

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Portland-Vancouver Metro Area Climate Pollution Reduction Grant (CPRG): Climate Partners' Forum Meeting #6

Date: December 17, 2024

Time: 1:30-3:00 pm

Place: [Zoom](https://us02web.zoom.us/j/85471317653?pwd=NDfXz0ZgDBJoSvkQu20SZSOBr6PVGi.1)
<https://us02web.zoom.us/j/85471317653?pwd=NDfXz0ZgDBJoSvkQu20SZSOBr6PVGi.1>

Purpose: Introduce approach for developing regional greenhouse gas (GHG) emission projections and targets for the CCAP.

Hear from Washington State Department of Ecology about their approach to projecting GHG emissions.

Share feedback on the proposed approach to projections and targets, particularly on how to account for state climate policies.

1:30 – Welcome, Meeting Purpose and Agenda Review
(Adrienne DeDona, JLA; 5 min)

1:35 – Overview of Relevant CCAP Targets, Projections and Goals
(Eliot Rose, Metro; 10 min)

1:45 – Proposed Approach to Developing CCAP GHG Projections
(Tracy Lunsford and Josh Proudfoot, Parametrix; 15 min)
Includes time for questions

2:00 – Washington State Department of Ecology's Approach to projecting GHG emissions
(Rylie Ellison, WA Department of Ecology; 15 min)
Includes time for questions

2:15 – Small Group Discussion on Policies Related to GHG Projections
(Adrienne DeDona, JLA / All; 25 min)

2:40 – Small Group Report Outs
(Adrienne DeDona, JLA / All; 10 min)

2:50 – Online Open House Update
(Adrienne DeDona, JLA; 5 min)

2:55 – Adjourn and next steps
(Adrienne DeDona; JLA, 5 min)

Climate Partners' Forum meeting #6

EPA Climate Pollution Reduction
Grant (CPRG)

December 2024



Purpose of this meeting

- Introduce approach for developing regional greenhouse gas (GHG) emission projections and targets for the CCAP.
- Hear from Washington State Department of Ecology about their approach to projecting GHG emissions.
- Share feedback on the proposed approach to projections and targets, particularly on how to account for state climate policies.

Agenda

- 1:30 pm **Welcome and Meeting Purpose**
- 1:35 pm **Overview of Relevant CCAP Targets, Projections and Goals**
- 1:45 pm **Proposed Approach to Developing CCAP GHG Projections**
- 2:00 pm **Washington State Department of Ecology's Approach to projecting GHG emissions**
- 2:15 pm **Small Group Discussion on Policies related to GHG Projections**
- 2:50 pm **Online Open House Update**
- 2:55 pm **Adjourn and Next Steps**



Metro

Overview of Relevant CCAP Targets, Projects and Goals

Eliot Rose, Metro (10 min)

Why is the CCAP important?

There is a lot of existing climate work going on in our metro area, including agency and community plans that reflect many different...



The CCAP is an opportunity to plan for **all communities and emissions sources** and identify **specific, collaborative, actionable, and effective measures** to reduce emissions.

New for the CCAP: projections, targets and goals

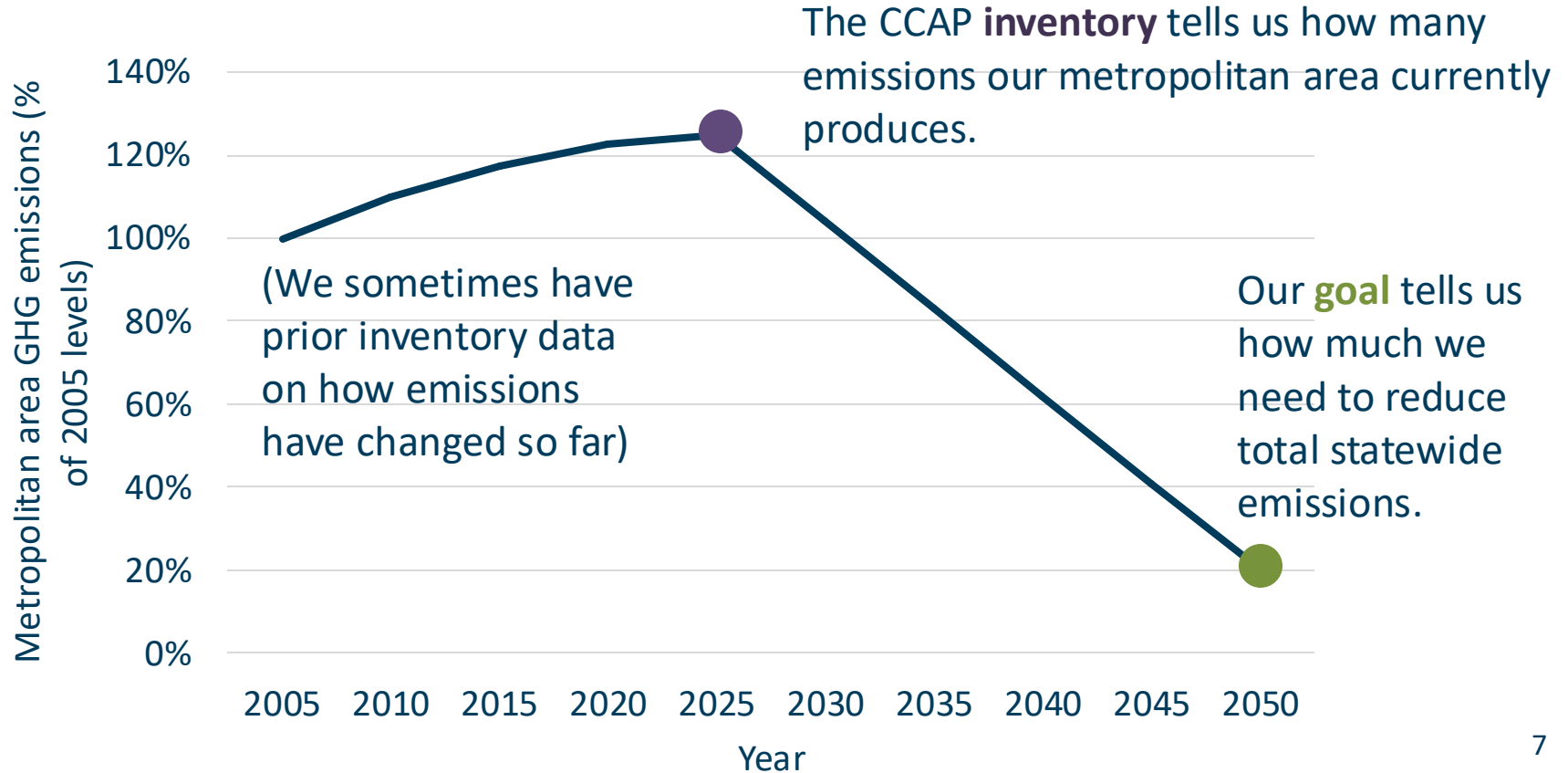
So far we have talked a lot about the **inventory** of current GHG emissions and the **measures** that can reduce these emissions. But our Comprehensive Climate Action Plan (CCAP) also needs to include:

- **Projections** of how emissions will change through 2050 if we don't take any further actions to combat climate change (aka business as usual)
- **Targets** describing how much the CCAP aims to reduce the emissions generated in our metropolitan area
- Targets must be based on overall climate **goals** that are consistent with scientific consensus around how much global emissions need to be reduced in order to avoid catastrophic climate change.

