



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, March 24, 2021 | 10:00 a.m. to 12 noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair
Eric Hesse
Dayna Webb
Jeff Owen
Karen Williams
Idris Ibrahim
Yousif Ibrahim
Jamie Stasny
Steve Williams
Allison Boyd
Erin Wardell
Peter Hurley
Jaimie Huff
Jay Higgins
Glen Bolen
Tom Armstrong
Erik Olson
Jean Senechal Biggs
Laura Weigel
Joseph Briglio
Steve Koper
Anne Debbaut
Nina Carlson
Darci Rudzinski
Nicole Johnson
Andrea Hamberg

Affiliate

Metro
City of Portland
City of Oregon City and Cities of Clackamas County
TriMet
Oregon Department of Environmental Quality
TPAC Community Member
TPAC Community Member
Clackamas County
Clackamas County
Multnomah County
Washington County
City of Portland
City of Happy Valley & Cities of Clackamas County
City of Gresham & Cities of Multnomah County
Oregon Department of Transportation
City of Portland
City of Lake Oswego
City of Beaverton
City of Milwaukie
City of Happy Valley
City of Tualatin
Department of Land and Conservation Development
NW Natural
EMEA, CCBA & WEA
1000 Friends of Oregon
Multnomah County Public Health

Guests Attending

Joy Fields
Laura Edmonds
Liz Hormann
Mike Foley
Brian Hurley
Bill Holmstrom
Brian Martin
Cody Meyer
Evan Manvel
Ben Bryant
Dave Roth
Judith Gray
Kelsey Lewis

Affiliate

Clackamas County
North Clackamas County Chamber of Commerce
Portland Bureau of Transportation
Clackamas County Citizen
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
City of Beaverton
Oregon Department of Land Conservation & Dev.
Oregon Department of Land Conservation & Dev.

City of Tigard

City of Tualatin

Guests Attending

Kevin Young
Matt Crall

Affiliate

Oregon Department of Land Conservation & Dev.
Oregon Department of Land Conservation & Dev.

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Ted Leybold, Planning Resource Manager
Dan Kaempff, Principal Transportation Planner	Chris Johnson, Research Manager
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Lake McTighe, Regional Planner	Ted Reid, Principal Transportation Planner
Tim O’Brien, Principal Transportation Planner	Molly Cooney-Mesker, Senior Public Affairs Spec.
Rebecca Small, Associate Regional Planner	Marie Miller, TPAC & MTAC Recorder

1. **Call meeting to order and introductions** (Chairman Kloster)
Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.
2. **Comments from the Chair & Committee member updates from around the Region** (Chairman Kloster)
None provided
3. **Public Communications on Agenda Items**
None provided
4. **Transportation and Land Use Climate Rulemaking Workshop Panel Discussion**
Brian Hurley, Oregon Department of Transportation
Bill Holmstrom, Oregon Department of Land Conservation & Development
Karen Williams, Oregon Department of Environmental Quality

Mr. Hurley began the presentation by providing background on Every Mile Counts: The *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* that was completed in 2013, following Legislative direction to identify ways to reduce transportation-related GHG emissions. It was developed over a three-year period with extensive stakeholder engagement and technical analysis. Throughout the development process, ODOT worked in close collaboration with sister agencies including: DLCD, DEQ, and DOE. This collaboration was essential to identifying actions that cross agency authorities. In addition, actions were identified that fall under the authority of local jurisdictions, businesses, and the public to implement and resulted in a comprehensive approach to GHG emission reduction for transportation.

Every Mile Counts efforts include:

Transportation Options

- Statewide Trip Reduction Policy- DEQ
- Parking Management- DLCD

Local GHG Reduction Planning

- Climate Friendly and Equitable Communities- DLCD
- Scenario and Local Climate Pollution Reductions Planning– DLCD & ODOT
- GHG Reduction Performance Measures- Multi-Agency

Cleaner Fuels

- Clean Fuels Program- DEQ
- Truck Alternative Fuels Study- DEQ
- Emissions Standards and ZEV Requirements for Trucks-DEQ

Transportation Electrification

- Interagency ZEV Action Plan-ODOE
- Transportation Electrification Infrastructure Needs Analysis-ODOT

The Transportation Electrification Infrastructure Needs Analysis was described. To evaluate the electric vehicle charging needs in Oregon over the next 15 years, ODOT's Transportation Electrification Infrastructure Needs Analysis (TEINA) project team has summarized the existing status of a full spectrum of transportation electrification capabilities in Oregon. This work contrasts our state's charging scope and mix with other states, and forms a baseline for modeling projections. Foundational data on nine use cases of electric transportation have been developed. Scenarios will explore a base case, and rapid and slower adoption schedules for projections of EV charging needed to meet SB 1044 light-duty ZEV goals.

