

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, September 15, 2021
Time: 10:00 a.m. to 11:30 a.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 536614
Phone: 888-475-4499 (Toll Free)

10:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chairman Kloster
10:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Fatal crashes update (Lake McTighe)• Regional Mobility Policy Update Schedule (Kim Ellis)• DLCDC Climate Friendly and Equitable Communities rulemaking (Kim Ellis)	
10:15 a.m.	Public communications on agenda items	
10:17 a.m.	Consideration of MTAC minutes, July 21, 2021 (action item)	Chairman Kloster
10:20 a.m.	Household Travel Survey Update Purpose: Provide a status report on the schedule and scope of the next Household travel survey to be conducted in the region.	Chris Johnson, Metro
11:00 a.m.	PDX Next and PDX Master Plan Update Purpose: Provide an update on the ongoing PDX Next Capital Program under way at Portland International Airport, and a look ahead to an update to the PDX Master Plan coming soon.	Aaron Ray, Port of Portland
11:30 a.m.	Adjournment	Chairman Kloster

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kulan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntuxub ntuxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.

2021-22 Metro Technical Advisory Committee (MTAC) Work Program

As of 9/8/2021

<p><u>September 15, 2021 10 am – 11:30 am</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) • Regional Mobility Policy Update Schedule (Kim Ellis) • DLCD Climate Friendly and Equitable Communities rulemaking (Kim Ellis) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Household Travel Survey Update (Chris Johnson; 40 min) • PDX Next and PDX Master Plan Update (Aaron Ray, Port of Portland; 30 min) 	<p><u>October 20, 2021 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Commodities Movement Study Policy Framework (Tim Collins & Chris Lamm; 40 min) • Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro, Lidwien Rahman, ODOT, and Susie Wright, Kittelson; 40 min) • Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 40 min) • Emerging Transportation Trends (Eliot Rose; 30 min)
<p><u>November 17, 2021 – 10 am - noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Title 11 Concept or Comprehensive Planning project updates: Hillsboro Witch Hazel Village South – Dan Rutzick Wilsonville Frog Pond East Comprehensive Planning – Dan Pauley • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan <u>Discussion</u> (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30-45 min) 	<p><u>December 15, 2021 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • <i>2020 Census Report Update (Chris Johnson, TBD)</i> • Climate Friendly Rulemaking Updates (Bill Holmstrom, Evan Manvel, Kevin Young, DLCD; 45 min)
<p><u>January 19, 2022 – 10 am – noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2023 RTP Update Work Plan (Kim Ellis, Metro; 30 min) • <i>Title 11 Concept or Comprehensive Planning project updates: (30 min)</i> <i>King City Kingston Terrace – Mike Weston</i> 	<p><u>February 16, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p>

<p><u>March 16, 2022 – 10 am – noon</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p>	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u></p> <p>10 am – noon</p> <p><u>Agenda Items</u></p>
<p><u>May 18, 2022 – 10 am – noon</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p>	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u></p> <p>10 am – noon</p> <p><u>Agenda Items</u></p>
<p><u>July 20, 2022 – 10 am – noon</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p>	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u></p> <p>10 am – noon</p> <p><u>Agenda Items</u></p>
<p><u>September 21, 2022 – 10 am – noon</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p>	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u></p> <p>10 am – noon</p> <p><u>Agenda Items</u></p>

November 16, 2022 – 10 am – noon <u>Comments from the Chair</u> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <u>Agenda Items</u>	December 21, 2022 – MTAC/TPAC Workshop 10 am – noon <u>Agenda Items</u>
--	---

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection
- Intro to Greater Portland, Inc. new President/CEO Monique Claiborne – program and event news
- Intro to Patricia Rojas, Metro Program Director of Supportive Housing Services – program news

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 24, 2021
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: Monthly fatal crash update for 2021

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Metro develops this updated using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 8/23/21

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Unknown	motorcycle	MLK Blvd./ SE Clay	Multnomah	8/22
1	Charles Engblom, 44	motorcycle	I-84	Multnomah	8/19
1	Unknown	walking	NE 33rd/ NE Broadway	Multnomah	8/10
1	Max Denning Chapman, 36	driving	SW Bonita/ SW Sequoia	Washington	8/7
1	Dustin Armogeda, 33	driving	NE 162/ NE Glisan	Multnomah	8/8
1	Kyle Neil Hansen, 45	driving	OR 213 Cascade Hwy.	Clackamas	8/6
1	Unknown	driving	SE Hogan/ Palmquist	Multnomah	8/3
1	Unknown	driving	NW Glisan/ NW 14th	Multnomah	7/31
1	Emilia Barajas, 65	driving	Wilson River Highway	Washington	7/26
1	Mark Ray Trice, 43	driving	SW Greenburg Rd & SW Hall Blvd	Washington	7/14
1	Michael Bute, 34	walking	NE 33rd Drive	Multnomah	7/5
1	Unknown	driving	US 26	Multnomah	7/5
1	Unknown	motorcycling	US 26	Clackamas	7/4
1	Michael L. Bute, 34	walking	NE 33rd Dr.	Multnomah	7/5
1	Joseph Teach, 47	motorcycling	SE Foster/ SE 102nd	Multnomah	7/2