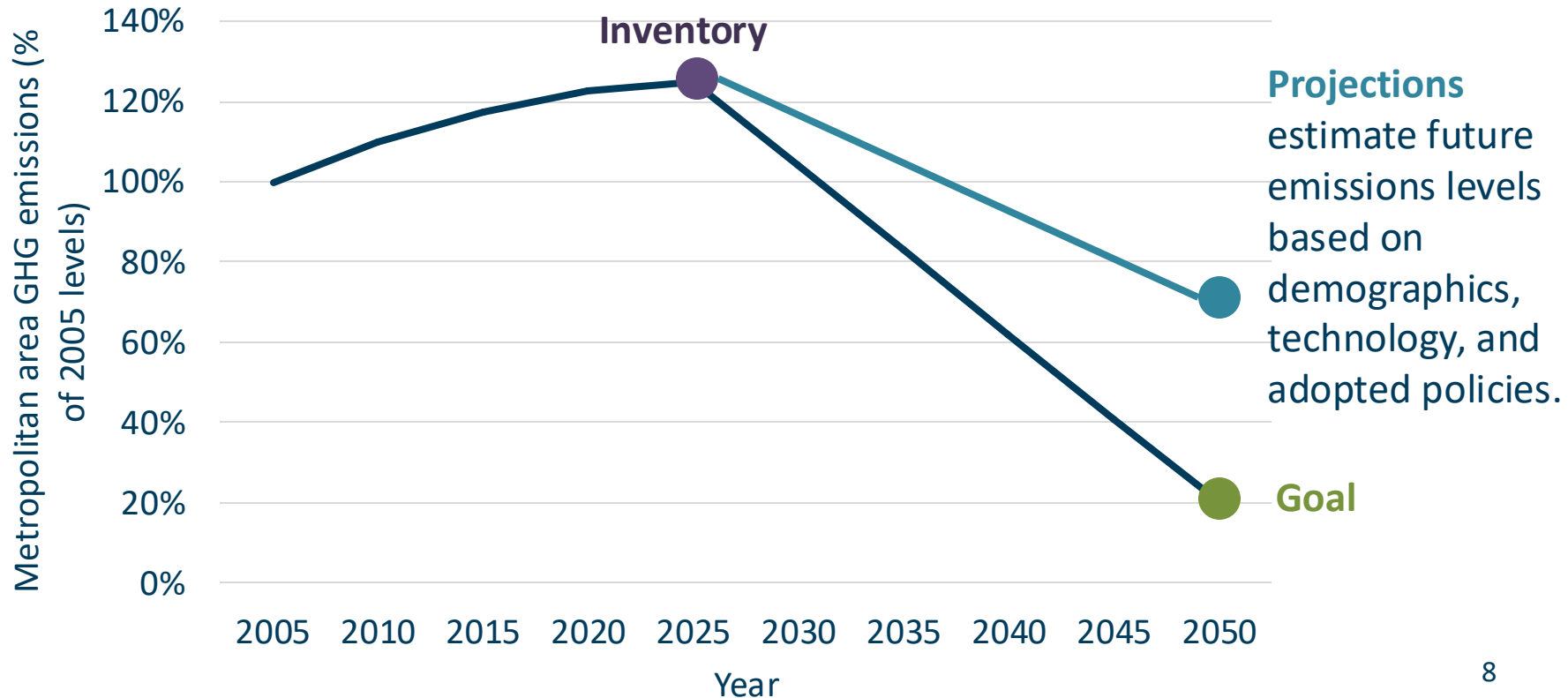
It may sound complicated, but there's a simple relationship between these things:

Goals – projected emission reductions = targets

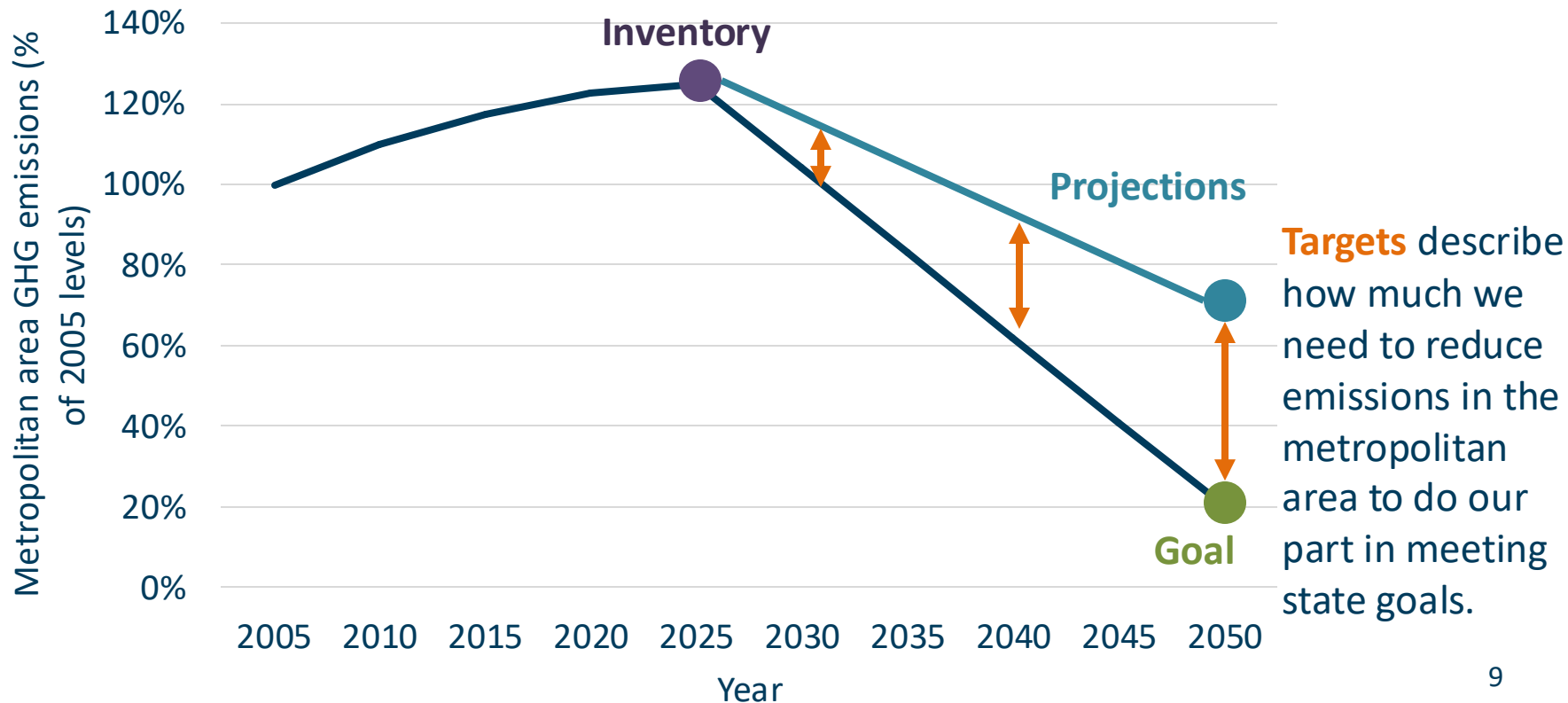
How are these elements related?



How are these elements related?



How are these elements related?



Oregon and Washington's goals are similar, but not the same

	Oregon targets	Washington targets
2020	N/A	1990 levels
2030	45% below 1990 levels	45% below 1990 levels
2040	<i>70% below 1990 levels*</i>	70% below 1990 levels
2050	80% below 1990 levels/ <i>95% below 1990 levels*</i>	95% below 1990 levels

**Italics denote changes to Oregon's targets recommended by the Oregon Climate Action Commission in 2023, but not yet adopted as policy.*

Questions to consider during today's presentation

1. Are there other policies that we should account for in the projections?
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
3. How might these policies affect our decisions around what actions to focus on in the CCAP?



