

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop**
Date/time: Wednesday, June 19, 2019 | 9:30 a.m. to 12 p.m.
Place: Metro Regional Center, Council chamber

Members & Public Attending

Affiliate

Tom Kloster, Chair	Metro
Jae Douglas	MTAC - Mult. Co. Health Dept., Environmental Health
Beverly Drottar	TPAC – Community Member
Adam Barber	MTAC – Multnomah County
Katherine Kelly	MTAC & TPAC, City of Gresham
Nina Carlson	MTAC – NW Natural
Glenn Koehrsen	TPAC – Community Member
Laura Weigel	MTAC – City of Hillsboro
Bob Kellett	Portland Bureau of Transportation
Jennifer Campos	TPAC – City of Vancouver
Denny Egner	MTAC – City of Milwaukie
Ezra Hammer	MTAC – Home Builders Association
Jeff Owen	MTAC & TPAC – TriMet
Jennifer Donnelly	MTAC –DLCD
Glen Bolen	MTAC & TPAC – Oregon Department of Transportation
Anne Debbaut	MTAC – DLCD
Carol Chesarek	MTAC – Multnomah County
Steve Koper	MTAC – City of Happy Valley
Chris Deffebach	MTAC & TPAC – Washington County
Jeannine Rustad	MTAC – Tualatin Hills Park & Recreation District
Roseann Johnson	MTAC – Home Builders Association
Marlee Schuld	MTAC – City of Troutdale
Anna Slatinsky	MTAC – City of Beaverton
Don Odermott	TPAC – City of Hillsboro
Jerry Andersen	MTAC – Clackamas County Citizen
Rachel Dawson	Cascade Policy
Jessica Berry	TPAC – Multnomah County
Gerry Mildner	MTAC – Portland State University
Erik Hesse	TPAC – Portland Bureau of Transportation
Tom Armstrong	MTAC – City of Portland
Kay Durtschi	MTAC – Multnomah County Citizen
Karen Buehrig	TPAC – Clackamas County
Lidwien Rahman	Oregon Department of Transportation

Lynda David
Darci Rudzinski
Dayna Webb
Scot Siegel
Ryan Fannioms
Garet Prior
Brendon Haggerty
Sumi Malik
Melanie Ware
Michael Cerbone

TPAC – SWRTC
MTAC – Private Economic Development Organizations
TPAC – Oregon City
MTAC – Lake Oswego
Public Citizen
TPAC – City of Tualatin
Multnomah County Public Health
HDR, Consultant
TPAC – Oregon Department of Transportation
MTAC – Multnomah County

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Chris Johnson, Research Manager
Eliot Rose, Senior Tech & Trans Planner
Rebecca Small, Associate Regional Planner
Marie Miller, TPAC & MTAC Recorder

Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner
John Mermin, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Frankie Lewington, Associate Public Affairs Spec

1. Call to Order and Introductions

Chairman Tom Kloster called the workshop meeting to order at 9:40 a.m. Introductions were made.

2. Committee and Public communications on Agenda Items

Regional Growth Concept Refresh, update on work program development (Ted Reid, Metro)

Ted Reid presented information on the Regional Growth Concept Refresh work program which will seek to integrate a number of newer issues and trends affecting development in our region. Program goals and themes were explained.

With leadership on addressing climate change and racial equity as unifying motifs, this work program is, at least initially, organized around three themes:

- Planning for a New Economy: A focus on improving our understanding of disruptive economic trends to inform planning and investment and outline a more strategic approach to support a thriving regional economy – where industries and entrepreneurs flourish and workers gain access to family-wage jobs.
- Great Places: A focus on urban form typologies, housing opportunities, reducing carbon emissions from buildings, and access to parks and nature.
- Community Resilience: A focus on climate change adaptation, disaster resilience, gentrification and how to build and maintain social capital.

This effort will plan for the year 2070 since Metro’s Charter requires that an update to the Future Vision must look out at least 50 years. In recognition of nearer-term priorities and to enable broad-based public engagement, a four-year program will lead to Council consideration of an updated Growth Concept in summer 2023.