TPAC-MTAC monthly fatal crash update

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Michael Gazley-Romney, 31	motorcycling	NE Sandy/NE 162nd	Multnomah	7/1
1	Unknown	motorcycling	SE 172nd Ave near Sager Rd	Clackamas	6/30
1	Delbert Downing, 51	driving	NE MLK/NE Columbia	Multnomah	6/30
1	Edward Dean Anderson Jr., 42	driving	Clackamas Hwy	Clackamas	6/28
1	Jeremy Hudson, 46	driving	NE 148th Ave & NE Halsey St	Multnomah	6/27
1	Kyle Joseph Kinkaid, 34	motorcycling	SW Rood Bridge Road	Washington	6/21
1	unknown woman	walking	NE Marine Drive/NE 13th Ave.	Multnomah	6/14
1	Joshua James Bologna, 34	motorcycling	OR 47, Nehalem Hwy	Washington	6/13
1	Paul David Matthews, 63	driving	SE Louden Rd.	Multnomah	6/2
3	Unknown (triple)	driving	S Springwater/ S Redland	Clackamas	5/30
1	Sergio Hunt, 17	walking	NE Milton/NE 145th	Multnomah	5/23
1	Carl Vernon Holmes, 84	driving	489 NW Burnside	Multnomah	5/19
1	Jose Luis Mendez, 51	walking	Tualatin Valley Highway	Washington	5/12
1	Janell Rene Butler, 46	driving	SW 1st and Washington	Washington	5/11
1	Martin Ixquiactap-Tambriz, 41	walking	TV Highway	Washington	5/10
1	Megann McComb, 32	scootering	NE Sandy/ NW 149th	Multnomah	5/8
1	David Dentler, 25	driving	NE Sandy/NE Killingsworth	Multnomah	5/6
1	Jamie Pallviny-Brown, 43	driving	Cornfoot Rd.	Multnomah	4/29
1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	4/24
2	Stephanie Chambers, 52, Blaise McGuire, 21	driving	Willamette Falls Drive/6th/Chestnut	Clackamas	4/21
1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	4/20
1	Eddy M. Kolb, 23	motorcycling	N Marine	Multnomah	4/19
2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	4/17
1	Josue Sanabria, 21	Driving	SW River Road	Washington	4/17
1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington	4/15
1	Thomas Barron, 33	driving	I-84	Multnomah	4/15
1	Faustino Jurado, 47	walking	NE 122nd/NE Halsey	Multnomah	4/11
1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas	4/10

TPAC-MTAC monthly fatal crash update

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	4/4
1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	4/1
1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	3/31
2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	3/25
1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	3/7
2	Morise Messiah Smith, 21, and Cecilia R. Hao, 70	driving	I-205, Glenn Jackson Bridge	Multnomah	3/8
1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	3/6
1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	2/6
1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	2/28
1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	2/20
1	Antonio Lopez-Amaro, 57	driving	I-205, Glenn Jackson Bridge		2/14
1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	2/7
1	Mark Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	2/7
1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	2/6
1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	2/6
1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	2/3
1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	1/29
1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	1/28
1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	1/28
1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	1/28
1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	1/25
1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	1/25
1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	1/24
1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	1/14
1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	1/13
1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	1/9
1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	1/9

