



# Meeting minutes

Meeting: Joint Transportation Policy Alternatives Committee (TPAC) and  
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday Feb. 7, 2018 | 9:30 a.m. - noon

Place: Metro Regional Center, Council chamber

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## **Attending**

Tom Kloster, Chair  
Adam Barber  
Jennifer Donnelly  
Brendon Haggerty  
Chris Damgen  
Glenn Koehrsen  
Tom Bouillion  
Ramsay Weit  
Carol Chesarek  
Jae Douglas  
Beverly Drottar  
Emily Lai  
Tom Armstrong  
Karen Perl Fox  
Chris Deffebach  
Ginger Shank  
Janet Van Gilder  
Yi-Min Hu  
Connor Toth  
Brian Martin  
Eric Engstrom  
Adriana Bitton  
Jeff Pazdalski  
Sarah Goforth  
Anne Debbant  
Claire Carcen  
Chris Neamtzu  
Jeff Owen  
Karla Kingsley  
Dwight Brashear  
Nicole Hendrix  
Denny Egner  
Erin Wardell  
Talia Jacobson  
Lidwien Rahman  
Michelle Neiss  
Anne Buzzini  
Jessica Berry  
Jeannine Rustad  
Katherine Kelly

## **Affiliate**

Metro  
Multnomah County  
DLCD  
Multnomah Co. Health Department  
City of Troutdale  
TPAC Community Member  
Port of Portland  
AHS, Housing Affordability  
Multnomah County  
Multnomah County Public Health  
TPAC Community Member  
TPAC Community Member  
City of Portland  
City of Tualatin  
Washington County  
TriMet  
Cascade Policy Institute  
Kittelson & Associates, Inc.  
TriMet  
City of Beaverton  
Portland, BPS  
TriMet  
Westside Transportation Alliance  
Portland Bureau of Transportation  
DLCD  
Community Member  
City of Wilsonville  
TriMet  
Kittelson & Associates, Inc.  
SMART/ City of Wilsonville  
SMART/City of Wilsonville  
City of Milwaukie  
Washington County  
ODOT  
ODOT  
DHM Research  
DHM Research  
Multnomah County  
Tualatin Hills Park and Recreation District  
City of Gresham

## **Metro Staff**

Kim Ellis, Principal Transportation Planner	Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner	Lake McTighe, Senior Transportation Planner
Jeff Frkonja, Research Center Director	Grace Cho, Associate Transportation Planner
Margi Bradway, Deputy Dir. Planning & Dev.	Caleb Winter, Senior Transportation Planner
Eliot Rose, Technology Strategist	Tim Collins, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner	Cindy Pederson, Research Center Manager
Kale Mattias, Assistant Transportation Planner	Marie Miller, TPAC Recorder

### **1. Call to Order and Introductions**

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Introductions were made by TPAC and MTAC members, alternates, staff and guests attending the meeting.

### **2. Comments From the Chair and Committee Members**

- ***Application cycle for 2040 Planning and Development Grants(Tom Kloster)*** Chair Kloster provided an overview of the 2040 Planning and Development Grants Program, formerly known as the Community Planning and Development Grants (CPDG) Program. The handout in the workshop packet provides eligibility requirements and policy and investment emphasis for the 2018 grant cycle. An estimated \$2 million total per grant cycle is awarded, with grant amounts averaging \$100K to \$200K. The time for the application cycle was provided; this year moved more in line with the budgeting process.
- ***State of the Centers Report (Tim O'Brien)*** Mr. O'Brien announced that the 2017 version of the State of the Centers Report was going online. The State of the Centers report, first published January 2009 and updated May 2011, describes the region's 38 distinct regional and town centers and highlights community efforts to enhance them. In 1995 Metro adopted the [2040 Growth Concept](#) to guide growth and development in the Portland metropolitan area. It designates regional and town centers plus downtown Portland as the focus for redevelopment and concentration of homes and jobs. The State of the Centers report provides a description and demographic information for each center, highlights community actions to enhance it, and lists its private and public amenities. Mr. O'Brien welcomes comments and questions on the report.

