



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, September 18, 2019 | 10 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Jae Douglas
Adam Barber
Katherine Kelly
Nina Carlson
Laura Terway
Laura Weigel
Raymond Eck
Denny Egner
Ezra Hammer
Erika Palmer
Jeff Owen
Jennifer Donnelly
Glen Bolen
Anne Debbaut
Chris Deffebach
Tom Bouillion
Sarah Selden
Gerry Mildner
Mary K. McCurdy
Laura Weisel
Jean Senechal Biggs
Ramsey Weit
Miranda Bateschell

Affiliate

Metro
Multnomah Co. Health Dept., Environmental Health
Multnomah County
City of Gresham
NW Natural
Oregon City
City of Hillsboro
Washington County Citizen
City of Milwaukie
Home Builders Association
City of Sherwood
TriMet
Department of Land Conservation & Development
Oregon Department of Transportation
Department of Land Conservation & Development
Washington County
Port of Portland
City of Fairview
Portland State University
1000 Friends of Oregon
City of Hillsboro
City of Beaverton
Housing Affordability Organization Representative
City of Wilsonville

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Ted Reid, Principal Regional Planner

Sasha Pollack, Interim Resiliency Program Manager
Marie Miller, MTAC Recorder

1. Call to Order and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made.

2. Committee and Public Communications on Agenda Items - none

3. Regional Mobility Policy Work Plan (Kim Ellis, Metro)

Kim Ellis provided an update on the work of the Regional Mobility Policy work plan. In addition to the material in the meeting packet, it was noted a handout was provided to the committee; Metro/ODOT Mobility Policy Update Scoping Agreement dated April 18, 2019. The handout described the proposed

project purpose, objectives and approach developed by Metro and ODOT staff for feedback during the project scoping phase. The updated policy will guide development of regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

This project to update the Regional Transportation Plan's 20-year old "interim" mobility policy was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

The project's primary outcome is to recommend an updated mobility policy and associated measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods for all modes to guide local, regional and state decision-making. The updated policy will be applied in the next update to the RTP (due in 2023) and incorporated in the highway mobility policy (Policy 1F) in the OHP, pending approval by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). The updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule during development review.

Stakeholder and engagement activities will continue as the project policy is developed. A project website is being posted where materials will be available for review and feedback taken.

Comments from the committee:

- Ezra Hammer asked if any outreach has been made to the T2020 proposal efforts, and if different methodologies for selecting projects would shift priorities. Ms. Ellis noted that the timing of the two projects was not ideal for providing information, as T2020 is working to deliver projects as this one begins. However, evaluation processes and learning possible future efforts to benefit transportation planning from T2020 will be valuable.
- Katherine Kelly noted that the programming aspect of the T2020 was not just about projects but resulting in possible capital projects ongoing, and benefit to the process. Ms. Ellis agreed and noted the importance of research, feedback and input from stakeholders that are providing guidance for future implementation and best practices.

Ms. Ellis noted the broad support for the proposed approach and objectives with the policy update. Among these objectives are outcome focus on people and good movement, equitable outcomes in the region, multi-modal designs, and consideration of climate, affordable housing and public health with transportation policy, consideration of statewide interests, flexibility and simplicity, being legally defensible, and supporting the 2040 Growth Concept.

Comments from the committee:

- Ezra Hammer mentioned that in looking at multiple measures with shifts in travel models, feasibility outcomes in outlying areas in the region provide different results. Ms. Ellis agreed and noted that not every part of the region has the same options available for travel modeling.

The region also is also in different stages of cycle development. Part of the expected implementation will be to develop more cohesiveness in regional and local planning.

- Tom Bouillion mentioned the Federal Highway performance standards recently set, and asked if these were prescriptive or guidance. Ms. Ellis noted the targets set in the RTP as part of the congestion management process, with the requirement to monitor and report to Federal on these targets. There are overlaps with the different transportation systems. Federal Highway focuses on system reliability which can be useful in developing mobility outcome targets.

Ms. Ellis noted the various mobility measures possible to explore and what will need to be prioritized. Draft key work plan tasks for 2020 and 2021 were presented. Key engagement strategies with decision makers and project activities was provided, and MTAC's role with participation, technical expertise, providing input to stakeholders and public, and making recommendations to MPAC.