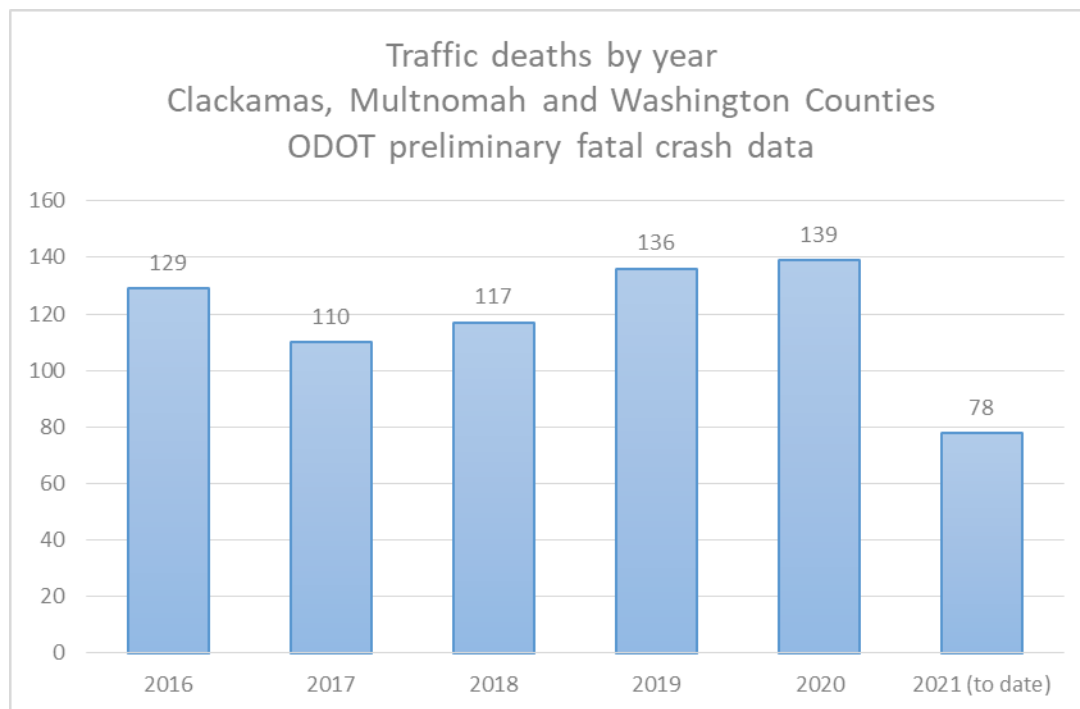
TPAC-MTAC monthly fatal crash update

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	1/8
1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	1/1
78					