Metro

Proposed Approach to Developing CCAP GHG Projections

Josh Proudfoot, Parametrix

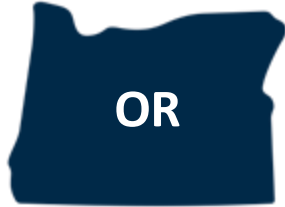
Tracy Lunsford, Parametrix (15 min)

Proposed Approach

What will be accounted for in CCAP GHG projections:

1. Relevant OR/WA policies
2. Demographics – population forecast and socioeconomics (for consumption and refrigerants)

Comparing parallel OR/WA climate policies



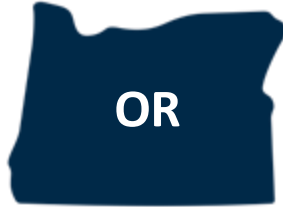
- Clean Energy Targets
- Clean Fuels Program
- Advanced Clean Cars Rules II
- Climate Protection Program



- Clean Energy Transformation Act
- Clean Fuel Standards
- Move Ahead Washington/Clean Vehicles Program Rule
- Climate Commitment Act & 173-443-WAC



Policy review: clean electricity



Clean Energy Targets

Regulates the carbon intensity of utilities' power sources:

- 80% below 1990 levels by 2030
- 90% by 2030
- 100% by 2040



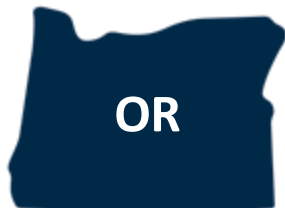
Clean Energy Transformation Act

Regulates the carbon intensity of utilities' power sources:

- No coal by 2050
- GHG neutrality by 2030
- 100% zero-emission (renewable or zero-carbon) by 2045



Policy review: vehicles



Advanced Clean Cars II

Requires auto manufacturers to deliver plug-in hybrid-, fuel-cell-, and battery electric vehicles to Oregon:

- 35% by 2026
- 100% by 2035



Move Ahead Washington/Clean Vehicles Program Rule

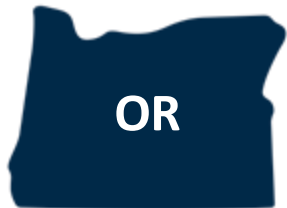
Requires auto manufacturers to deliver plug-in hybrid-, fuel-cell-, and battery electric vehicles to:

- 35% zero-emission vehicles by 2026
- 100% zero-emission vehicles by 2035

Requires utilities to plan for the electrical load



Policy review: Clean transportation fuels



Clean Fuels Program

Requires transportation fuel suppliers to decrease carbon intensity compared to 2015 levels:

- 10% by 2025
- 20% by 2030
- 37% by 2035



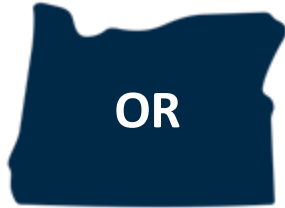
Clean Fuel Standard

Requires transportation fuel suppliers to decrease carbon intensity compared to 2015 levels:

- 20% by 2034



Policy review: cap and ...



Climate Protection Program

Requires suppliers and users of fossil fuels and other industrial climate pollutants to reduce GHGs compared to 1990 levels:

- 50% by 2035
- 90% by 2050



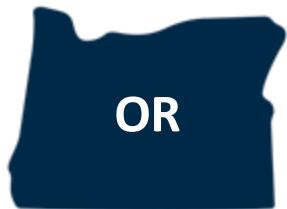
Climate Commitment Act

Requires fuel suppliers, gas and electric utilities, waste-to-energy, railroads, manufacturers to reduce GHGs compared to 1990 levels:

- 45% by 2030
- 70% by 2040
- 95% by 2050



Policy review: refrigerants and hydrofluorocarbons



Climate Protection Program

- Includes process emissions



173-443-WAC

- Regulates ice rinks, large air conditioning and large refrigeration
- 75% reduction from 2024 by 2035
- Net zero by 2050

Montreal Protocol/Kigali Amendment/US AIM Act

- 2019-2036 phaseout in US
- 85% reduction by 2047

Other policies to know about

- Heavy duty vehicles: trucks, freight, buses, etc.
- Building code and efficiency requirements

Summary of policy assumptions



Clean energy policies will eliminate emissions from electricity use in buildings by 2040-45.



Clean vehicle standards will require all new vehicles sold in Oregon and Washington to be zero-emission vehicles by 2035.



Clean fuel policies will reduce the carbon content of vehicle fuel by 20-37% below 2015 levels by 2034-35. This will mainly affect emissions from the older, non-zero-emission vehicles that are still on the road.



Cap and reduce/invest policies will reduce emissions from the use of natural gas, solid fuels, liquid fuels and process emissions in distribution and manufacturing by 90-95% below 1990 levels by 2050.

How policies factor into projections

OR and WA policies are mostly aligned, but there are small variations in timing and deployment.

Policy implementation affects mitigation potential:

- CPP (reinstated and it feels so good)
- Advanced Clean Cars II (market is ahead)