### **3. Public Communications on Agenda Items - None**

### **4. Regional Travel Options (RTO) Travel and Awareness Survey Results**

The panelists presenting the Survey Results introduced themselves: Caleb Winter and Kale Mattias, Metro, and Michelle Neiss and Anne Buzzini, DHM Research. Mr. Winter provided background on the RTO program and how results of this survey will help shape its update of the Regional Travel Options Strategy. The Strategy guides the region in creating safe, vibrant and livable communities by supporting programs that increases walking, biking, ride sharing, telecommuting, and public transit use. Public comment on the RTO Strategy is currently open online through Feb. 27, 2018.

The RTO Survey tracks Metro residents' travel behavior over time, including top modes of transportation and purposes, assesses awareness of Metro area programs and services related to multi-modal transportation and transportation safety, and determines interest in changing travel behavior and tests most effective messages for spurring change. The current RTO survey for 2017 asks new questions on ridehailing (on demand ride service), smartphone apps, combining trips and trip choices, with 50% of the survey provided by cell phone sample. There were 601 residents responding to the survey during a

one-week period. The representative sample included age, gender and County population quotas for the Metro region.

Showing charts, smartphone apps are now more popular than local news for traffic information for drivers, cyclists, transit riders and pedestrians. The survey shows about one-third of residents take advantage of new ridehailing technology. Use is typically infrequent. Rates of ridehailing use are higher among those under age 30, and those with higher incomes, based on household incomes, with a fairly even split across the three counties.

Most residents share the car with other passengers when ridehailing, and nearly half of rides cost \$10-\$20 per ride. Ridehailing for leisure activities decreases with age, but using the service for other reasons, such as airport rides and medical trips, increases with age. When residents choose ridehailing, it is typically for their leisure activities rather than a commute option. When asked what they would do without access to a car, drivers continue to say public transit as their top choice. However, more categories were offered in the survey, including telecommute, and ridehailing/taxi service showing a rising response.

Residents are increasingly able to telecommute. The option to do so increases with age and income. The availability of commute information and financial incentives from employers at or work, or at school has remained stable. A plateau of roughly 1/3 the workforce is aware of transportation options since 2014. More new people are in the workforce providing the opportunity to reach more with education programs through RTO strategy investments.

Commuters are finding their daily trips increasing more difficult, up sharply in all Counties. Part of the reason is more congestion on roads, new jobs added in the region, and not enough known for travel options. It was asked what the policy implications were with this data. More education/marketing of programs vs. congestion pricing programs? The public wants good policy to address these issues, and may be ready to shift their choice of travel with a good set of investments in the region. It was suggested that combining transportation and housing needs together would be beneficial for planning. Mr. Winter added that resident outreach is underway through partner marketing outreach to new residents, but longer time residents stay in the area, they are less likely to change travel modes.

Discussion was held on transportation options for back up plans when access isn't available, which seems to favor a combination of travel modes. Encouraging having residence and work closer for travel times was suggested, which could be related to income and race. Ms. Mattias reported on a housing choice question why people moved within the past five years, with less expensive housing selected over being closer to work or urban amenities. Studies in the past have shown the commute distance not chosen over location of neighborhood, which could be linked to income and race as well.

Being able to obtain income data on surveys is partly due to respondents not willing to share this data. Zip code data, educational information, and aiming for a reasonable representative response to surveys without bias is attempted, but not always obtainable. It was suggested that educating the public on options through future surveys might change travel patterns.