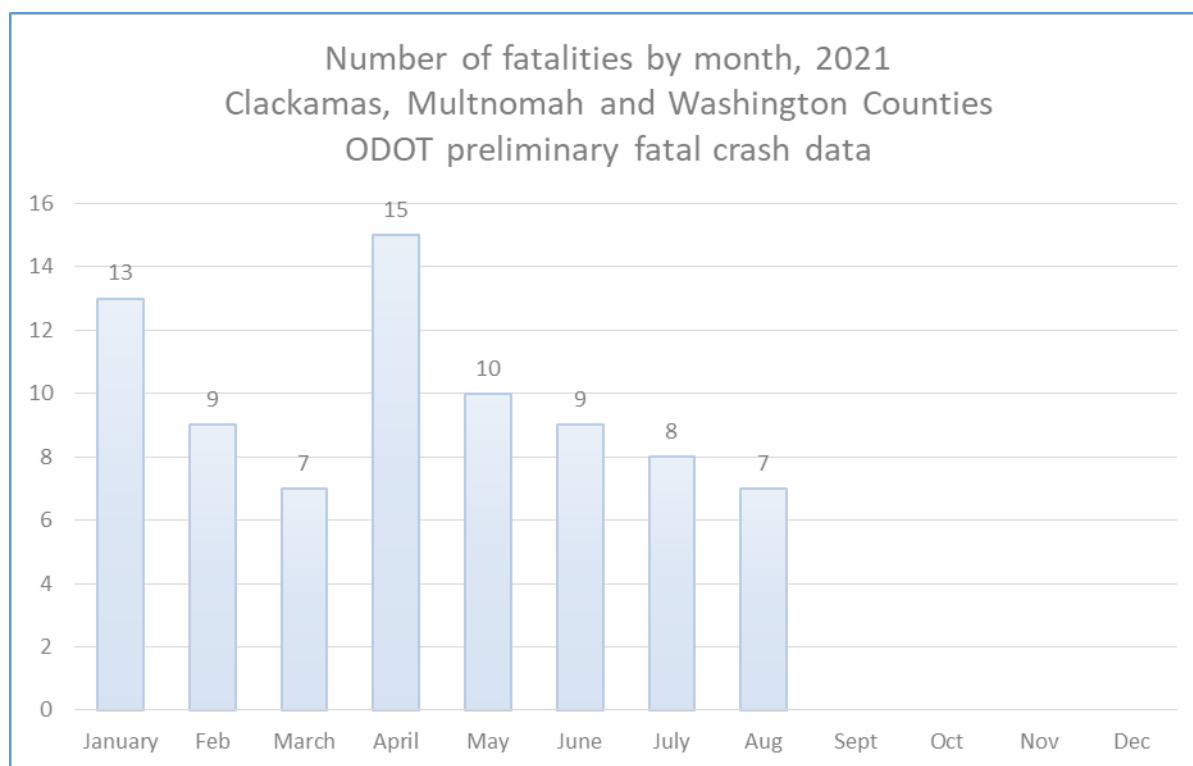
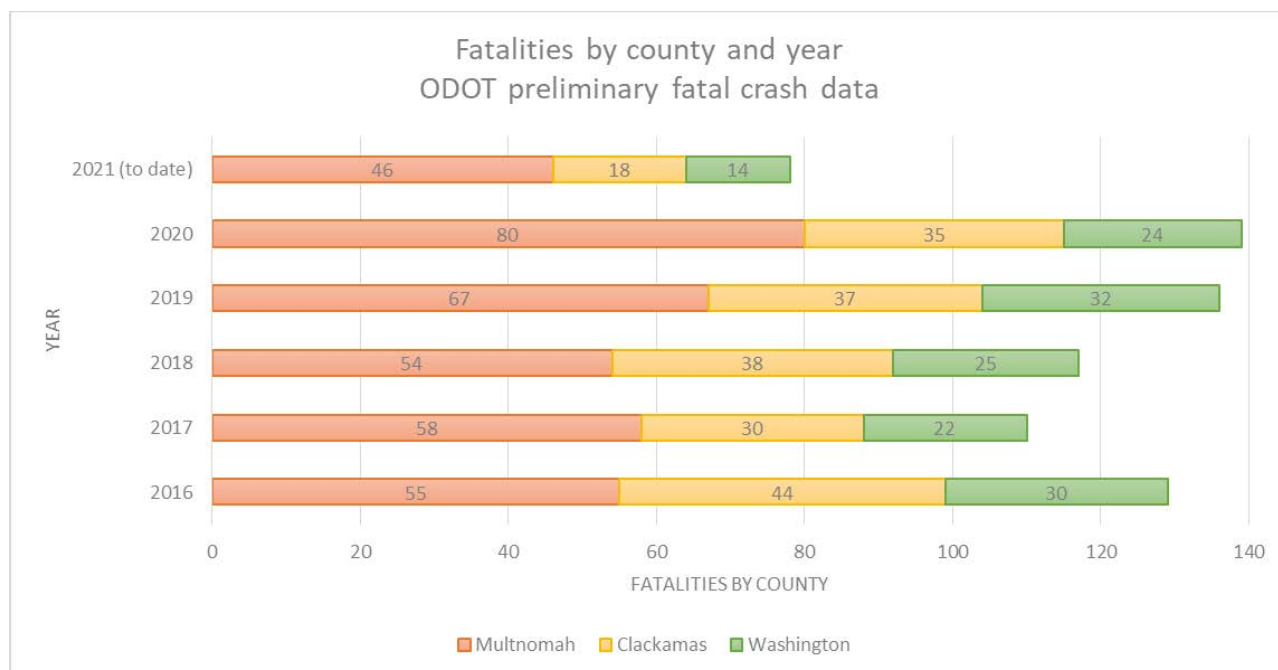
ODOT Preliminary fatal crash data; information is preliminary and subject to change