Metro

Washington State Department of Ecology's Approach to projecting GHG emissions

*Rylie Ellison, WA Department of Ecology
(15 min)*



WASHINGTON CLIMATE
PARTNERSHIP



Washington Climate Policies and Projections

Rylie Ellison, CPRG Planning Lead
Washington State Department of Ecology

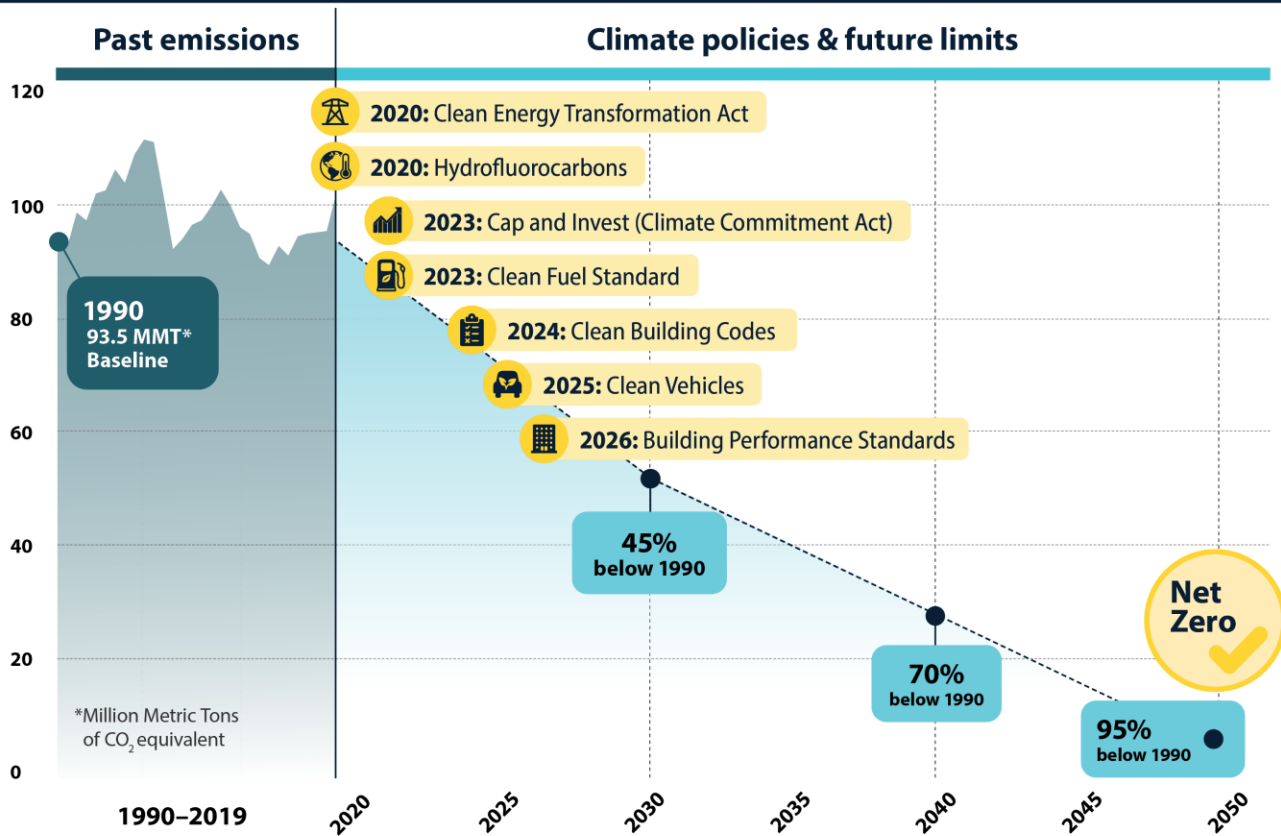
December 17, 2024



Major climate policies in WA



How Washington is cutting pollution 95% by 2050

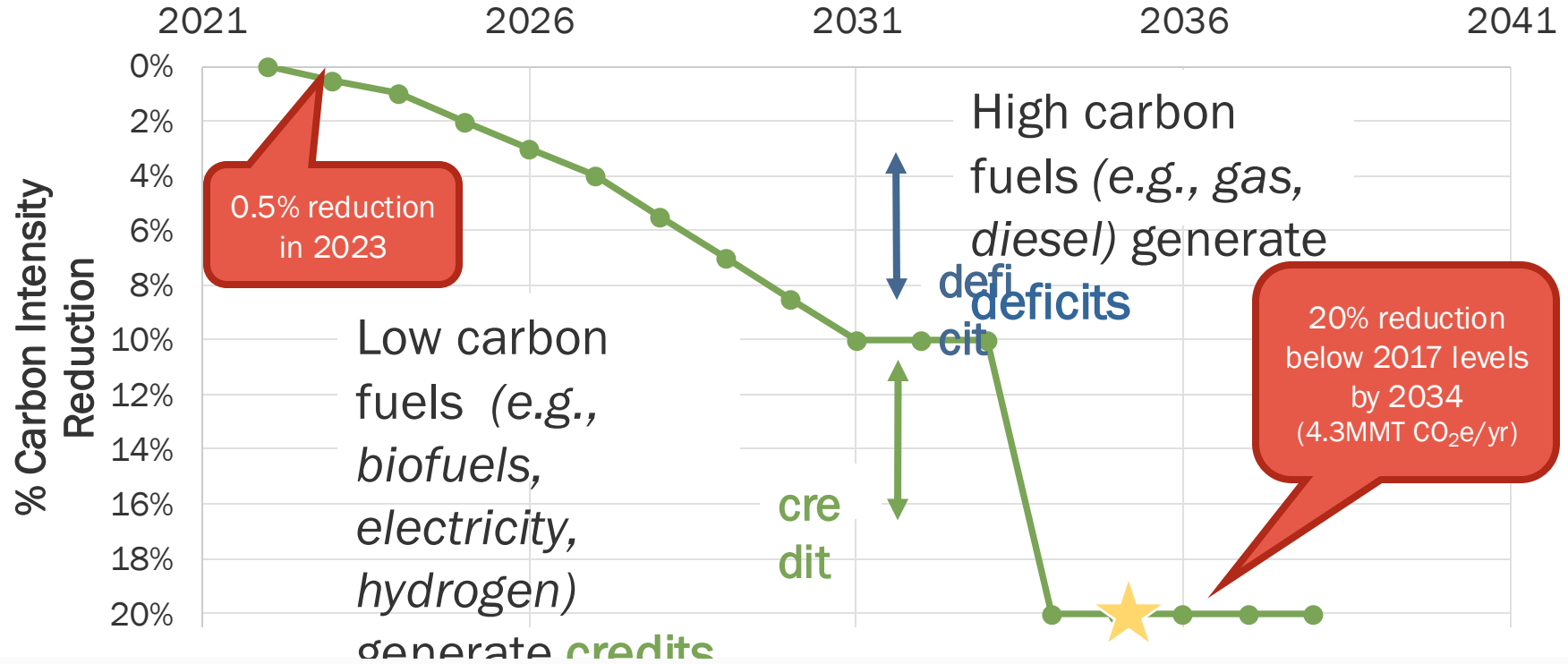


Clean Energy Transformation Act (CETA)

- Applies to all electric utilities serving retail customers in the state
- **2025:** Eliminate coal from retail portfolios
- **2030:** Greenhouse gas neutral standard
 - Use electricity from renewable or non-emitting sources in an amount equal to 80% of Washington retail load
 - Alternative compliance options for up to 20%
- **2045:** 100% renewable or non-emitting retail electricity supply

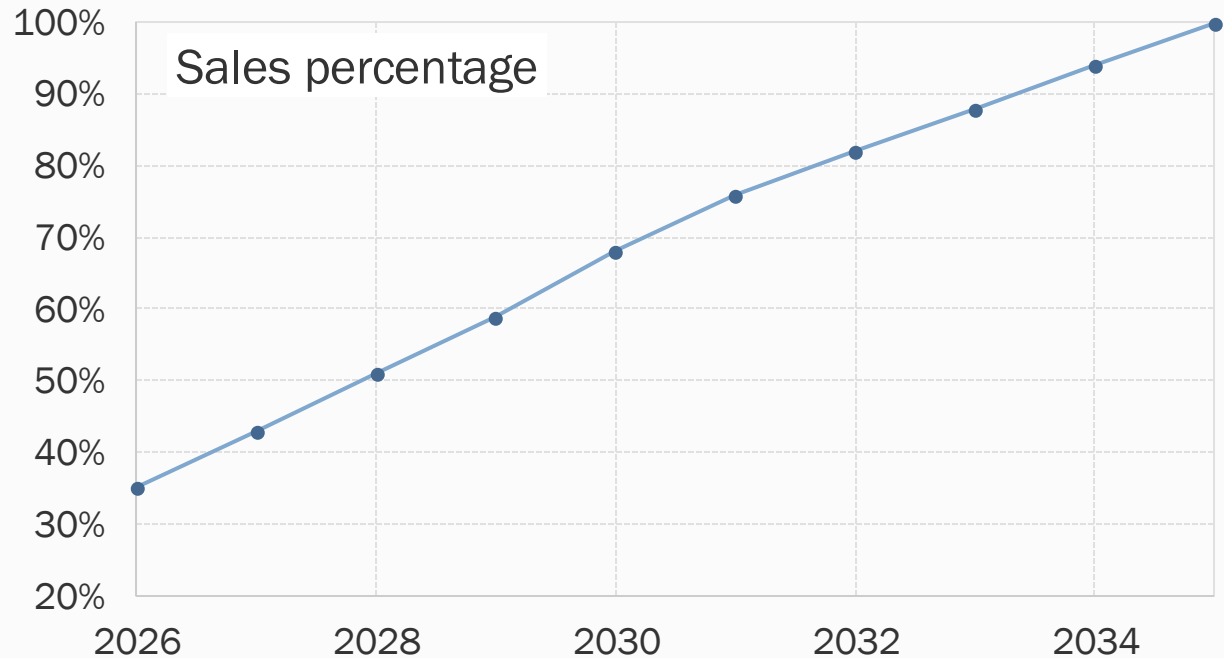


Clean Fuel Standard



Advanced Clean Cars II Rule

- Starts in 2025
- 100% of new cars sold are zero emission by model year 2035
- 19% of new vehicles are already ZEVs (Q2 2024)



