



# Meeting minutes

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

Date/time: Wednesday, August 19, 2020 | 10 a.m. to 12 p.m.

Place: Virtual conference meeting held via Zoom

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## **Members and Guests Attending**

## **Affiliate**

Tom Kloster, Chair	Metro
Dayna Webb	City of Oregon City, Cities of Clackamas County, TPAC
Katherine Kelly	City of Gresham
Jeff Owen	TriMet
Jerry Andersen	Clackamas County Representative, MTAC
Ray Eck	Washington County Representative, MTAC
Jennifer Donnelly	Department of Land Conservation & Development
Anne Debbaut	Department of Land Conservation & Development
Chris Deffebach	Washington County
Lynda David	SW Washington Regional Transportation Council
Jaimie Huff	City of Happy Valley
Glen Bolen	Oregon Department of Transportation
Gerik Kransky	Oregon Department of Environmental Quality
Adam Barber	Multnomah County
Eric Hesse	City of Portland
Tom Armstrong	City of Portland
Erik Olson	City of Lake Oswego, MTAC
Colin Cooper	City of Hillsboro
Laura Terway	City of Oregon City
Jean Senechal Biggs	City of Beaverton
Erika Palmer	City of Sherwood
Seth Brumley	Oregon Department of Transportation
Darci Rudzinski	EMEA, CCBA & WEA, MTAC
Ezra Hammer	Home Builders Association of Metropolitan Portland
Andrew Morphis	Redevelopment/Urban Design, MTAC
Mike O'Brien	Environmental Science Associates, MTAC
Jae Douglas	Multnomah County Public Health & Urban Forum
Erin Wardell	Washington County
Karen Buehrig	Clackamas County
Jamie Stasny	Clackamas County
Steve Williams	Clackamas County
Allison Boyd	Multnomah County
Garet Prior	City of Tualatin and Cities of Washington County
Donovan Smith	Community Member, TPAC
Idris Ibrahim	Community Member, TPAC
Yousif Ibrahim	Community Member, TPAC
Rachael Duke	Housing Affordability Organization, MTAC
Nick Fortey	Federal Highway Administration

Cody Meyer	DLCD
Bill Holmstrom	DLCD
Jessica Reichers	OR. Department of Energy
Amanda Pietz	Oregon Department of Transportation
Kari Schlossauer	Safe Routes to School
Jonathan Harker	
Andrew Campbell	
Austin Barnes	Marion County
Natalie Rogers	City of Milwaukie
Steve Adams	City of Milwaukie

**Metro Staff Attending**

Kim Ellis, Principal Transportation Planner	Margi Bradway, Deputy Director Planning & Dev.
Caleb Winter, Senior Transportation Planner	Matthew Hampton, Senior Transportation Planner
John Mermin, Senior Transportation Planner	Ally Holmqvist, Senior Transportation Planner
Ted Reid, Principal Regional Planner	Tim Collins, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Chris Johnson, Research Manager
Summer Blackhorse, Program Asst. III	Marie Miller, TPAC & MTAC Recorder

**1. Call to Order and Introductions**

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 and Committee**

- Chairman Kloster updated the committees with news on Metro. Metro Regional Center is not expected to be open to the public until January 2021. Different work spaces and meeting room configurations are being planned, with meeting capabilities in the future for both in-person and virtual. Employee furloughs are expected again this fall which will affect work schedules. Updates on these will be forthcoming.
- Jeff Owen appreciated the understanding from the public with impacts on the transit systems as work on the Steel Bridge makes progress. The project is due to be completed the end of this month. Latest updates on TriMet operations related to COVID are found: [trimet.org/health](http://trimet.org/health)
- Colin Cooper announced the City Council from Hillsboro held a work session related to public safety and was currently broadly designing repositioning safety strategies from this information.
- Jae Douglas noted how the COVID-19 response from Multnomah County Health has been challenged moving into Phase 1, especially addressing equity priorities. There is a disproportionate impact with populations of people of color and those of low income with the pandemic. Setting up contact tracers in the County that represent people of color to address these needs was significant work, as well as providing background services for communities. While more complex and challenging, they have provided an important context to understand the needs for relevant health and safety response. It was noted that 6,000 restaurants in the County and changes to health inspections while the pandemic changed business hours, shut-downs and take out designs was often confusing. However, staff provided support and critical information for the last several months, and proved adaptability where needed.

- Tom Armstrong announced that the City of Portland Council voted to approve the residential in-fill project compliant with HB 2001. This provides several designs to multi-plexes including affordable 6-plex options in 60% of the area. This project has been 5 years in the making, and will now move into Phase 2 with continued compliance with HB 2001. Cottage clusters and larger lot standards will be considered. Chair Kloster congratulated Mr. Armstrong on the City's approval and invited him to another combined workshop in 2021, which could be following LCDC adoption of the new rules.
- Jae Douglas asked if any information was available on vacant office space downtown that would be converted to affordable housing. Mr. Armstrong noted it was too early to tell at the moment until the pandemic played out. Work schedule changes, the extent to shifting to telework, and need for office space in the future is still unknown at this time.
- Glen Bolen noted the difficulties in converting office buildings into residential homes. It was suggested to be proactive in tracking shifts in employment, rental needs, downtown housing needs and affordability, office space needs and addressing equity issues. Mr. Bolen noted the Red Cross is offering free anti-body testing with blood testing and encouraged participation.