2021 preliminary fatalities

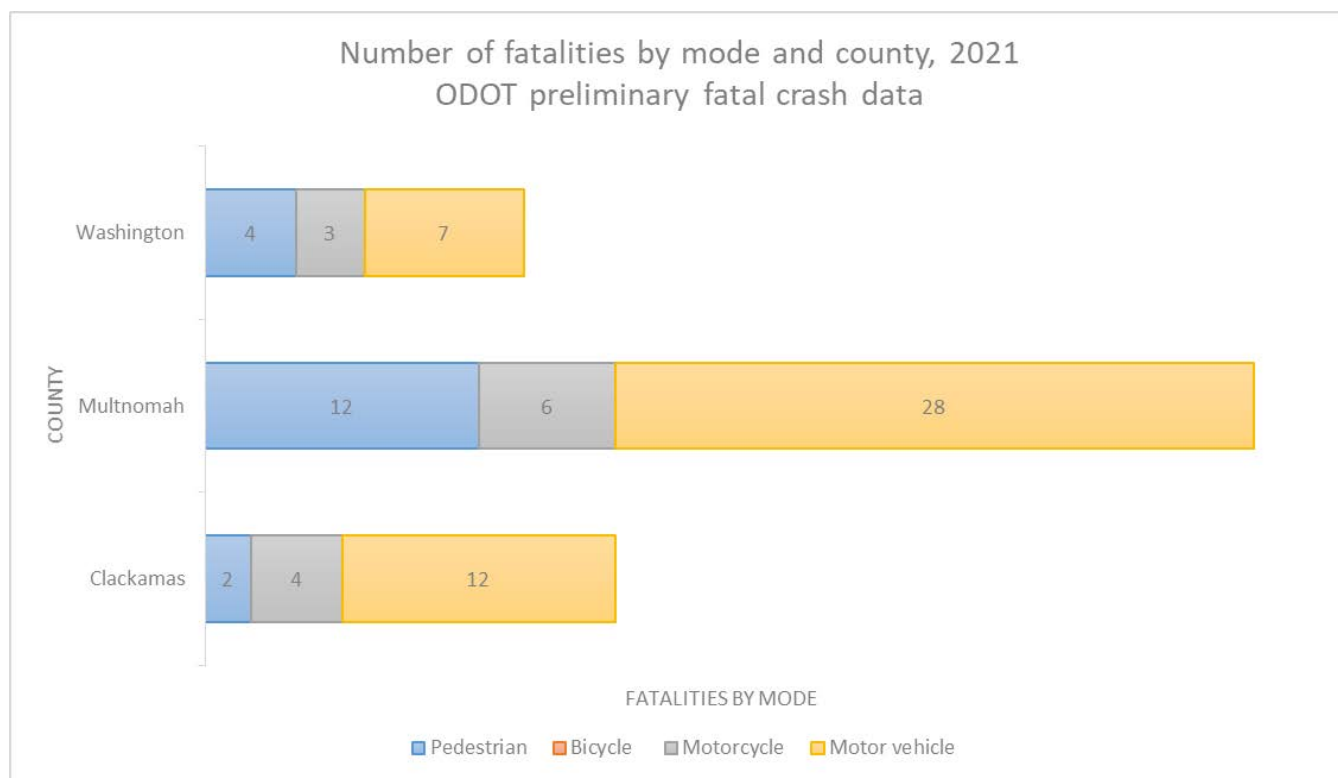
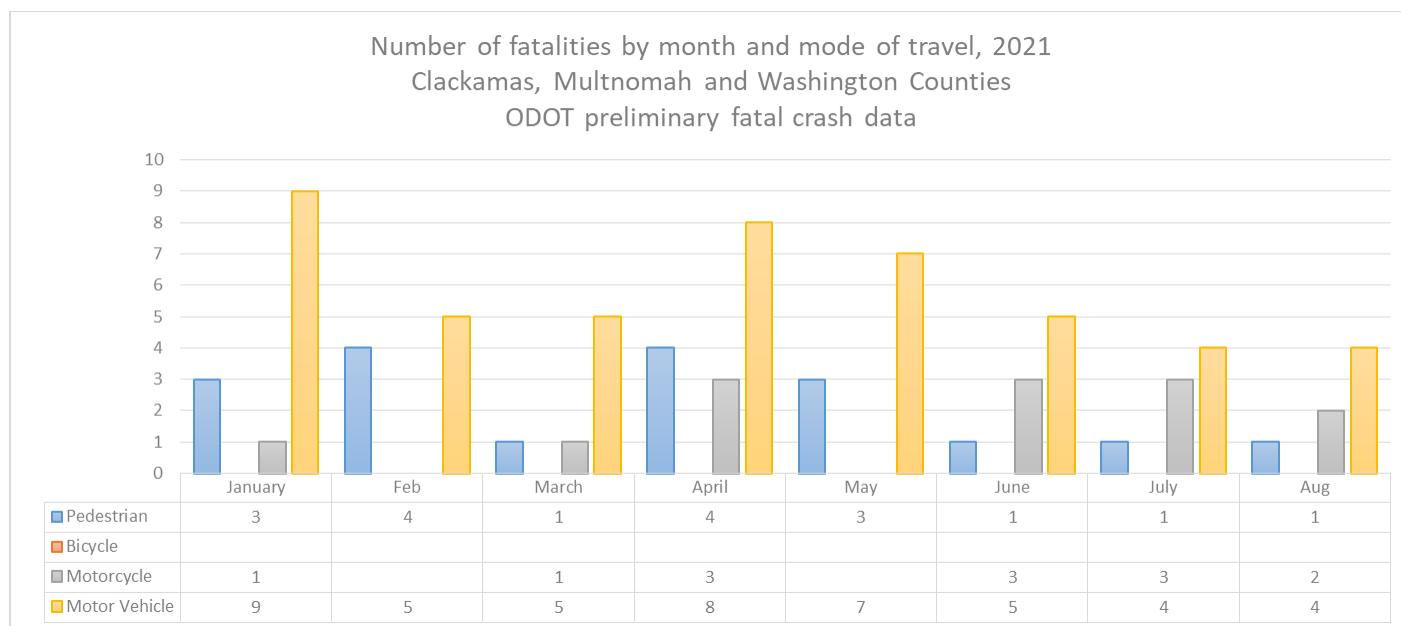
all data ODOT preliminary fatal crash data as of 8/23/21



