for the Portland region. Ms. Cho reminded the committee that part of our implementation with Climate Smart strategies helps us meet our requirements of reducing greenhouse emissions with goals of the Federal standards.

Cory-Ann Wind acknowledged colleagues in the audience; Karen Williams, new staff in the ozone department, and D. Pei Wu who joined DEQ just three weeks ago, in the heat/smoke emissions section of the departments. Ms. Wind also announced the retirement of Sarah Armitage, lead toxic staff, at the end of the year.

The certified 2017 Air Quality Monitoring Data was presented. The past wildfires and winter wood smoke heat has increased emissions. A new smoke management plan is being planned with the Forest Service in January 2019 to discuss this issue. The Oregon ozone trends have gone up in 2017, exceeding values planned. With the wildfires, EPA has given consideration to set the standards of designated containment levels back to 2016 basis levels. However, 2018 is now being monitored with high levels of ozone emissions also and is a concern. DEQ is looking at the public health issues to increase preventive measures with more stringent strategies to contain levels.

DEQ transportation-related programs were reported on. Elements of the Clean Air Construction Standards agreement were discussed. The goal with the proposed standards being presented to the City of Portland in January is to reduce diesel emissions. Several programs address these issues, with legislative discussions being planned in 2019 on regulatory standards.

DEQ administers the VW Mitigation Fund that was the settlement awarded to each state from false software emission reporting. Oregon receives \$78 million of the settlement. The 2017 legislature authorized the replacement/upgrades of 450 school buses the next 2-4 years that would provide cleaner fuels, mainly propane or electric. The grant program is just underway to implement this with 42 buses currently under contract. The program also provides the potential for up to 15% of the settlement to be used toward EV infrastructure to support light duty vehicles in underserved communities and the West Coast Electric Highway. Further discussion on the program with direction on authorization will come in the 2019 legislative session.

The second part of the VW settlement was the requirement to build Electrify America, with \$2 billion in investments for EV infrastructure. There would be \$800 million in California and \$1.2 billion in the remaining states. Four cycles of investments of \$500 million per cycle over 10 years are planned. For cycle one, Oregon commitments are for high-capacity electronic charging stations along I-5 and I-84

corridors with additional community retails, workplaces and multi-unit dwellings. Round 2 cycle has been submitted to address designations from corridors as next locations.

The ZEV Executive Order by Governor Kate Brown has a goal of having 50,000 EVs on the road by the end of 2020; close to 19,000 were registered at the end of June, 2018. The ZEV Interagency Working Group members were identified to coordinate on alignments of regulations, infrastructure, fleet conversion, outreach, incentives and private sector partnerships. The ZEV new webpage is www.goelectricoregon.gov

The Clean Cars program is a federal program that sets vehicle standards. Possible changes to EPA/NHTSA rules to freeze the standards were planned 2021-2025. Automakers were deemed to comply with CA rules by complying with the rules, and then CA removed that provision in September thus potentially creating 2 standards for automakers. Oregon clean car rules are now, identical to CA setting a high standard, with most of the west coast in similar pattern. Of the 49 electric vehicles on the market 42 are available in Oregon.

The Oregon Clean Vehicle Rebate was explained. Funded by a Privilege Tax on sales of new vehicles, \$12 million per year is provided for rebates. The program begins in 2018 and sunsets in 2023. DEQ is the administrator of the program and is working to hire a contractor to manage the program. Phases to applications are being developed with the rebate now offered directly from the automaker point of sale. The baseline price for the new EV is \$50,000 or less. Beginning in 2019, motorcycles and neighborhood electric vehicles qualify for a \$750 rebate. In addition, the Charge Ahead Rebate program is allocated for at least 10% of funds for the purchase or lease of a new or used EV that must meet low or moderate income household criteria.

The Utility Engagement program encompasses transportation electrification plans, beginning with several pilot projects. Several examples of these projects were shared from Portland General Electric and PacifiCorp. The electric companies' engagement with customers makes these programs a good fit with partnerships on outreach, marketing and education.