Awareness in RTO programs has remained stable or increased across several programs. BIKETOWN is new and shows 65% awareness in the survey. The Bike More Challenge showed a decrease, which may

be attributed to change in month event and sponsor name change this past year. While residents are most aware of BIKETOWN, they are more likely to participate in Sunday Parkways. The rates of transportations uses show about half of all residents are biking, walking or using transit at least monthly. Interest in using them more is about the same. More than half of Multnomah residents use travel options already, while Washington and Clackamas residents would like to use them more they do now. It was noted that Multnomah County has the infrastructure for better access.

Following providing the quiz answers with prizes for the top winners, discussion was held on how more data could be gained on resident location. Neighborhood focus groups, asking for cross streets at their location and more direct location data available were suggested. The scale of graphics appeared to be misleading and difficult to read. Finding the collation between uses of the primary mode to availability of access in the county with a more accurate method of visual was suggested.

It was asked if possible to pull the City of Portland out of the Multnomah County sections to provide data on cities and areas of east Multnomah Co. Asked what the focus of the survey was intended to be used for, Mr. Winter emphasized the programs of RTO that could have more focus of marketing and education, making wise choices with investments, and creating change with travel options in the region. Other data, the current RTO public comment period and crosswalk with policies proposed was suggested to further develop answering the “why” to these programs.

How the survey data will be used:

1. Topic Area Report – New Mobility Services
2. Behavior Change Continuum
3. Active Transportation in the Community
4. Context Scores and Cluster Analysis
5. Topic Area Report – Travel Choices

Final comments added to discussion referenced the Coordinated Transportation Plan for Senior and Persons with Disabilities, and adding inclusion of seniors and people with disadvantages to transportation. Clarification with TriMet program funding in the RTO Strategy draft should be reviewed. Future surveys should consider framing questions for purpose and focus for actionable data to programs. The draft RTO Strategy will be discussed at the April TPAC meeting.

#### **5. 2018 Growth Management Decision: Population and Employment Range Forecast**

Ted Reid opened the presentation with background on the purpose of urban growth management to protect farms and forests and to support reinvestment in existing urban locations. State law requires this review at least every six years. The Metro Council intends to make a growth management decision this fall. Council has directed staff that they want to focus discussions on the merits of actual expansion proposals from cities. There are five cities proposing expansions into urban reserves this year. Peer-reviewed regional analysis, including population forecasts and buildable land estimates, is being prepared to support decisions. Today, the focus will be on preliminary information from the regional population and employment forecast.

Jeff Frkonja provided an overview of key findings from the latest regional population and employment forecast. From the summary handout “2018-2038 Regional Growth Draft Forecast Quick Reference”:  
Key findings:

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.

- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth (than U.S. trends) as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in MSA between 2015 and 2045).
- Job growth in the long-term is expected to trend with population, - averaging roughly the same 1.0% APR, (406,000 more jobs in MSA between 2015 and 2045).

State of the Region:

- Strong real estate prices indicate a growing economy with room to expand a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.
- Cargo shipments through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.

Further analysis of the data for the 2018 Growth Management Decision will be presented this year at Joint TPAC/MTAC workshops.

**6. Adjourn**

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.

Meeting minutes submitted by,

Marie Miller

TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, February 7, 2018

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	2/7/2018	Feb. 7, 2018 Joint TPAC/MTAC Workshop Agenda	020718T-01
2	Work Program	2/6/2018	2018 Combined TPAC/MTAC Workshop Work Program	020718T-02
3	1/3/2018 Meeting Minutes	1/3/2018	Jan. 3, 2018 Meeting Minutes from Joint TPAC/MTAC Workshop	020718T-03
4	Handout	2/7/2018	2040 Planning and Development Grants Program	020718T-04
5	Handout	2/7/2018	Regional Travel Options Travel & Awareness Survey 2017 Quiz	020718T-05
6	Handout	January 2018	2018-2038 Regional Growth Draft Forecast Quick Reference	020718T-06
7	Presentation	2/7/2018	Metro RTO Survey	020718T-07
8	Presentation	2/7/2018	State of the Metro Region: Regional Forecast	020718T-08