Phase I: Understand the trends. July 2019 – June 2020

Phase II: Update the Future Vision. July 2020 – June 2021

Phase III and IV: Growth Concept development and adoption. Summer 2021 – summer 2023

Metro has the opportunity to work with Portland State University this summer on collecting data with temperatures in the region, recording information on climate change. This project will provide a baseline of data on urban temperature changes, and volunteers are encouraged to contact Rebecca Small at Metro if interested in helping.

Glenn Koehrsen asked why the aging population was not included as part of the public engagement focus in phase I. Mr. Reid reported that Metro was taking a broad-based approach to the public engagement focus emphasizing youth and diverse communities. Data with aging demographics and trends would be not excluded. However, Metro Council gave clear direction on having youth of today having a voice in their future, which needs to be captured near-term in phase I. For further questions on the Regional Growth Concept Refresh the committees were encouraged to contact Mr. Reid directly.

3. Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, Oregon Dept. of Transportation)

Kim Ellis and Lidwien Rahman provided a brief update on the Metro/ODOT Mobility Policy Update, with small group discussion following to seek input on scoping questions with the project. This project was identified in the 2018 RTP implementation chapter (Chapter 8) as a necessary step to updating the RTP's 20-year old "interim" mobility policy to better align with the comprehensive set of goals and desired outcomes identified in the plan for use in the next RTP update (due in 2023). This work will be coordinated with planned updates to the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP).

Built around key values of equity, climate, safety, and congestion relief, the 2018 RTP recognizes that a growing and changing region needs an updated mobility policy for measuring performance of the transportation system and identifying the transportation needs of people and goods. Metro and ODOT have initiated the Regional Mobility Policy Update scoping process this spring. The scoping phase is expected to continue throughout fall 2019.

The early staff-level discussions along with feedback gathered through the stakeholder interviews, a community leaders forum, Metro Council briefings and local elected and public official briefings through JPACT and County Coordinating Committees will be used to develop a refined problem statement and project objectives to be addressed through this project as well as a scope of work and stakeholder engagement plan. Staff will bring a draft work plan and engagement plan for consideration by TPAC, JPACT and the Metro Council in the fall 2019.

Comments from the committee:

- Gerry Mildner asked for clarification on spacing with limits for sizing and connectivity (slide 9 of the presentation). Why was there no mileage provided on spacing for throughways? Ms. Ellis commented on the lack of standards for freeway (throughways) systems in the current policy. The focus was on connectivity of local, collector, and arterial streets to spread out traffic on multiple streets and to serve shorter, community-based trips, leaving throughways for longer

length trips. ODOT is the agency responsible for planning for throughways, and is planning to update the Oregon Transportation Plan (OTP) and Oregon Highway plan starting sometime in 2020.

- Glenn Koehrsen asked for information on the growth report from the RTP. Ms. Ellis reported that data was obtained from the Research Center and was used in the 2018 RTP system performance analysis. With 500,000 more residents expected in the region by 2040, where will this new growth in population live? Issue regarding affordable housing and transportation options should be anticipated for the future, not reacted from current circumstances. Ms. Rahman encouraged more discussion on these issues at the workshop when feedback forms were to be filled in. Measures to reflect background traffic for this growth may be needed for different targets and measurements in different locations around the region.
- Garet Prior asked for more information on the Oregon City exception, noted on page 18 of Chapter 8, RTP. Dayna Webb addressed this the issue noting that a number of reasons led to planning alternate mobility targets. Lidwien Rahman added that some jurisdiction locations were not meeting TSP standards, with ODOT recommending deferring to refinement plans when alternate mobility targets cannot be met.