Ms. Wind provided an overview of the Clean Fuels Program she oversees. Started in 2016, the goal for clean means lowering greenhouse emissions on a life-cycle basis. There are roughly 160 fuel companies operating in Oregon, with 500 different identified fuels. The graph showing the declining deficit/credits toward 2025 is the 10% reduction in carbon emissions. In the past year 1.7 million tons of GHGs have been reduced for less than 23 cents per gallon of gasoline. The west coast leads the reduction trend in emissions with other states studying our programs.

The credits earned from reducing emissions transfers to more investments in the credit market for investors with currently \$100 per ton credit price. The graphic showing benefits from clean fuels by category showed how credits running from electric/clean fuel placed higher investments into the market.

Comments from the committee:

- Asked on the high cost of charging stations for a relative small number of stations, Ms. Wind reported the installation costs included those for high demand stations and with multiple chargers at locations.
- Regarding the 15% of VW Mitigation Fund used toward underserved communities, was this for car share, electric or only car ownership? Ms. Wind reported that car share could be included in these funds also. The criteria needs to focus on light duty as its main purpose of the program, so that car share in communities would be eligible.

- From a consumer viewpoint, it appears there is more confidence in the electric vehicle over hybrid. It would be interesting to see the comparison in how each affects emission reductions.
- When asked for the legislative language on possible equity issues affecting small businesses, Ms. Wind reported that DEQ requirements with the emissions was more driven to offer incentives to meet better standards. They try to work with businesses and organizations in an equitable standard while meeting their requirements.

4. One-Call/One-Click: Supporting Mobility for All

Caleb Winter introduced himself from the panel presenting One-Call/One-Click: Supporting Mobility for All. Mr. Winter with Metro works with the Regional Transportation Options (RTO) program and Transportation Systems Management Options (TSMO). In this role he serves on the technical advisory committee formed from a TriMet grant and led by Ride Connections.

Julie Wilcke is the CEO of Ride Connections, a nonprofit that provides transportation for older adults, services for people with disabilities and others without access to transportation. The network of access the organization works with partners has provided over 435,000 rides for individuals last year with an increasing demand for services, and projected growth for needs to access transportation accessibility and equity for mobility on demand.

Kevin Chamber was a former technology consultant at Ride Connections, now the founder and principal at Full Path Transit Technology. Rebecca Miller is a planning and development specialist at Multnomah County serving people with disabilities, older adults and veterans.

Ms. Miller reminded the committee that many of resources for the services in this study and report being presented come from the Aging Resources and Disability Connection (ARDC). As no surprise to many, there is rapid growth of our aging population. By 2030 the percentage of Oregon's population that is 65+ will increase to 20% of the total population with increasing needs for transportation.

Every four years an assessment is taken to find out what's important to consumers served. The current study had response rate of 89% ethnic population represented. The ease and accessibility for transportation continued to rise to the top in surveys. Focus area highlights included:

- The topic of transportation coordination and resources drew 26% of all comments when asked "what important to you?"
- People with limited English proficiency were nearly twice as likely to indicate transportation coordination and resources as important when compared to people fluent in English.
- Language barriers not only impact awareness and access to available services, but also seem to increase confusion and fear when using public transportation.
- Many people rely on alternative transportation provided by friends or family members, but this option was not available to every person, every time, it was needed.

When questioned on separate trips and how these could be pulled together in the system, Ms. Wilcke reported that there are multiple ways people get around for different reasons, different options with accessibility and eligibility in programs. This study helps involve organizations and transportation providers with encompassing plans that could blend options for fewer trips, accessibility and equity, prioritized travel options for demands, and involves caregivers with the system.

Kevin Chambers presented the One-Call/One-Click Project Mission:

To create a public, easy to use, and definitive online resource for transportation options that covers the entire Portland metro region. The OC/OC system will have a website, call center access and smartphone applications when it is fully operational. The system will serve all residents, with a priority on meeting the needs of older adults, people with disabilities, and those with economic and geographic barriers to transportation.

Desired outcomes for the system involve a customer focus with single point of contact, person choices and options and desired trip planning for mass transit options. This would partner with coordinated services and central system for providers. The target markets were shown in three categories: Primary (Older adults, persons with disabilities, veterans, persons in rural areas and persons living in poverty), Secondary (Caregivers and organizations that provide other services not related to transportation but who have clients needing transportation, and Tertiary (Other members of the general public, and policy, planning and funding decision makers). There is no “wrong door” for accessing information, but a need to develop a database to show overlaps and opportunities.