### 3. Public Communications on Agenda Items (none)

### 4. State Agencies' Response to Governor Brown's Climate Action Executive Order 20-04: Implications for land use and transportation planning (Amanda Pietz, Climate Office Director, ODOT/ Bill Holmstrom, Land Use and Transportation Planning Coordinator, DLCD, Cody Meyer, Land Use and Transportation Planner, DLCD, and Jessica Reichers, Technology and Transportation Planner, Oregon Department of Energy)

Amanda Pietz, Bill Holmstrom, Cody Meyer and Jessica Reichers introduced themselves. Ms. Pietz provided an overview of what has led to the Governor's Executive Order 20-54 to reduce pollution to at least 45 percent below 1990 emissions levels by 2035 and to at least 80 percent below 1990 emissions by 2050. Four agencies (Oregon Department of Transportation, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy) have worked together to develop a two-year Multi-Agency Implementation Work Plan to make progress toward the Oregon Statewide Transportation Strategy's vision. The plan focuses on initial objectives and priority actions that can benefit from collaborative relationships and programs already established among the agencies. This Work Plan does not replace but rather complements existing agency efforts to reduce greenhouse gas emissions and, because the Strategy is not enough to reach the goals in Executive Order 20-04, the four agencies recognize that more must be done.

Key objectives with Every Mile Counts were identified as:

- Reduce Vehicle Miles Traveled Per Capita
- Support Use of Cleaner Vehicles and Fuels
- Consider Greenhouse Gas Emissions in Decision-Making

## PRIORITY ACTIONS

- Transportation electrification. Expand electric vehicle rebate program, identify needed charging infrastructure.
- Cleaner fuels. Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.
- Transportation options. Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.
- Local greenhouse gas reduction planning. Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.

The Memorandum of Understanding (MOU) is at least a 10 year commitment with a work plan every two years, including implementation teams checking in frequently with accountability mechanisms and public engagement.

Bill Holmstrom provided information on DLCDC led efforts in the work plan. These included transportation planning rules and housing rules with monitoring and enforcement, scenario and local climate pollution reductions planning, and parking management. Work on this work will be supported with other agencies.

The Climate-Friendly and Equitable Communities action will include a set of rulemaking activities to integrate climate and equity outcomes into a number of land use and transportation planning administrative rules. One of the largest rulemaking efforts will be the update of the Transportation Planning Rules (TPR). Overall the TPR directs most cities and counties in Oregon to have coordinated land use and transportation plans. Rule amendments will require local governments to plan for transportation systems and land uses to reduce GHG emissions, including requiring transportation plans within metropolitan areas to meet GHG reduction goals. Strengthened requirements will include encouraging more housing mixed-use development in centers and along transit corridors; enhancing planning for pedestrian, bicycle, and transit networks; limiting how motor vehicle capacity-based performance standards may be used in planning; and adjusting how projects are prioritized and selected in transportation plans.

Jessica Reichers provided information on the Oregon Department of Energy efforts to support transportation electrification in Oregon by developing a statewide interagency Zero Emission Vehicle (ZEV) Action Plan. Other DOE efforts on climate include directives in the Executive Order specific to appliance standards, building codes, and statewide transportation strategies.

Ms. Reichers noted the current update work on Biennial Energy Report this year, Oregon Global Warming Commission, Energy Sector Climate Vulnerability Assessment, and EV Dashboard. The Dashboard has been updated and will be posted online soon.

Amanda Pietz provided information on Department of Environmental Quality led efforts, noting that more from DEQ will be presented at TPAC on Sept. 4. A state trip reduction policy would require certain-sized businesses in certain geographic areas of the state (medium to large metropolitan areas)

to plan for and implement techniques to reduce employees' vehicle miles traveled. Techniques may include telecommuting, flexible work schedules (to shift travel out of peak hours), free transit passes, parking cash-out programs, encouraging bike and pedestrian options, etc. These strategies work where transportation options are available and continued investment in bicycle and pedestrian infrastructure and public transportation is needed. Development of a Statewide Trip Reduction Policy would be led by DEQ, who would amend their Employee Commute Options (ECO) Rule. DEQ will enter into a rulemaking process for the Clean Fuels Program, implementing the direction of Governor Brown's Executive Order. The Clean Fuels Program will be extended and the requirements enhanced.

The freight market has a large GHG emission profile and actions are needed to support reduced emissions. Accordingly, this action will focus on the potential for freight trucks to be powered by electricity, hydrogen, or other lower carbon fuels. Specifically, the study will identify fueling and infrastructure needs and associated approaches agencies may take to enable transition to alternative fuels. The adoption of new emissions standards and ZEV requirements for medium and heavy-duty trucks is being considered as well.