As stated in Chapter 8: The City of Oregon City has locally adopted the Highway 213 Corridor Alternative Mobility Targets plan, which includes alternative mobility targets at the intersection of Highway 213 and Beaver Creek Road. It will be imperative that any planning work done regionally related to the regional mobility policy update, shall either create a condition where the Oregon City amendment to the Metro area mobility targets in the OHP is no longer necessary, or shall explicitly state that the Oregon City amendment to the OHP shall remain in effect even when an updated regional policy is adopted.

- Don Odermott commented on the spacing between roadway classifications (slide 9 of the presentation). There are discrepancies when planning for sections of roadways where lanes cross green spaces, and enter other land use designations. The current mobility performance standards vary in how they are applied at the state and local level as well as different use cases, e.g., transportation system plan, plan amendment, development review and project design. This lack of consistency between ODOT and the local jurisdictions is problematic. A more coordinated effort needs to be created to plan and develop the process to achieve mitigating congestion and better management of signal timing.
- Ezra Hammer asked for clarification on the growth outside the Metro area identified in the forecast. It was confirmed this data was for reported for seven counties.

The committee then broke into small group discussions to provide input to the questions on the Regional Mobility Policy Update, Small Group Questions. Encouragement was given to provide further feedback on the materials to Kim Ellis and Lidwien Rahman. Attached to the meeting packet are the Regional mobility policy table notes from this June 19, 2019 workshop.

4. Oregon Household Travel Survey Overview (Chris Johnson, Metro)

Chris Johnson, Metro Modeling and Forecasting Manager, presented an overview of the Oregon Household Travel Survey. This survey represents a cross-section of households across the region that helps track changes in travel trends. Gathering of this data is more efficient now with electronic collections, real time progress and more usable data. The last survey was conducted between 2009 and 2011, and while this data is still in use, much has changed with travel modes more recently.

A collaborative approach has been developed with shared partners and costs for the survey. Key scoping outcomes include a needs assessment, identification of cost savings and opportunities, plan to streamlining access to the data, pilot testing, refined cost estimates and the data collection timeline. Benefits to this approach includes shared “fixed” costs, shared access to technical expertise, consistent timeframe and data collection methods, flexibility for regions via supplemental questions, and increased ability to optimize limited resources.

The draft RFP for review is nearly complete and is planned to be released in July 2019. Later this year the contractor will be hired, with nearly a full year for scoping and pilot testing of the survey. Initial surveys might be ready in fall 2020.

Comments from the committee:

- Chris Deffebach commented on the quickly changing technology with travel and importance for travel investment with this survey. It was asked why Clark County was not shown on the map in the presentation. Mr. Johnson reported that they are considered part of the modeling purposes, and residents in Clark County will participate in the survey also. Funding for this effort is being provided from this region as well.
- Beverly Drottar how the survey would avoid bias since participants know they are providing answers and may lean toward preferred data. Mr. Johnson acknowledged that bias is possible and would be reviewing methods to avoid this, among which is weighing factors in responses from participation.
- A question was asked on length of time with the survey diary. There are different lengths possible, from 1 or 2 days to a week, which is still being determined as part of the scoping process.
- Glen Bolen asked to what degree is the data to be used in the survey. Did it reach local levels to assist in land and transportation planning? Mr. Johnson reported that his goal was to broaden accessibility to the data, so that several accessible points are available. The budget drives the size of the data sample, and only ½ - 1% of the regions households will be surveyed. It's important to get a fair representation that can benefit local planning. The scoping process could include specific questions on these issues if interested.
- Scot Siegel asked what the pros/cons were to using big data. Mr. Johnson commented on the different values from survey sizes and wanting to find the best resources for meaningful results. Metro is participating in a big data pilot now, which can provide the ability to add to this effort.

The committee was reminded to contact Mr. Johnson with further questions and interest in the survey. More discussion at upcoming committee meetings will be scheduled.

5. Jurisdictional Transfer Project Update (John Mermin, Metro)

John Mermin provided an overview of the Jurisdictional Transfer Project; an assessment identified in the RTP as a necessary step to help our region meet its equity, safety and multi-modal goals. In the Metro region, ownership patterns of streets, roads and highways reflect historical patterns but do not necessarily reflect current transportation uses, land use and development patterns. Changes in the character of the roadway may warrant a change in ownership.