Results will show charging needs – by type, year, and census tract – required to support transportation electrification in rural and urban venues, along corridors, and in disadvantaged communities. The results will also provide an overview of projected charging needs for Oregon to electrify school buses and transit, e-bikes and e-scooters, transportation network companies, and delivery and long-haul freight. A series of twelve Listening Sessions have gathered feedback from groups representing the nine use cases. A diverse Advisory Group provides insights on technical issues, and will be exploring policy concepts at their March 2021 meeting. The TEINA report will be submitted to the Governor's Office in June 2021.

Comments from the committee:

- Peter Hurley thanked ODOT and partners for their efforts on this initiative. It was asked to expand on the transportation emissions dashboard mentioned in the meeting packet materials. Brian Hurley noted that to ensure that the state agencies are on track to meet transportation GHG emission reduction goals, ODOT is leading the development of a multi-agency Transportation Emissions Dashboard website to demonstrate the progress towards implementing the STS and achieving the GHG reduction goals. The interactive online dashboard will report on a number of performance measures and indicators related to efforts on implementing the STS and the Every Mile Counts work plan actions. The dashboard goals toward achieving outcomes are for state agencies with a report to the Governor's office due in June this year.
- Steve Williams what market research was done to support the recommendations on EV charging stations in the state? Mr. Hurley noted the process for the research is being conducted now, which hopes to identify gaps in the charging system that make longer trips difficult without charging stations accessible, and infrastructure needs lacking across the state. When asked is usage patterns in mileage and locations were possible, Mr. Hurley noted ODOT would be happy to provide a follow-up report to the committees when the report is completed.
- Glen Bolen noted the different emission targets from STS compared to Metro goals. It was noted the STS targets are statewide with Metro using modeling for regional targets which don't

fully account for all the emission strategies. As more agencies share information the development of relative targets will become more refined.

- Peter Hurley asked if the Transportation Electrification Infrastructure Analysis addressing e-micromobility needs includes e-bikes and e-scooter electrification needs. This was confirmed.

Mr. Holmstrom began his presentation by placing the link to DLCD **Climate-Friendly and Equitable Communities Rulemaking**: <https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx> It was noted that transportation accounts for roughly 38% of Oregon's climate pollution. On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's transportation and housing planning rules, and to convene a rulemaking advisory committee to help guide rule development.

Part of the four-agency Every Mile Counts work program includes DLCD-led actions:

- Transportation and land use planning
- Regional scenario planning for GHG reduction
- Parking management

Two main categories of action for rulemaking charges from DLCD are 1) Require Planning for Climate Pollution Reductions in Metropolitan Areas, which Metro has already accomplished with work on Climate Smart Communities, and 2) Require Climate-Friendly and Equitable Land Use and Transportation Planning Regulations.

With Climate Friendly and Equitable Land Use and Transportation Planning Regulations, Mr. Holmstrom noted six areas of rulemaking being discussed and developed: high levels of development in climate friendly areas, high quality pedestrian, bicycle and transit infrastructure, limited parking mandates, limit congestion standards, prioritize projects that reduce pollution, and electric vehicle charging.

Advisory committees and input from statewide stakeholders has included work to develop an equitable outcomes statement, with additional workshops planned for interagency coordination, working on potential spatial equity tools for local governments, and additional opportunities for review and comment through fall 2021. Adoption of rules is expected in March 2022.

Comments from the committee:

- Andrea Hamberg asked what metrics are being considered for the spatial equity tools. Cody Meyer noted the metrics will be outcomes from the performance measures that are being identified from various demographics (income, language proficiency, education, age, housing, location, etc.) Mr. Meyer noted that 95% of the information came from the census but more data is being collected with metrics ongoing the next 2-3 months.
- Chairman Kloster noted that the next Regional Transportation Plan update starting this fall will include these rulemaking strategies (parking management, mobility policy update) and more work on inclusive of equity in the functional plan.

Karen Williams began her presentation on Partnerships to Improve Air Quality and Climate and Expanding and Enhancing Commute Option Programs. DEQ's Greenhouse Gas Climate Policy Program

shows that the transportation sector contributes approximately 40% of total greenhouse gas annually in Oregon. Ozone (smog) measured in parts per billion frequently exceeded the standard of 70%. A map showing reduced pollution in the air during 2020 in the Metro area was contributed to reduced traffic during the COVID pandemic and less commuters traveling. The goal of new commuter programs is to keep emissions and air pollutants lower moving forward.

Oregon Department of Environmental Quality (DEQ) rules apply in the Metro area with employers that have more than 100 employees. With employee commute options, each year alternative commutes can prevent millions of vehicle miles traveled and associated air pollution. DEQ's goal is to reduce miles traveled by 10% of the previous year baseline.

DEQ is proposing to expand commute options statewide, working to develop the plan with statewide transportation management agencies, regional jurisdictions, employers, commuters and community based organizations that are locally aligned with existing rules, provide fair regulation and equitable benefits, and are effective at reducing pollutants. These would need to have measurements and standards established for reporting.

