

Metro

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Metro

Minutes

Tuesday, October 18, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)

Council work session

Call to Order and Roll Call

Council President Peterson called the Work Session to order at 10:30 a.m.

Work Session Topics:

10:30 **State Legislative Agenda**

Attachments: [Staff Report](#)
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Council President Peterson introduced Jenna Jones (she/her) and Anneliese Koehler (she/her) to present on the topic.

Staff pulled up the Metro State Legislative Agenda Update to present to Council.

The presentation overviewed the current state of Oregon’s legislative agenda, providing updates on the legislative make-up, legislative concepts receiving attention, and Metro’s approach to lobbying for different issues. One such issue is the Interstate 5 Bridge Replacement Project; presenters stated that Metro is standing to support efforts to advance funding and ensure that the project adheres to the Modified LPA components.

Council President Peterson interjected to comment that we should have a plan in place in the event the legislature attempts to move from the agreed upon components in the Modified LPA.

Councilor Nolan spoke to the necessity of having a conversation about whether Metro's approval of the LPA would continue if the project were significantly changed, such as having light rail lines removed the project.

Koehler introduced the next major transportation issue in the legislature: the Great Streets Program Investment. She stated that they are lobbying to support legislation that would increase funding for state-owned urban arterials that address critical safety and maintenance needs.

Councilor Craddick remarked that we need to ensure that funding for the Great Streets Program is protected to avoid the project turning into a slush fund for the Oregon Department of Transportation's other projects.

Councilor Rosenthal asked if there is support in other RPOs for this program.

Koehler responded affirmatively, stating that the Great Streets Program is a statewide project and that funds would be distributed accordingly.

Councilor Craddick noted that these streets will become the responsibility of local jurisdictions, and therefore, funding should only be available to cities taking on the responsibilities of formerly owned state highways.

The presentation overviewed gun safety next, with the presenters stating that Metro's stance is to support efforts to allow Metro to regulate the carrying of firearms on Metro's properties. Equitable, convenient, and sustainable electronic recycling and reuse would similarly be supported by Metro.

Councilor Rosenthal remarked on the difficulty of

properly recycling many electronic goods, asking if there is another group besides the Department of Environmental Quality that would be responsible for this.

Jones noted that there are several consumer groups with the required level of expertise to recycle these products involved in this legislation. She then addressed legislation targeted at addressing abandoned and derelict vessels and recreational vehicles.

Councilor Lewis stated her excitement for this legislation, commenting that local tribes should be involved in the process of waterway cleanup.

The presenters then overviewed housing legislation, stating that Metro is supporting increases to the proportion of private activity bonds allocated to OHCS, reducing technical barriers resulting in delayed projects, and providing funding and policy changes that address the need for affordable housing.

Council Discussion

Councilor Rosenthal asked if there is any legislation in progress that would help people transition from renting to full home ownership.

Jones replied that she is not aware of any such legislation.

Councilor Gonzalez questioned if there are any statewide efforts to incentivize the purchase of electric vehicles.

Koehler noted that there have been discussions regarding

electric vehicles but that she does not know of any specific legislation incentivizing their purchase.

Councilor Hwang asked if there is a legislative push to create more housing units generally.

Jones explained that there are ongoing discussions over housing production, although as this issue is directly tied to land use policy as well as housing the conversations are more complex.

Councilor Lewis firstly noted that we do not only need our lobbyists to be prepared to fight for legislation that Metro supports, but inversely to tear down proposals standing opposed to our interests. Speaking about the Great Streets Program, Councilor Lewis announced that we need to ensure that the streets included in funding are in need and prepared for substantial repairs. She expressed that Metro should push for clarity with the legislature, eliminating the threat of this program's funding sitting as a slush fund or being distributed indiscriminately.

Councilor Craddick remarked that she would like to see an update to housing codes that incorporates green technology such as solar panels, stating that we need to offset the environmental impact of increasing housing production with housing codes that reduce greenhouse gases.

Jones commented that discussions regarding the best way to reduce greenhouse gas emissions are still in progress. She explained that incentive structures for solar panels, updated housing codes, and building emission standards are actively being considered for legislation, although nothing has been solidified yet.

Council President Peterson noted that she has offered to all

the gubernatorial candidates a briefing on Metro's progress in housing and garbage.

Seeing no further discussion, Council President Peterson moved onto the next agenda item.

11:15 2023 Regional Transportation Plan: Regional Mobility Policy

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)

Council President Peterson introduced Margi Bradway (she/her) and Kim Ellis (she/her) to present on the topic.

Staff pulled up the Regional Mobility Policy Update Presentation to present to Council.

Bradway introduced Glen Bolen, a representative from the Oregon Department of Transportation (ODOT), stating that Metro has closely collaborated with ODOT to shape the 2023 Regional Transportation Plan (RTP). Ellis began the slideshow, citing the purpose of the presentation as seeking input on the draft mobility policy statements, measures and targets, and implementation action plan. The presentation overviewed Metro's mobility policy heading into the 2023 RTP, with significant attention paid to explaining how mobility is defined and measured in Portland's transportation system. Ellis suggested recommended amendments to the RTP and Oregon Highway Plan Policy 1F. The presentation concluded with a detailed timeline for the 2023 RTP.