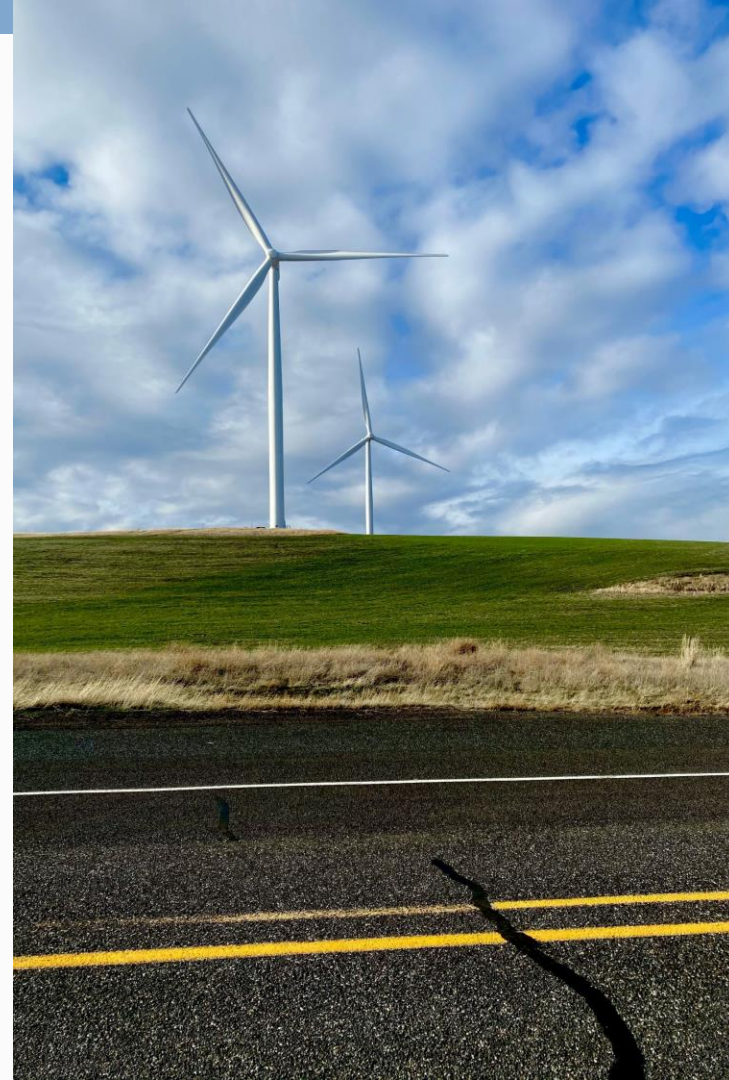
Advanced Clean Trucks Rule

- Requires a percentage of all new truck sales to be zero emission by 2035
 - Compliance begins in 2025
- Percentage varies by weight class:
 - 2b-3 trucks: 7-55%
 - 4-8 straight trucks: 11-75%
 - Semi-trucks: 7-40%



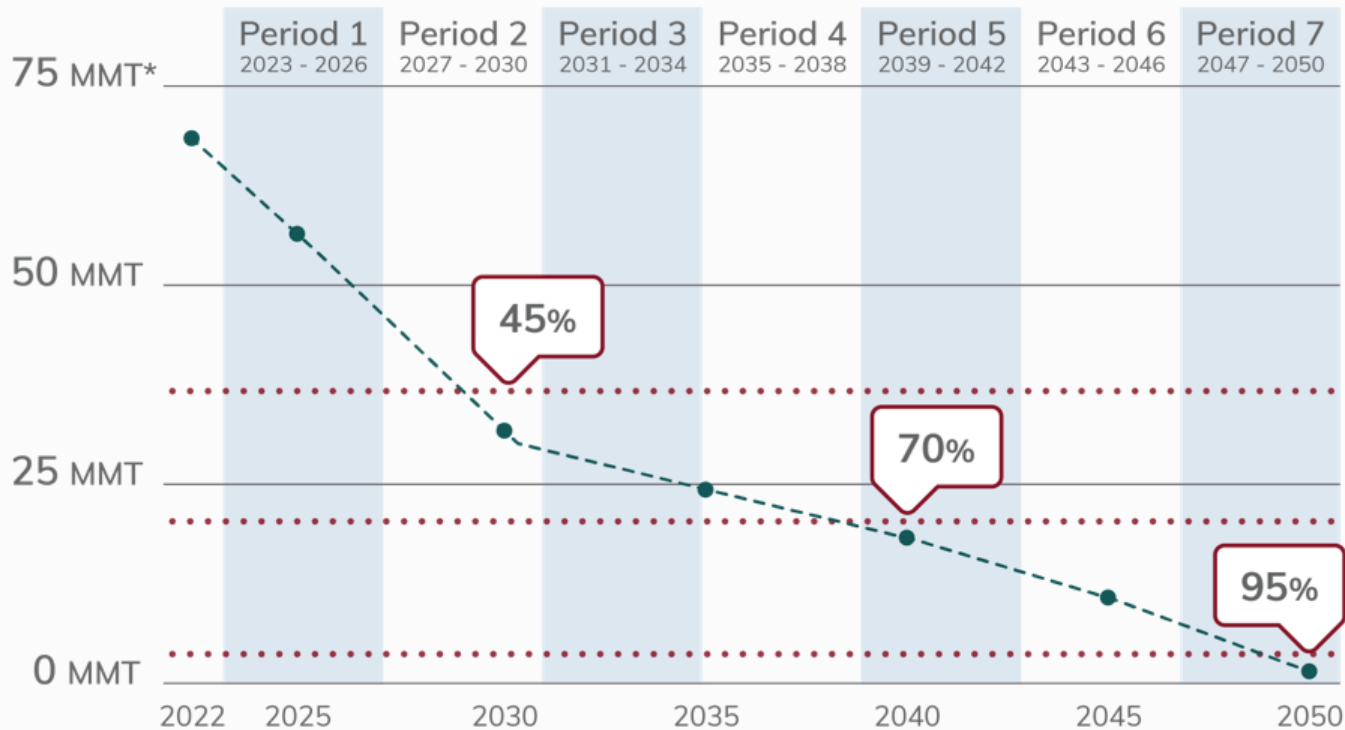
Cap-and-Invest

- Cornerstone of the Climate Commitment Act (CCA)
- Sets declining cap on emissions
 - Emissions cap = Allowance budget
 - Each allowance equals 1 metric ton of CO₂ equivalent
- Covered, opt-in entities must obtain allowances/offsets for covered emissions
- Pollution payments are reinvested in Washington communities