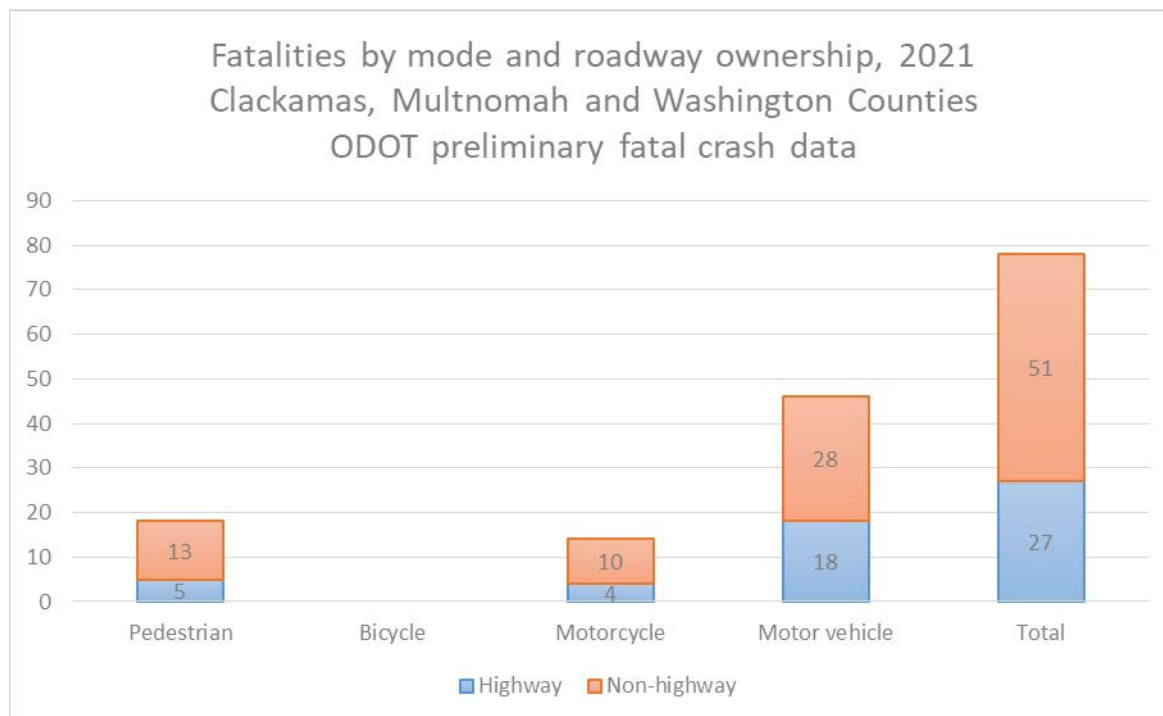
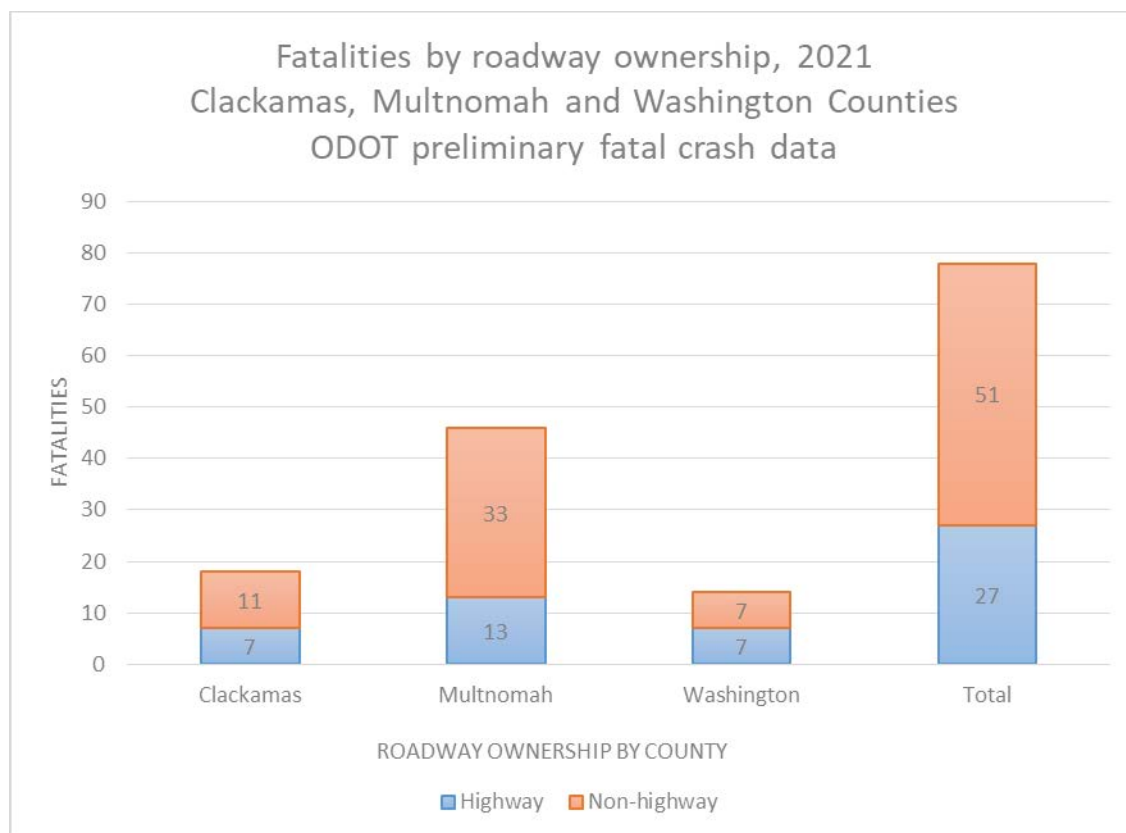
TPAC-MTAC monthly fatal crash update