Next steps for 2019 was provided, including October-Nov. TPAC review of the work plan and engagement plan with recommendation to JPACT, and JPAC and Council consideration of the plans through the end of 2019. Ms. Ellis noted this presentation focused on key tasks and engagement plans with the policy update, but further information is available and she can be contacted with any questions.

Comments from the committee:

- Chris Deffebach asked to clarify if these mobility measures listed so far were examples, which Ms. Ellis confirmed. The project is taking an inventory currently. Ms. Deffebach asked what role the Region 1 ACT plays in statewide facilities and how this will be implemented in the Metro Regional plan. Ms. Ellis reported that Region 1 ACT is under OTC rules with statewide significance. ODOT is currently updating both the Highway plan and OTP, which would work beneficially for them to take on this role for statewide facility updates. Metro's role with mobility policy planning in coordination with ODOT, including Region 1 ACT, provides partnership and opportunity for the region to help inform these efforts.
- Gerry Mildner referred to the fact sheet with the bullet paragraph that read: Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments. This is especially true in planned growth areas including urban growth boundary expansion areas. Asked to expand on this, Ms. Ellis used the Oregon City example where comprehensive planning and zone changes were not meeting current mobility policy plans. The current volume to capacity ratios is not meeting expectations of demands on the growing systems.

Mr. Mildner asked if value pricing was a new addition to the plan or part of the current policy plan. Ms. Ellis clarified this was a separate work of ODOT, but had implementation impacts on management strategies of Metro work.

- Glen Bolen commented on the challenges with jurisdictional planning the involved development expansion, zoning rules, existing plans and future growth in the system. Ms. Ellis agreed the challenges exist, but separating the freeways from arterial systems would help, and working with local planning in the region together with statewide planning can help us develop an improved transportation system regionally.

4. Resiliency Work Plan (Sasha Pollack, Metro)

Sasha Pollack provided an overview of the Metro Resiliency work plan. Initiated by Council in early 2019, the program focuses to reduce vulnerability in the region from natural hazards, the growing impacts of climate change and a wide variety of other social and economic factors.

From the four phases of disaster planning (Mitigation, Preparedness, Response and Recovery), Metro's role is identified with planning work involving mitigation and recovery. It was noted that regarding equity and resilience:

- Communities of color and low income communities are disproportionately affected by disasters
- They are less likely to have the income or assets needed to prepare for a possible disaster or to recover after a disaster
- White Americans, and those with more wealth, often receive more federal aid after a disaster than do people of color and those with less wealth
- Anything Metro can do to reduce systemic inequities will also increase resilience

The proposed work plan over the next 18-24 months consists of three components, a regional resiliency assessment, an index of current resiliency impacting programs in the region plus a gap analysis of these programs, and finally, work to further integrate resiliency into the day to day work that Metro is already doing. The goal of the first two of these projects would be to create a common understanding of our current resiliency and vulnerability as a region and, with our local, state and federal partners, identify opportunities for projects that would enhance our resiliency. By working between now and then to both better integrate resiliency into our current work and also build more consistency around any current resiliency work, Metro will be primed to help determine the future of resiliency work in the region and take on significant portions of that work moving forward.

To effectively and measurably increase resiliency in the Portland Metro Region we need to begin with a Resiliency Assessment – a clear picture of our current vulnerability. The goal of this assessment is twofold; with this assessment we can not only identify our current resiliency but also better understand the breadth of issues and data that impact resiliency which will allow Metro leadership to make better determinations on the scope of future Resiliency projects.

Once an assessment of regional vulnerability is completed the next proposed action would be to determine what existing programs are already working to increase resiliency in the region, both those at Metro and beyond. Using both the snapshot of current resiliency provided by the Assessment and the Index of current programs, a Gap analysis can be created to determine where opportunities for new programs exist. The combination of these tools will provide a shared regional understanding of our current resiliency status and also help set measureable goals for current projects. It will also give Metro leadership sufficient information, on which issues are already being addressed, where there are gaps, and help determine opportunities prime for additional efforts, by Metro and our partners, to increase resiliency.