Projected Emissions Cap Over Time

* million metric tons of CO₂ equivalent



*MMT: million metric tons of CO₂ equivalent

Other climate policies/programs

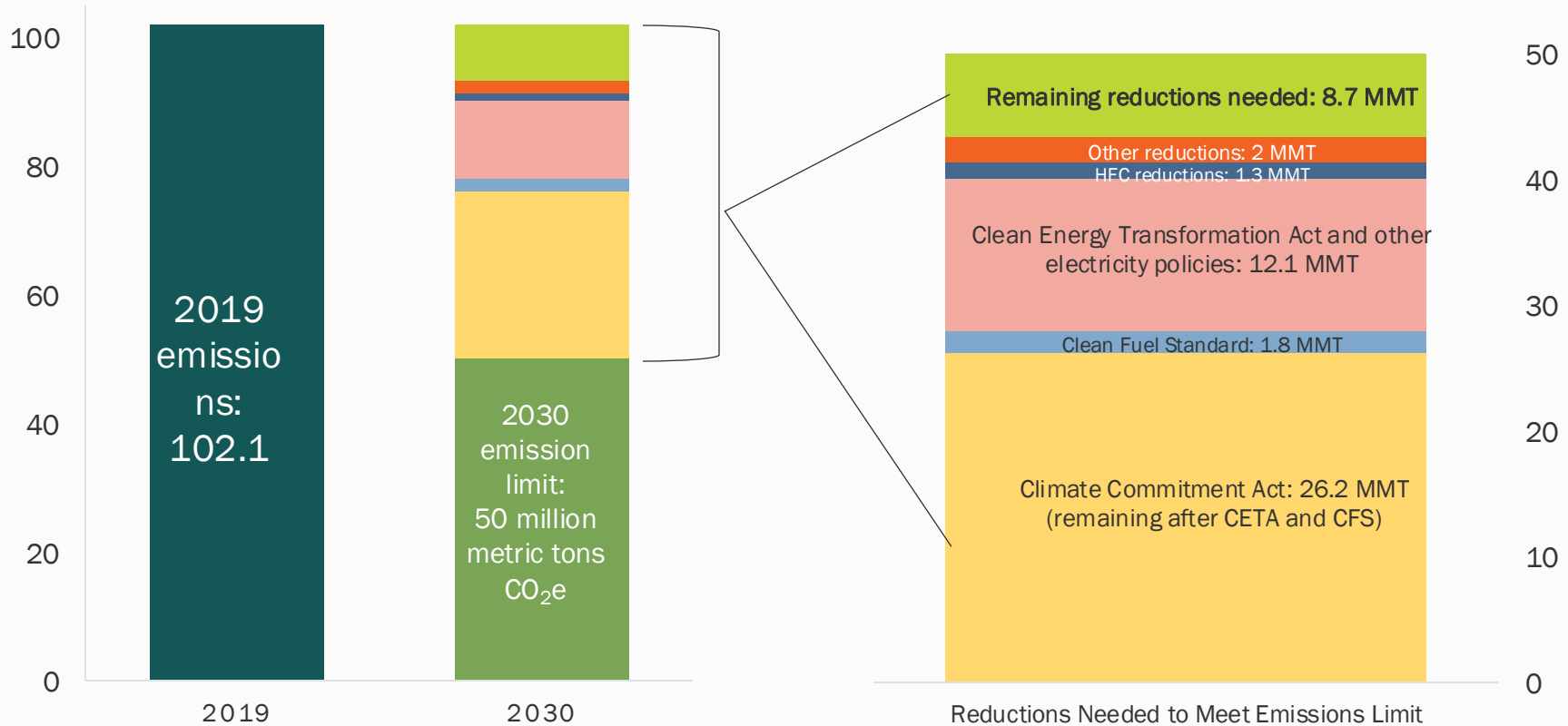
- Hydrogen Hub ([PNWH2 Hub](#))
- [Hydrofluorocarbon Transition](#)
- [Clean Buildings Performance Standards](#)
- [Building Energy Code Updates](#)
- [Sustainable Fields and Farms](#)
- [Climate-smart Forestry](#)
- [Use Food Well Washington](#)
- [Landfill methane rule & grant program](#)
- [State Efficiency and Environmental Performance \(SEEP\)](#)
- [Buy Clean, Buy Fair](#)
- [GMA Climate Element](#)



Greenhouse Gas Projections

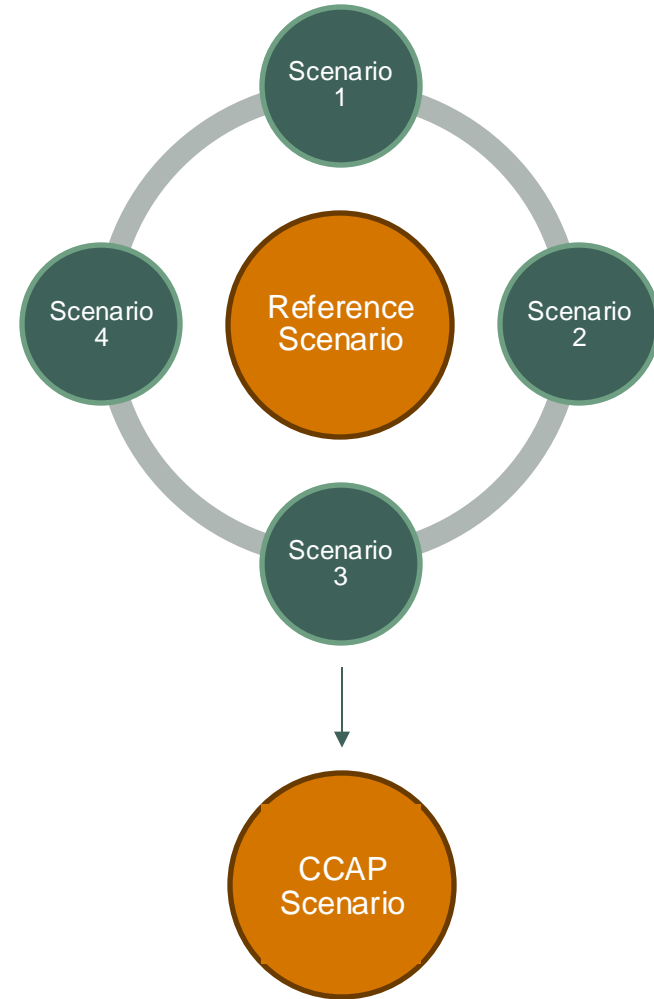


Previous projected emissions reductions



Modeling - Scenario Development

- Reference Scenario
 - Using WA-specific Data
 - Assumptions reflect current energy and climate policy and technology
- Scenario Development
 - Develop set of 4 “what if” scenarios
 - What are the most important issues to probe in developing CCAP measures?
 - CCAP Scenario: aggregated scenario built to capture impact of CCAP measure choices to the extent feasible.



Thank you!

Rylie Ellison

CPRG PLANNING LEAD

Rylie.ellison@ecy.wa.gov



Washington State
Department of
Commerce



DEPARTMENT OF
ECOLOGY
State of Washington

[Commerce CPRG Website](#)

[Department of Ecology Website](#)

[Washington Climate Partnership](#)



Metro

Small Group Discussion: Policies Related to GHG Projections

All (25 min)

Discussion Questions

1. Are there other policies that we should account for in the projections?
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
3. How might these policies affect our decisions around what actions to focus on in the CCAP?



Metro

Small Group Discussion: Report Out

All (10 min)



Metro

Online Open House Update

Adrienne DeDona, JLA (5 min)

CCAP Online Open House

679 views and 60 submissions

- **Transportation:** Making transit faster and more reliable. Expanding transit to areas that lack it. Creating a safe environment for walking/biking.
- **Commercial Buildings:** Increase energy efficiency. Educate businesses on how to conserve energy and reduce emissions. Install equipment that generates clean energy.
- **Residential Buildings:** Upgrade home heating and cooling systems. Upgrade windows and walls of older homes. Require new homes to have energy efficient appliances or meet energy efficiency standards.

CCAP Online Open House

- **Foods, Goods and Services:** Recover more food waste for donation, energy and composting. Make climate-friendly, plant-forward diets well understood and accessible. Increase reuse of building materials in construction projects.

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Date: December 17, 2024

Time: 1:30-3:00 pm

Place: Zoom

Purpose: Introduce approach for developing regional greenhouse gas (GHG) emission projections and targets for the CCAP.

Hear from Washington State Department of Ecology about their approach to projecting GHG emissions.

Share feedback on the proposed approach to projections and targets, particularly on how to account for state climate policies.

Summary: The Climate Partner Forum members conducted small group discussions on policies related to GHG projections. They shared feedback on the other policies to account for in the projections, discussing the roles of regional agencies and regional policies in implementation; all scenarios for how the policies will be implemented should be considered, noting that it is difficult to define or predict the outcome of the implementation. Factors to consider in the projection includes data centers, political changes, population growth and transitional periods during implementation.