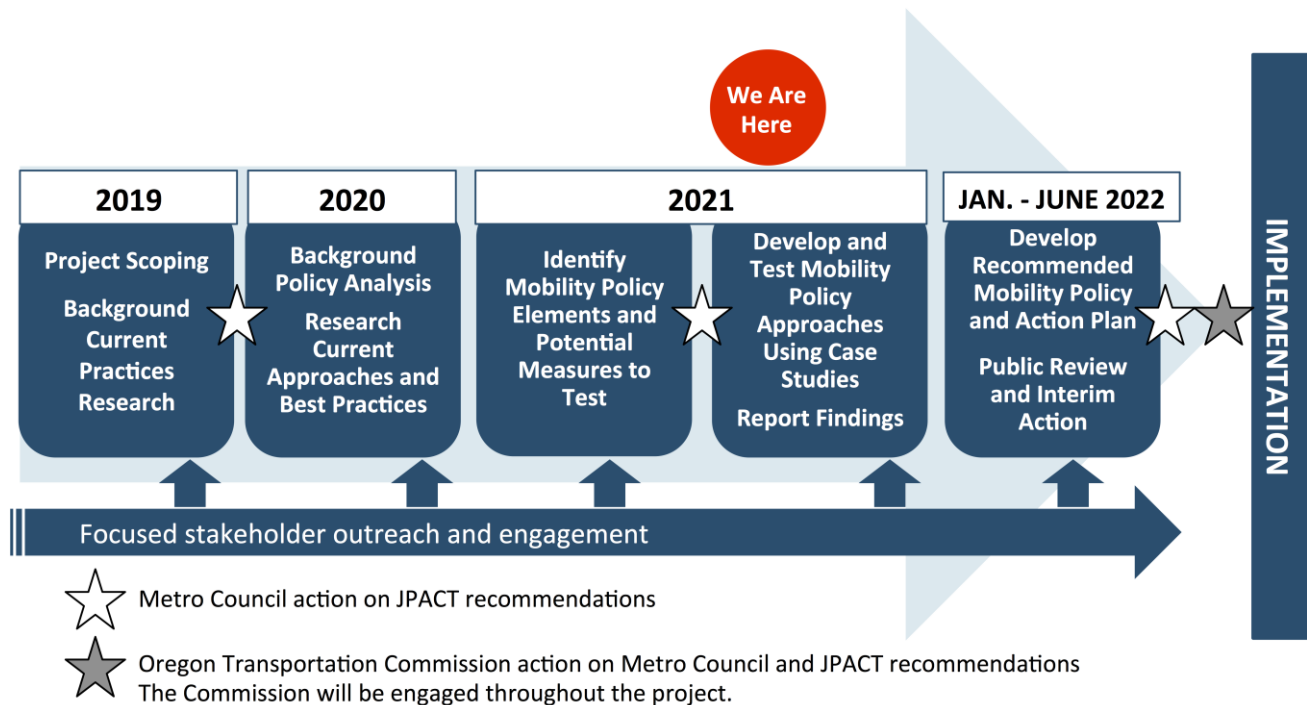
TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