A final component of the first phase of the Resiliency Program will be to make this work more consistent, cohesive and coordinated. To this end the Resiliency Program Manager will continue to participate in projects with an identified Resiliency component, such as the Growth Concept Refresh, and work to provide cohesive vocabulary and concepts to support all the work identified in the index of current work.

Additionally, a Resiliency Team made up of staff from various departments will come together monthly to help support the indexing of current Metro resiliency work and to help de-silo the Resiliency work and offer departmental colleagues support and insight as needed. This team would support the Resiliency Program Manager in compiling an annual report on Resiliency efforts to be presented to Council.

Comments from the committee:

- Adam Barber asked if terrorism was part of this program, not seeing policies that addressed these possible attacks, and for opportunities to plan for siting design, monitoring guard stations, critical facility development and water protection with dams. Ms. Pollack reported that the RDPO is considering these factors with response programs, but the resilience program are more foundational and data gathering with importance for finding mitigation to disasters.
- Nina Carlson asked what type of outreach information is being asked of partners and how best to engage with the process. Ms. Pollack mentioned a lifeline infrastructure council that could be formed with agencies, including utilities, power and water companies. Long-term inter-sections for roads and water/power lines could be planned with mitigation and recovery efforts. Short-term information shared with be beneficial.
- Ray Eck commented on an individual in Washington County with a program called “Quake-Out” identifying earthquake preparedness and mitigation planning. Ms. Pollack added there are several resources in the region with preparedness plans with work to be shared. Councilors have also expressed interest in exploring Metro’s role related to projects of regional significance with known vulnerability to natural hazards, such as the Critical Energy Infrastructure hub and/or the Columbia River Levee system.
- Ramsey Weit recommended a candidate for mitigation study is anti-displacement and gentrification in housing affordability. There is a need to form regional strategy that is intra-jurisdictional. Data from the SW Corridor anti-displacement study could be used as one example given.
- Jennifer Donnelly mentioned a willingness to help from the DLCD in forming natural hazardous program resiliency efforts with Metro. Ms. Pollack added engagement with Federal, State and regional jurisdictional partners is appreciated.
- Jae Douglas commented on the challenges to identifying specific effects with slow moving disasters. Besides land use and transportation issues, it was important to identify the social vulnerability to health with our population and would help support this effort. Another issue recommended to study is climate changes and population migrations. Ms. Pollack agreed and emphasized the data needed for this. One such study is a RPDO funded social vulnerability mapping study with a hazard lenses helping to show areas where air quality, mobility and water shortages might be significant.

- Denny Egner asked what the goal of Metro was in the recovery phase. Ms. Pollack reported that planning how we'd rebuild for recovery was important, with regional government plans as well as locally, and identifying how we'd prioritize. Noting the importance to bridges and other infrastructures around the region, it was noted that all jurisdictions should be encouraged to participate, with future funding efforts coordinated.
- Tom Bouillion commented on the Port of Portland facility planning related to seismic events. On the marine side, shipping channels with these events would be changed with supplies and rebuilding materials affected. One of the PDX next planning projects involves a runway available to withstand seismic resiliency, which will enable the region critical links in the region.
- Chris Deffebach asked what types of programs are being researched for this effort. Ms. Pollack reported that the economic and social vulnerabilities, which are hard to identify, were of significance. As the vulnerabilities become known, priorities and long-term planning will be identified.

5. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:45 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, September 18, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/18/2019	09/18/2019 MTAC Meeting Agenda	091819M-01
2	MTAC Work Program	9/4/2019	MTAC Work Program, as of 9/4/2019	091819M-02
3	Minutes	6/19/2019	Meeting minutes from June 19, 2019 TPAC and MTAC Workshop meeting	091819M-03
4	Handout	July 2019	Regional mobility policy update	091819M-04
5	Handout	9/8/2019	Regional Mobility Policy Update; Key Scoping Meeting, April to Dec. 2019	091819M-05
6	Presentation	Sept. 2019	Metro/ODOT Mobility Policy Update	091819M-06
7	Handout	9/03/2019	Resiliency Work Plan Draft Proposal for MTAC Discussion	091819M-07
8	Handout	April 18, 2019	Metro/ODOT Mobility Policy Update Scoping Agreement	091819M-08
9	Presentation	Sept. 18, 2019	Resilience at Metro	091819M-09