Council Discussion

Council President Peterson commented that amending the

RTP is one of the most critical ways to remove barriers to successfully implementing the Great Streets Program.

Councilor Lewis highlighted that coordination efforts, which were originally scheduled for 2024, have begun to take place. She asked if there is any way to jump start these efforts to get them embedded in state-wide policy.

Ellis explained that while ODOT has begun implementing aspects of these discussions into the Oregon Transportation Plan Update and the Oregon Highway Plan that ultimately these processes will move at the speed determined by the state. To implement these strategies at the local level, we need to have them amended into the RTP before beginning functional policy work.

Bolen noted that the functional plan has a trickle-down effect, as counties and cities will also begin implementing this work once it is adopted at the state and regional level. Bradway reiterated that this plan will not only attempt to change transportation standards, but culture, drastically shifting the transportation landscape of Portland over the course of many years.

Councilor Lewis acknowledged that it takes time for the culture to shift, but stated that in some ways the culture has already changed without us, and that jurisdictions ready to make significant changes should be able to after the RTP is amended.

Councilor Craddick questioned if the presenters are comfortable with the current goals set in the Oregon Administrative Rule 660.

Staff explained that this target was set by the Land Conservation and Development Commission adopted for the

region when Climate Smart was approved. Ellis stated that this target serves a benchmark for how Metro is doing at reducing greenhouse gas emissions, and therefore will not be changed.

Councilor Craddick reemphasized that we have not currently met the goals listed in Rule 660.

Ellis responded by noting that Climate Smart passed its targets, and that analysis work from the previous RTP showed that Metro is making substantial progress towards reaching its emissions target.

Councilor Craddick asked in what ways are we deficient in providing alternative means of travel.

Staff commented that land use decisions need to be made in the context of how we will reach our reduction in vehicle miles traveled (VMT) targets. The way the policy is currently applied, we are only measuring the number of vehicles traveling through a roadway. Changing the measurement strategy to focusing on VMT may help inform how land use developments and expansions may be completed while continuing to maintain acceptable VMT levels and providing alternative travel options. Bolen cited Happy Valley as an example; when planning for land development we should strive to have necessary services surrounding population centers.

Councilor Craddick asked if the Oregon Transportation Commission (OTC) in agreement in regards to the policy direction for the 2023 RTP.

Bolen noted that the OTC has been present in many of the planning meetings and has been willing to collaborate with Metro.

Councilor Rosenthal firstly questioned if these plans have been presented to the Washington Department of Transportation (WASHDOT). He then asked if a measure tracking the number of areas that can maintain a 45-minute trip capacity has been considered as an additional standard.

Staff responded to the councilor's first question, stating that WASHDOT has been present in both the TPAC, MPAC, and JPACT workshops that guided discussions for the RTP, and that they have not expressed any disagreement with the direction of the plan. Regarding Councilor Rosenthal's question about transit travel time as a measurement of mobility, Ellis noted that while this measure has not been included in the planning process for the RTP that it is being used for other transportation policies such as high-capacity transit.

Councilor Gonzalez questioned how this new framework will alter project prioritization across jurisdictions and how these changes can best be presented to constituents.

Ellis stated that the new framework will change the prioritization process in that it seeks to focus resources on improving transportation opportunities for individuals using transit, biking, or walking. Furthermore, the RTP's utilization on VMT as a measure will ensure that policies furthering Metro's climate goals will be prioritized. Congestion tracking will help inform which areas are most in need of renovation, with climate friendly solutions being preferred over general capacity increases. Bolen highlighted that this framework serves to identify areas and issues experiencing severe transportation problems, and that policy will be tailored to fit these needs accordingly.

Councilor Craddick asked Ellis and Bolen how this policy

influence the discussion on auxiliary lanes.

Bolen explained that the functional plan has an explicit definition of what qualifies as a capacity project, and if a policy is defined as relating to capacity and does not meet the required level of need it would not be furthered. As auxiliary lanes are defined as being capacity tools, if they are not found to be necessary, they will not be used as a policy measure.

Councilor Rosenthal questioned if this new framework and standards will require the tolling decision to be revisited.

Bradway stated that this decision will not be revisited as it has completed the federal NIPO process.

Councilor Rosenthal commented that this may raise equity issues if certain areas in the region experience tolling while others do not.

Seeing no further conversation on the topic, Council President Peterson moved onto the next agenda item.

12:00 Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- The budget planning process for the 2023 fiscal year is beginning, starting with the WPES department.
- Air quality today is poor so employees may work from home, utilize sick leave, or request special accommodations.

12:05 Councilor Communication

Councilors provided updates on the following meetings and events:

None of the councilors had updates to share.

12:10 Adjourn

There being no further business, Council President Peterson adjourned the Metro Work Session at 12:20 p.m.

Respectfully submitted,



Jeffrey Kain, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 18, 2022

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|----------------------------------------------------|---------------------|
| 1.0 | Powerpoint | 10/18/2022 | Metro State Legislative Agenda Update Presentation | 101822cw-01 |
| 2.0 | Powerpoint | 10/18/2022 | Regional Mobility Policy Update Presentation | 101822cw-02 |