Staff:

- Eliot Rose, Metro
- Jai Daniels, Metro
- Kadin Mangalik, Metro
- Josh Proudfoot, Parametrix/Good Company
- Tracy Lunsford, Parametrix/Good Company
- Adrienne DeDona, JLA Public Involvement
- Valentina Peng, JLA Public Involvement

Attendees:

- Aaron Lande, City of Vancouver
- Adam Fiss, Regional Transportation Council
- Almendra Velaquez, Fourth Plain Forward
- Amanda Watson, City of Lake Oswego
- Brian Hurley, Oregon Department of Transportation
- Carolina Martins, Washington County
- Cassie Wilson, 1000 Friends of Oregon
- Chris Carle, Clark County
- Citaly Ramierz, The Street Trust
- Daryl Lambert, WorkSystems
- Eric Hesse, Portland Bureau of Transportation
- Frank Dick, City of Vancouver
- Graham Martin, Multnomah County
- Henry Miller, City of Tigard
- Highland E., Washington County
- Jay Higgins, City of Gresham

- Jeff Owen, Clackamas County
- Jenna Garmon, Metro
- Jenna Kay, Clark County
- Joshua Baker, Lloyd EcoDistrict
- Karen Buehrig, Clackamas County
- Kari Mosden, City of Portland
- Kathleen, Washington County
- Kevin Boylan, City of Beaverton
- Kristin Leiber, Lloyd EcoDistrict
- Lily Merizon, United Oregon
- Lindsey Washburn, City of Tigard
- Luis Sandoval, Metro
- Miranda Seekins, Washington County
- Nakisha Nathan, Neighbors for Clean Air
- Rebecca Smalls, City of Vancouver
- Robin Straughan, City of Hillsboro
- Rylie Ellison, Washington Department of Ecology
- Shannon Martin, City of Gresham
- Shannon Wilson, Washington County
- Tan Khoa Le, Columbia County
- Tim Lynch, Multnomah County
- Whitney Dorer, Washington Department of Ecology

Agenda Items:

- Welcome, Meeting Purpose and Project Status Update
- Overview of Relevant CCAP Targets, Projections and Goals
- Proposed Approach to developing CCAP GHG Projections
- Washington State Department of Ecology's Approach to projecting GHG emissions
- Small Group Discussion on Policies Related to GHG Projections
- Small Group Discussion Report Out
- Ohline Open House Update
- Adjourn and Next Steps

Meeting Summary

Following a presentation giving an overview of the relevant Comprehensive Climate Action Plan Targets, Projections and Goals and an overview of Metro's proposed approach to developing CCAP GHG projections, the Washington State Department of Ecology presented their approach to projecting GHG emissions. Climate Partner Forum members had no clarifying questions. Forum members were divided into six small groups to discuss policies related to GHG projections.

Discussions varied group by group. The groups generally noted challenges with implementation and were curious about local agencies' and regional governments' roles in implementing state policies. Many were unsure how to define or predict the outcomes of implementation, with some expressing interest in learning about what elements are being taken into account in these projections. Data centers, the period of transition towards clean energy, population growth, and political changes are commonly noted factors to consider in the projections.

Metro thanked the group for their participation, noting that more information will come as they move forward in the CCAP process.

Detailed Discussion Summary

The following summarizes the clarifying questions asked by forum members and responses provided by the project team:

Metro: This is a frequently asked question - why is regional action necessary when some of the policies pursued by the state will lead to major emissions reduction?

- **Parametrix:** We need to ensure that there are regional efforts to support these policies. Regional policies to support or accelerate it and to ensure that the regional policies are filling in the gaps.

The forum members were divided into six groups for a small group discussion focusing on the following questions:

1. Are there other policies that we should account for in the projections?
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
3. How might these policies affect our decisions around what actions to focus on in the CCAP?

The following summarizes the small group discussions, some include detailed feedback and questions.

Small Group One

Group One expressed curiosity about state and local agencies' roles and involvement in the state policies. The group discussed concerns about challenges with policies in the future, including if the policies can be implemented within the desired timeline. Addressing narratives around renewable energy barriers and informational or education efforts backed by data to inform the public about the barriers would be crucial. With clean energy, there are concerns about electric vehicle battery materials and disposal, as well as clean energy infrastructure reliability.

- **Neighbors for Clean Air:** I don't think we should assume the policies will be fully implemented, or implemented on time.
- **Fourth Plain Forward:** It is difficult to track how the locals are progressing. There are lots of organizations pushing against these policies, potential that they might not be fully implemented.
- **The Street Trust:** The expectation that policies will face barriers and challenges.
- **Neighbors for Clean Air:** I'm curious about whether any of these policies contribute to the production of clean energy rather than just the reduction of emissions. It is important to help support production of clean energy. There are lots of effort around reducing energy usage, we also need to think about producing clean energy. And the transition from fossil fuel to clean energy production.

Small Group Two

Group Two members discussed the emissions produced through the consumption of goods, foods and services, as well as the policies surrounding land use and reusable fuels. The group noted that the bigger concern with these policies is implementation. There is a possibility of rescission for vehicle-related policies. With increasing populations, there is a challenge with housing, land use and increasing consumption. The pace and rate of electric vehicle deployment and finding a

balance for all the different models is a challenge. The transmission of energy and timeline before connections to the grid is also a topic of interest.

Small Group Three

Group Three members noted that it would be important to ensure that local policies are consistent with state policies. With policies implementing clean energy standards, there is concerns regarding the increase in utility rates. The standards had gotten more costly to comply over the years.

1. Are there other policies that we should account for in the projections?
 - **City of Gresham:** Not super-familiar with these policies, but they seem right.
 - **City of Beaverton:** Good list, no surprises. I appreciate the way that it's presented.
 - **City of Hillsboro:** The list looks familiar; the policies have all been shown in other plans.
 - **Oregon Department of Transportation:** no surprises. Let's follow up to discuss the coordination with STS. Vehicle Miles Traveled (VMT) projections are part of this. The standard is adoption. Oregon Transportation Plan has policies, strategies and targets.
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
 - **City of Gresham:** What's the risk?
 - **City of Beaverton:** assumptions should be that none of this is going to happen on time. HB2021 implementation doesn't seem to be on track based on what Portland General Electric is saying and doing.
 - **City of Hillsboro:** cost is an issue—gets more costly as implementation goes on.
 - There have always been twists and turns with policies and measures.
 - Local and regional policies need to align with Department of Ecology.

Small Group Four

Group Four discussed a challenge with implementation is political changes, which could lead to changes in mandates. There is a need for transparency as things change moving forward. Cost-effectiveness should be considered when looking at strategies. It is important to be realistic with goals and implementation. The group highlighted a need for clarification regarding the roles and involvement of regional agencies and local governments.

- What can Metro do or can't do? More clarity over purpose of the work. Is it coordination or communication? How does it work with other jurisdictions?
 - Do not forget local governments – bring in their perspectives early.
 - **Washington County:** When will we have the opportunity to see the draft CCAP and discuss draft measures?
 - Important to be realistic. Look at interim progress.
1. Are there other policies that we should account for in the projections?
 - All of the policies were comprehensive and clear, especially transportation.

- State is doing a great job addressing the transportation sector. Local agencies may need to focus on sectors outside of transportation, like energy produced by waste and residential/commercial buildings.
 - AI governance (data centers) requires high energy demand. Needs to be part of this conversation.
 - Technology and trends will evolve – how do we account for that? Need to maintain flexibility.
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
- Anticipate political changes and changes in mandates.
 - Need to maintain transparency as things change moving forward.
 - Consider annual restructuring.
3. How might these policies affect our decisions around what actions to focus on in the CCAP?
- Look at cost effectiveness. Labor and material costs is increasing at a quicker rate. Consider the most cost effective measures.
 - Community engagement and outreach are needed to demonstrate the value of this work via an economic or social perspective.

Small Group Five

Group Five noted that natural gas policies, building codes, land use decisions and data decisions could impact policies and should be accounted for in the projections. The implementation outcomes of these policies are hard to define as there is a range of possibilities and different factors that play into it.