ODOT led efforts include the transportation electrification infrastructure needs analysis. The Executive Order specifies that ODOT must complete a statewide transportation electrification infrastructure needs analysis by June 2021. While the focus is on light vehicles, the analysis will look at electrification across modes including micro-mobility (scooters and bikes), public transportation, and freight vehicles.

As the work plan is implemented and future actions are identified, concerted efforts will be made to identify, address, and integrate diversity, and climate justice and equity throughout Every Mile Counts efforts. More information on Every Mile Counts can be found here:

<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Comments from the committee:

- Eric Hesse noted the efforts between the TPR, Mobility Policy Standards and OHP, which are all working to reduce greenhouse emissions in various strategies. Bill Holmstrom noted there are conversations happening with all agencies to figure these out, likely having the direction to possible phasing out measures with vehicle congestion. Kim Ellis added input on the Regional Mobility Policy update framed to advance climate smart goals, with planned testing new measures, and coordination with the RTP which begins scoping next fall.

It was noted how the STIP also played a part in these initial steps. Mr. Hesse noted the tools that have been developed as good informational elements on types of projects. Ms. Pietz added the tools that develop transportation strategy have been supplemented with more features to include tracking and monitoring which will benefit programs.

- Margi Bradway appreciated the information provided by the panel. It was noted Metro plans to be engaged with these efforts. Regarding the STIP, it was noted that in order to reconcile the analysis of projects, both the system level and project level are being addressed. Ms. Pietz agreed there are lots of moving parts with these efforts. It was noted that one part is the overall programmatic approach being considered, often with different attributes to each

project. Another part are variables with investment amounts and project specifics that may or not overlap with other projects and plans.

- Steve Williams mentioned he had not heard the phrase “mixed use” in the presentation. It was suggested to shift away from single use zones to mixed use concepts in residential areas, which would provide more incentive to get people away from cars. It was noted a greenhouse gas analysis plans in the presentation. What type of analysis would be done for land use plans regarding this and their implications? Bill Holmstrom noted the importance with mixed use in the state, focused on centers and transit corridors. Future amendments in rules will address these issues. Cody Meyer added scenario planning with program investment level planning helps raise the bar for requirements and planning across the state. The agency is working define mixed use with regulatory and technical tools.
- Glen Bolen noted several modeling examples Metro is using, with Chris Johnson adding specifics on these. As more planning addresses climate change and equity issues with land use and transportation, these tools can be used and applied to local jurisdictions and agencies.
- Chris Deffebach thanked the presenters for an informative program. It was asked how best to tackle all the strategies and plans with keeping groups updated. A question was asked on the climate adaptation plan, whether with ODOT facilities, or with counties or cities use? Ms. Pietz noted the adaptation plan was focused on asset strategy moving forward to identify vulnerable risk areas across the state, which in turn would identify how local jurisdictions assets were affected. On the issue of updating groups, it was noted these were collaborative efforts, with future phases of work directed to more specific areas that jurisdictions could be engaged on.

Ms. Pietz noted the websites listed posted in the chat area during this meeting:

[www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx](http://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx)

[www.oregon.gov/lcd/CL/Pages/Adaption-Framework.aspx](http://www.oregon.gov/lcd/CL/Pages/Adaption-Framework.aspx)

[www.oregon.gov/odot/Get-Involved/Pages/ACT-R1.aspx](http://www.oregon.gov/odot/Get-Involved/Pages/ACT-R1.aspx)

Each website will be updated as programs are developed. ODOT is holding an online webinar in October, and all agencies can be contacted for presentations and adding participation.

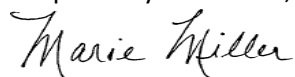
Mr. Holmstrom noted the strong public involvement with resources for housing rulemaking, but now have limited resources for land use and transportation. In the last legislative sessions 14% of the DLCDC budget was eliminated. It was noted changes to how the RAC would be recruited to allow a wider variety of voices to the committee. For interest or questions on this the staff email was provided: [emanvel@dlcd.state.or.us](mailto:emanvel@dlcd.state.or.us)

Chairman Kloster thanked the panelists for their information and encouraged a constructive and collaborative approach from our agencies and partners moving forward.

## 5. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:55 am.

Respectfully submitted,



Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, August 19, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	08/19/2020	08/19/2020 MTAC and TPAC workshop meeting agenda	081920M-01
2	MTAC Work Program	08/11/2020	MTAC Work Program, as of 08/11/2020	081920M-02
3	TPAC Work Program	08/12/2020	TPAC Work Program, as of 08/12/2020	081920M-03
4	MTAC/TPAC Work Program	08/11/2020	MTAC/TPAC Work Program, as of 08/11/2020	081920M-04
5	Fact Sheet	May 2020	Every Mile Counts: Reducing Greenhouse Gas Emissions from Transportation in Oregon	081920M-05
6	Work Plan Report	N/A	Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction: Multi-Agency Implementation Work Plan June 2020 - June 2022	081920M-06
7	Presentation	08/19/2020	EVERY MILE COUNTS AND TRANSPORTATION CLIMATE EFFORTS	081920M-07