The levels of mobility support were outlined in three tiers, moving from mobility through information, then evaluation, to mobility as a service (Maas). Mr. Chambers provided examples of Maas futures, including an open system future. Requests for transportation service would go to a regional mobility hub for all and through open interfaces, are related to transit methods.

The foundations for OC/OC potential were provided:

Goal alignment: Regional transportation technology goals and coordination with existing systems

Financing: Development and ongoing maintenance

Leadership: Regional support, the ability to secure new financial resources, financial stability of potential organizations, and ability to market and drive usage

Oversight: Consultant selection, MOUs or ILAs, contracts and engagement of partners

The stakeholders and domains for integrations were reviewed. Best practices for governance models across the country were studied. A list of considerations for a lead agency was provided. And a leadership assessment for the Portland region was given. Where we stand now:

- Planning and analysis is complete, many stakeholders engaged
- Community workshop held in June 2018
- Broad agreement of value
- Technology tools are available now and improving
- No lead agency or governance structure yet
- Success depends on strong regional champions

Comments from the committee:

- It was asked how much money was being asked for the system and how elements of consideration for coordination with the technology and keeping this data relevant were being planned. Mr. Chambers noted it was a difficult question on estimate for both technology and coordination of the system at this point, but up to \$1million would cover a lot in technology as we are building on foundations of this currently. Harder to estimate is the coordination of data and maintaining it. It was added that cost for additions to the system not be at the expense for current services.

- The open system approach seemed to hold promise with better scale to population covered. But there was concern regarding data security and privacy issues with locations as travel technology development is built in the region. As more individual information is known, privacy protection needs to be addressed, including strong opt out opportunities considerations for better control with individual data. This could be considered with healthcare and medical data as well. Mr. Chambers added that with the broad trend on the transportation data moving from general data to specific transit knowledge and purpose, the user profile base would be valuable for mobility services, and agrees it could be autonomous with laws and agreements formed to include privacy protection.
- Having ODOT as the agency lead this effort might be a consideration. There needs to be coordination between transits currently to shuttles with the other categories shown. In addition, rural areas of counties and those locations outside MPOs for transit connections should be included in the discussion.
- Noting that TriMet had investments of \$1million with the online travel planning programming, the report appeared to dismiss previous efforts and plan a new start of programming. Discussion was held on the work of building from the base of TriMet's program and developing expansions and opportunities for more services. It was acknowledged that coordination among programs has been done and continues.
- The question on leadership of the system was raised. There is a concern with nonprofits needing to raise funds with planned systems while maintaining current levels of program service. Who would provide this predevelopment funding? There needs to be identified institutional capacity to do the spec work. In addition, it is recommended that who has the capacity for a years' worth of planning within their existing system be identified.

Ms. Wilcke commented on the transportation options needed for people of all ages and abilities. As our population ages and is impacted by changes in lifestyle and ability to make connections in the community, we must ensure we provide equity in access. We have demands in our system we are not able to meet currently. This program helps address benefits as a whole for independent mobility that is approached differently by others. Making community connections for jobs, services, and lifestyles supports our economy and regional mobility for full services, with limited funds and resources in these plans, but opportunities to develop with coordination.

Mr. Winter provided an overview of the RTP policy and goals that showed how the OC/OC alignment fits with equitable transportation. Regional strategies in the RTP include these discussed equitable mobility transportation plans through:

- Make it easy to plan and book transit and shared mobility trips (Regional Transit Strategy)
- Provide comprehensive, integrated, universally accessible real-time travel information to people and businesses. (Transportation System Management and Operations).
- Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities. (Emerging Technology Strategy).
- Encourage innovation and new technology to increase access to travel options. (Regional Travel Options Strategy).

Another bullet that could be considered is the land use connection with transportation needs to mobility access. This is being developed in the OC/OC strategy, and included in Chapter 8 of the RTP.

Metro's roles were given with participation in the OC/OC Technical Advisory Committee, and hearing stakeholder needs. These comments included not seeing innovations that make travel options easier and more accessible, barriers to establish connections and services, and privacy issues with our data. Metro is ready to work with other partners to support getting something done at the regional level, help on planning and convening, and provide part of the lead partnership role, with support of the capital investment and resources needed.