1. Are there other policies that we should account for in the projections?
 - **1000 Friends of Oregon:** Climate Friendly and Equitable Communities
 - **Multnomah County:** Natural gas policies (especially Washington) HB 2021
 - Implementation may be less than planned for 2030 goals
 - **Clark County:** Not accounting for building code. They're impactful and may need to be accounted.
 - State building code. With flexibility in Washington
 - Big decisions around data centers
 - **1000 Friends of Oregon:** land use decisions (urban growth decisions)
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
 - There may be ranges of possible implementation outcomes that are hard to define
 - **Clark County:** One scenario is they are totally successful.
 - It can be arbitrary to set implementation "percentage"
3. How might these policies affect our decisions around what actions to focus on in the CCAP?
 - Emphasis on mitigation and adaptation overlap

Small Group Six

Group Six discussed that the projections may need to adjust to account for goals shifting more towards transit adoption and less focus on electric vehicles. The group had some questions about

the scenarios being considered and how policies regarding cross-boundary freight and passenger vehicles are accounted for. The group noted that delays in implementation are hard to estimate and was curious about how population projections fit into this process.

1. Are there other policies that we should account for in the projections?
 - Are there other policies for jurisdictions beyond the state level policies that should be considered?
 - Maybe Portland or Multnomah County
 - Goals in terms of transit adoption and shifting more towards using transit. EVs will minimize emission, but still impacts on land use, etc.
 - Are we considering the scenario of no more than 2 degrees Celsius warming target? Is that aligned with other states and other countries.
 - Policies related to adjacent states? How does cross boundary freight and passenger vehicles get accounted for?
2. Should we assume that these policies are implemented as planned, or should we explore what might happen if they are not fully implemented / implemented on time?
 - Yes, assume that we will implement or exceed timeline. Want to have a strong degree of confidence it will work.
 - Would rather we assume that these policies reduce emissions more than targeted?
 - Don't know how to estimate delay and how that would impact things
 - How are the population projections fitting into this work – WA County has had a lot of variability in population projections and are curious how those changes will impact this type of work.
3. How might these policies affect our decisions around what actions to focus on in the CCAP?
 - Consideration of transit expansion
 - Congestion pricing policies – are they no longer moving forward or is that a consideration?

Meeting Accessibility Options

This meeting was hosted online on Zoom which included Closed Captioning for participants.

Appendix A. Zoom Chat

13:35:43 From Daryl Lambert (he/him) Worksystems to Everyone:
Daryl Lambert, Worksystems

13:35:47 From Cassie Wilson (she/they), 1000 Friends of Oregon to Everyone:
Hello! Cassie Wilson, transportation policy manager, 1000 Friends of Oregon

13:35:51 From Miranda Seekins, Washington County to Everyone:
Miranda Seekins (she/her), Transportation Planner with Washington County

13:36:03 From Eric Hesse (he/him, PBOT to Everyone:
Eric Hesse, (he/him), Portland Bureau of Transportation

13:36:06 From Lily Merizon (she/her) to Everyone:
Lily Merizon (she/her) Unite Oregon

13:36:08 From Jeff Owen, Clackamas County to Everyone:
Jeff Owen, Clackamas County

13:36:12 From Whitney Dorer she/her DEQ to Everyone:
Whitney Dorer (she/her) Oregon Department of Environmental Quality

13:36:14 From Robin Straughan to Everyone:
Robin Straughan, she/her, Sustainability & Resiliency Manager, City of Hillsboro

13:36:14 From Jenna Kay, Clark County, she/her to Everyone:
Jenna Kay, Clark County Community Planning

13:36:21 From Graham Martin, Multnomah Co Transportation to Everyone:
Graham Martin, Multnomah County Transportation

13:36:29 From Jenna Garmon, Metro Sustainability Manager, she/her to Everyone:
Jenna Garmon (she/her), Metro

13:36:32 From Chris Carle - Clark County to Everyone:
Chris Carle - Clark County Public Works

13:36:32 From Amanda Watson (she/her), City of Lake Oswego to Everyone:
Amanda Watson, she/her, City of Lake Oswego

13:36:36 From Tim Lynch | he/him | Multnomah Co to Everyone:
Hello! Tim Lynch here, he/him, MultCo Office of Sustainability

13:37:27 From Nakisha (she/her) - Neighbors for Clean Air to Everyone:
Nakisha Nathan, she, her. Neighbors for Clean Air

13:37:47 From Citlaly Ramirez- The Street Trust to Everyone:
Citlaly Ramirez, The Street Trust

13:37:50 From Luis Sandoval (he/him) | Metro to Everyone:
Luis Sandoval, he/him, Metro Waste Prevention and Environmental Services Dept

13:37:52 From Shannon Martin - City of Gresham to Everyone:
Shannon Martin, City of Gresham

13:38:21 From Karen Buehrig (she/her) Clackamas County to Everyone:
Karen Buehrig, Long Range Planning Manager, Clackamas County

13:38:39 From Aaron Lande, City of Vancouver to Everyone:
Aaron Lande, City of Vancouver

13:38:59 From Jay Higgins, Gresham to Everyone:
Jay Higgins, City of Gresham

13:39:07 From Kari Mosden (she/her), to Everyone:
Kari Mosden, City of Portland

13:39:34 From Adrienne DeDona, JLA to Everyone:
thank you everyone for introducing yourself in the chat! Feel free to include comments and questions here too.

13:40:00 From Lindsey Washburn to Everyone:
Lindsey Washburn, City of Tigard

13:40:56 From Joshua Baker, he/him, Lloyd EcoDistrict to Everyone:
Joshua Baker, Lloyd EcoDistrict, he/him

13:44:42 From Kevin Boylan (he/him), City of Beaverton to Everyone:
Kevin Boylan, City of Beaverton

13:50:10 From Eliot Rose (Portland Metro, he/him) to Everyone:
eliot.rose@oregonmetro.gov

13:51:05 From Adrienne DeDona, JLA to Everyone:
We will pause for some clarifying questions after Josh's presentation. Feel free to add any questions or comments you have here in the chat too.

14:02:31 From Eric Hesse (he/him, PBOT to Everyone:
While HD vehicle efficiency standards may be on pause, there is still good news around diesel emissions and RFS/Clean Fuel Standards in place in OR and Portland that will help (as Josh is noting now)
Valentina Peng | JLA Public Involvement, Adrienne DeDona, JLA: 👍

14:06:16 From Eric Hesse (he/him, PBOT to Everyone:
Also, federalism is a thing.

14:09:53 From adamsc to Everyone:
Apologies, I need to jump off but I look forward to receiving the recording and copies of presentation if possible.
Eliot Rose (Portland Metro, he/him), Adrienne DeDona, JLA: 👍

14:12:35 From Eliot Rose (Portland Metro, he/him) to Everyone:
More info on the heavy duty weight classes that Rylie mentioned (so many different ways to classify trucks!): <https://afdc.energy.gov/data/10380>

14:19:40 From Rylie Ellison, WA ECY (she/her) to Everyone:

I am going to hop off. Thanks all!

14:42:35 From Eric Hesse (he/him, PBOT to Everyone:

Fruitful, even if some of the fruit is bitter

Tim Lynch | he/him | Multnomah Co, Adrienne DeDona, JLA: 😊

14:49:36 From Eric Hesse (he/him, PBOT to Everyone:

Especially if rate increases are a concern (A)

14:50:35 From Amanda Watson (she/her), City of Lake Oswego to Everyone:

Apologies, I have to jump off for another meeting. Appreciated the presentations and discussion today, thanks all.

Adrienne DeDona, JLA: 👍

14:51:08 From Miranda Seekins, Washington County to Everyone:

I have to jump off as well. Thanks everyone!

14:53:24 From Eliot Rose (Portland Metro, he/him) to Everyone:

Please share the open house link with your networks! <https://form.jotform.com/jlainvolve/metro-cprg-ooH>

14:53:24 From Valentina Peng | JLA Public Involvement to Everyone:

Metro CPRG Online Open House: <https://form.jotform.com/jlainvolve/metro-cprg-ooH>

14:58:40 From Eric Hesse (he/him, PBOT to Everyone:

Thanks, all!