Strengthening the Portland Employee Commute Options (ECO) Rule will involve more detailed employee surveys with better incentives and additional information on commuter travel. Indirect source rules and the potential of expansion was discussed. In addition to all modes of travel, parking lots were included as possible Portland indirect source rules being considered in the rulemaking. Involvement in the commute rule includes the creation of the Rule Advisory Committee that will meet over the next several months, public comment periods, and conclude in November 2021 with a presentation at the Environmental Quality Commission meeting.

Comments from the committee:

- Eric Hesse asked for more information on the Advisory Committee with selection of members. Ms. Williams noted that submissions of appointments to serve on the committee are encouraged with anyone interested and other stakeholders suggested, with final approval made by the DEQ Director.
- Liz Hormann asked if the Advisory Committee was for the new statewide rule or for the updated Portland rule. Was this to be combined or two separate committees? Ms. Williams noted this was envisioned to be a combined committee that looked at the new rule from the existing rule, which might form a subcommittee as developed for Portland separately. The Advisory Committee is expected to convene in late May- early June.
- It was asked by whose authority the indirect rule would report. Ms. Williams noted she did not envision incorporating or revising the indirect rule with other agencies for DEQ enforcement, but authority to allow DEQ to regulate employers with ECO. Parking management rules that come from DLCDC may lead to DEQ revising current rules but these plans have not been discussed yet.
- Nina Carlson asked if there was a population size limit with the statewide rule much like the land use rules. Ms. Williams noted the rule was applicable to areas of MPO boundaries of 50,000 or more in population. While they do not apply to employers with lower populations, there are possible benefits for smaller cities and regions to benefit from the programs.

- Ms. Carlson noted that employees at NW Natural drive around the region in company vehicles for work, and currently return the vehicles at work before going home. Was part of the rulemaking looking at employers changing policies that cut commute trips such as this? Ms. Williams noted it was up to the companies and employers to provide commuter options that work best with their employees. Feedback on the rulemaking have asked for more guidance and information for policies that make a difference and provide enough incentive to make this difference.
- Peter Hurley noted past experience on the Washington trip reduction board where implementation of recommendations were successful because of partnerships between local/state agencies, and employers/employees. Testimony at legislative sessions helped gain funding for incentives with broad representation support.
- Grace Cho asked for clarification regarding the eco rule in the Metro area and if the STIP was to be reopened. And how would this interact with DEQ's efforts to advance ozone? Ms. Williams noted that DEQ will keep EPA informed but did not anticipate efforts would require the STIP reopened, more likely upgraded. Regarding the ozone advance, this state voluntary program with EPA works with local air quality representatives to have programs in place to prevent standard ozone levels from reaching higher. The ECO rule would still allow the state programs to stay in place.
- Jeff Owen asked how much work in these statewide issues could also be applied to improve clean air initiatives in current transit strategies. Cody Meyer noted that cleaning up fleet emissions help and is responsible for a large portion of the issue, but even if 100% of vehicles sold tomorrow were electric, there would still be 99% of old cars on roads with these emissions. Efforts need to come from reduction in VMT (vehicle miles traveled), and more efficiency in travel.

Brian Hurley added the average age of a car on the road now is 13, and getting older. It was agreed transit plays a big part of the plan to reduce emissions. Kim Ellis added that Climate Smart strategies assume targets to fleet and technology transitions are not on track, which is why Metro went beyond required targets for climate actions.

- Grace Cho asked for clarification on ODOT's agency climate action plan being developed. Brian Hurley noted that at the recent OTC meeting a list of potential ODOT agency specific actions were being proposed. This differs from the state agency collaborative action with Every Mile Counts. While objectives and staff will overlap, these are two different efforts. Every Mile Counts expects to conclude in June 2022, with ODOT's plan sometime in 2035.
- Glen Bolen noted that changes to trip lengths, patterns, locations of travel and services with working from home can be applied to upcoming TGM applications and Metro's 2040 grants. Chairman Kloster added that Eliot Rose is working with a consultant on the study of emerging trends in travel following the pandemic, which will be reported on.
- Ted Leybold noted ODOT's Stephanie Millard coordinates with Metro on transportation options. OTC was looking to possibly increase funding on these programs. Brian Hurley noted thought most of the funding would be directed for bike/ped projects and expanding commuter options.

The panel will be asked to check in again later in the year as more information is known.

5. Adjournment (Chairman Kloster)

There being no further business, meeting was adjourned by Chair Kloster at 12 pm.

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, March 24, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	03/24/2021	03/24/2021 MTAC and TPAC workshop meeting agenda	032421M-01
2	Handout	N/A	Every Mile Counts Progress Report	032421M-02
3	Handout	N/A	Climate-Friendly and Equitable Communities Rulemaking	032421M-03
4	Handout	N/A	STS Multi-Agency Implementation Work Program Statewide Trip Reduction Ordinance Action Work plan	032421M-04
5	Presentation	03/24/2021	Every Mile Counts and Transportation Climate Efforts	032421M-05
6	Presentation	03/24/2021	Climate-Friendly and Equitable Communities Rulemaking	032421M-06
7	Presentation	03/24/2021	Partnerships to Improve Air Quality and Climate Expanding and Enhancing Commute Option Programs	032421M-07