Comments from the committee:

- Acknowledgement on the work was given. The emphasis on the RTP was more geographically planned, but not equity driven. Aging populations and people with disabilities live everywhere in our region, so having this program align with equitable transportation planning is good. It was advised to include more integration with the needs of service in transportation planning.
- The first mile-last mile access to transit travel planning is important. Forest Grove transit connections as an example was called out. More connections for full trip planning with challenges on aging should be further discussed.
- TriMet's role and commitment to participation with regional mobility concerns was pointed out. They continue to discuss how more can be done as a mobility service provider and stay involved information on this can be accessed. TriMet will be presenting information on the updated version planned for the Trip Planner in early 2019 at TPAC.

The committee thanked the panel for its information and presentation. Updates on the OC/OC program can be scheduled as developments are planned.

5. Continuation Discussion of TPAC/MTAC Workshops – Next Steps 2019

Chairman Kloster lead the discussion on TPAC/MTAC workshop schedules and asked for feedback on what was of interest in topics for workshops/meetings, and frequency of meeting. Initial plans are for MTAC to meet every other month starting in January 2019, for six times in the year. Alternate months would be open for possible combined committee workshops.

Comments from the committees:

- More needs to be identified on issues that MTAC is interested in so that designing the MTAC schedule and the combined TPAC/MTAC workshop schedule will provide time for discussion.
- Suggested topic for update report and discussion is the 2040 Concept Refresh
- Suggested topic for discussion is the next steps planned in the Urban Growth Report concerning job growth and impact decisions on land use
- Desire to go beyond discussions, that while information has been good, no direction where these topics lead in policy or actions concerning MPAC and JPACT
- Better understanding of MTAC and TPAC process with the work plan for the year
- Mobility Policy
- Discussion on housing impacts to transportation in the region
- Discussion on the housing bond function, that while revenue is limited, who does this relate to planned strategies for operations and the overall program
- Try to overcome schedule inconsistencies. Need for topics outlined for agendas more in advance and if cancellations are known, communicated early to committee for personal schedules.

- Keep room for flexibility on schedules for incorporating Metro Council and President ideas/topics/discussions from committees focus.
- Placeholders on the calendar for meetings planned regularly help, even if meetings are later cancelled.
- Discussion and updates on industrial lands for jobs and impacts in UGB
- How much would MTAC like to know about the Mobility Policy pertaining to mobility sites in plans affecting land use strategies
- Early in the year both committees receive information on Metro's Equity Plan, and how this work might impact both committees, as well as general discussion of equity.
- Topics that may have shifted into higher priority for meetings be changed in agenda order, if needed.
- More legislative priority reports for committees from Randy Tucker.
- A report back from the State EV Task Force with not only Metro prospective/updates but for MPO statewide views and updates as well. Eliot Rose could be scheduled for this.

Chairman Kloster reported that both MTAC and TPAC can look for drafts on the 2019 work plans early in the year with these suggestions incorporated, with more inputs in the structure of the committee work known soon. Appreciation was given for the feedback and ideas.

6. Adjourn

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:10 p.m.

Meeting minutes submitted by,



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, Dec. 5, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/5/2018	December 5, 2018 TPAC/MTAC Workshop Agenda	120518T-01
2	Meeting Minutes	11/07/2018	Meeting minutes from November 7, 2018 TPAC/MTAC Workshop meeting	120518T-02
3	Memo	12/05/2018	TO: TPAC and MTAC members and interested parties From: Grace Cho, Metro and Cory-Ann Wind, Oregon DEQ RE: 2018 Air Quality Year in Review and Transportation Related Air Quality Activities	120518T-03
4	Handout	N/A	Portland Regional One Call/One Click (OC/OC) System	120518T-04
5	Handout	June 2018	Portland Tri-County Region One-Call/One-Click (OC/OC) System Planning Summary	120518T-05
6	Presentation	12/05/2018	Oregon DEQ 2018 Air Quality Update, MTAC – TPAC Workshop, Dec. 5, 2018	120518T-06
7	Presentation	12/05/2018	Portland Regional One Call/One Click System, TPAC/MTAC Workshop, Oregon Metro, December 5, 2018	120518T-07