The purpose of the project is to identify which state-owned routes in the Portland Metro region should be evaluated and considered for jurisdictional transfer. The process will provide an opportunity to address issues related to classifications, cost estimates and mechanisms for transfers. However, it does not commit funds or commit a jurisdiction to transfer. Given Metro Council direction to use an equity lens on the project, and capture all benefits and risks associated with potential transfers, the maps shown report 56% of ODOT non-limited access facilities are located in historically marginalized communities. Less than 3% of roads in the region are ODOT non-limited access facilities, and 23% of fatal and serious crashes are on ODOT non-limited access facilities.

Metro is kicking off the Jurisdictional Transfer project in June of 2019 and the work will continue throughout 2020. Metro staff is in the process of hiring a consultant to help with the technical work. Further information on the project will be provided to the committees at key decision points.

Comments from the committee:

- Chris Deffebach asked if a cost estimate on upgrades to facilities was being built in with the project. Mr. Mermin commented on this project creating a methodology that will inform cost estimates for possible jurisdictional transfers. It is not creating a final cost estimate for any specific transfer.
- Nina Carlson suggested that stakeholders need to be called in for input with issues such as right-of-way, underground utilities and other issues as this project moves forward.
- Scot Siegel asked why Metro and not ODOT undertaking this effort? Mr. Mermin commented that this project was called out in the RTP to address many issues in the region. It was also helpful to have Metro be a neutral facilitator between jurisdictions, since it does not own any of the roadways.
- It was commented that the linkage between the Jurisdictional Transfer and Region Mobility Policy Update, both presented at this workshop, complimented each other. It appears there are many trade-offs that might need to happen between cities and counties. How might policies change as roadways change from existing classifications to new ownerships? Does the transfer itself change policy? More research can help provide framework for future transfers.

Further updates will be provide to the committees, with encouragement to add feedback and questions on the project to Mr. Mermin.

6. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:50 a.m.

Respectfully submitted,

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

Marie Miller, TPAC & MTAC Recorder

Attachments to the Public Record, MTAC & TPAC workshop meeting, June 19, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	6/19/2019	6/19/2019 TPAC & MTAC Workshop Agenda	061919T-01
2	TPAC/MTAC Work Program	5/22/2019	TPAC/MTAC Work Program, as of 5/22/2019	061919T-02
3	2019 TPAC Work Program	6/12/2019	2019 TPAC Work Program, as of 6/12/2019	061919T-03
4	Minutes, April 17, 2019 MTAC/TPAC workshop	4/17/2019	Minutes from April 17, 2019 MTAC/TPAC workshop	061919T-04
5	Handout	6/5/2019	Regional Growth Concept Refresh: Overview of work program	061919T-05
6	Memo	6/12/2019	TO: TPAC & MTAC Committees and interested parties From: Kim Ellis, Metro/Lidwien Rahman, ODOT RE: Regional Mobility Policy Update	061919T-06
7	Handout	N/A	Regional Mobility Policy Update: June 19 TPAC/MTAC workshop small group questions	061919T-07
8	Memo	06/12/2019	TO: TPAC & MTAC committees and interested parties From: John Mermin, Metro RE: Regional Framework for Highway Jurisdictional Transfer	061919T-08
9	Handout	N/A	Regional Framework for Highway Jurisdictional Transfer: Oregon Highway Plan vs Regional Transportation Plan functional classifications	061919T-09
10	Workshop Table Notes	6/19/2019	6/19/2019 TPAC/MTAC workshop Regional Mobility Policy Table Notes	061919T-10
11	Presentation	6/19/2019	Metro/ODOT Mobility Policy Update	061919T-11
12	Presentation	6/19/2019	Oregon Household Travel Survey Overview	061919T-12
13	Presentation	6/19/2019	Regional Framework for Highway Jurisdictional Transfer	061919T-13