REGIONAL MOBILITY POLICY UPDATE
**UPDATED PROJECT TIMELINE AND
 FALL 2021 ENGAGEMENT SCHEDULE**



What	Who	Date
September – December 2021		
Project update and overview	Transportation Policy Alternatives Committee (TPAC)	Sept. 3
	Metro Technical Advisory Committee (MTAC)	Sept. 15
	Region 1 Area Commission on Transportation (R1ACT)	Oct. 4 - requested
Report what we learned from case studies analysis: - How does each measure compare to the current measure and approach? - What are the pros/cons of new measures and approaches relative to current measure and approach? Shape recommended policy based on what we learned: - What combination of measures best achieve our project objectives/criteria?	TPAC/MTAC Workshop	Oct. 20
	Metro Council	Oct. 12 - requested
	Stakeholder Forums – housing and land development, business and freight, land use and transportation practitioners and community leaders	Various dates in Nov.
	County Coordinating Committees	Various dates in Oct. and Nov.
	TransPort Subcommittee to TPAC	Nov. 10
	MTAC, if needed	Nov. 17
	Joint Policy Advisory Committee on Transportation (JPACT)	Nov. 18
	TPAC	Dec. 3
	R1ACT	Dec. 6 - requested
	Metro Policy Advisory Committee (MPAC)	Dec. 8
	JPACT	Dec. 16

Stakeholder Forums (Fall 2021)

Who	Tentative Date/Time
Housing and Land Development Forum	Nov. 2, 1-3 PM
Freight and Goods Forum	Nov. 3, 3-5 PM
Land Use and Transportation Practitioners Forum	Nov. 8, 1-3 PM
Community Leaders Forum	Nov. 17, 3-5 PM

Note: The forums will be held via Zoom. Registration will open in mid-September.

County Coordinating Committees (Fall 2021)

Who	Tentative Date
Clackamas County TAC	Oct. 26
East Multnomah County Transportation Committee TAC	Nov. 3
Washington County Coordinating Committee TAC	Nov. 4
East Multnomah County Transportation Committee (policy)	Nov. 15
Washington County Coordinating Committee (policy)	Nov. 15
Clackamas County C-4 subcommittee (policy)	Nov. 17



Climate-Friendly and Equitable Communities Rulemaking

Oregon is not meeting its goals to reduce climate pollution. While some sectors have made significant progress, transportation-related climate pollution has increased. If current trends continue, Oregon will come nowhere near to meeting our 2050 goal.

Transportation accounts for roughly 38% of Oregon's climate pollution. On March 10, 2020, Governor Kate Brown issued [Executive Order 20-04](#), directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's [transportation and housing planning](#) rules, and to convene a rulemaking advisory committee to help guide rule development.

There are many benefits to reducing greenhouse gas pollution, including better health outcomes, cleaner air and more choices for Oregonians on how to get to places they want to go.

The rulemaking will significantly strengthen Oregon's rules about transportation and housing planning, particularly in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Some rule changes to reduce greenhouse gas pollution and increase transportation choice may apply to communities outside those areas.

Oregon is committed to increasing equity. Our state has a long history of discrimination and racism, including in our land use and transportation planning decisions. Rulemaking will focus on reducing pollution while also increasing housing choices and creating [more equitable outcomes](#) for all Oregonians.

Reducing driving is one of the most important ways to reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop comprehensive plans, including land use and transportation elements. In order to meet Oregon's climate pollution reduction goals, state rules and local land use and transportation plans will have to change significantly. We know:

- Most new development will need to be in neighborhoods where shopping, employment, parks and housing are in closer proximity. These include city and town centers, neighborhoods close to centers and services, and along corridors with good transit service.
- Public investments in transportation need to be shifted toward increasing transportation options - making walking, cycling, and transit safer and more convenient.
- Plans for our transportation systems, at every stage, need to be focused less on ensuring motor vehicle mobility, and more on providing people with access to services and destinations.
- Our policies and how we enact them need to ensure the needs of all Oregonians, including historically marginalized populations, are met in an equitable and inclusive way.

The rules will help guide communities toward these outcomes.

Questions?

Kevin Young, kevin.young@state.or.us

Bill Holmstrom, bill.holmstrom@state.or.us

www.oregon.gov/lcd/LAR/Pages/CFEC.aspx



Courtesy Sightline



Draft Rulemaking Adoption and Implementation Schedule

September 2020 – Rulemaking initiated

November 2020 - September 2021 –
Rulemaking Advisory Committee
meetings

Spring 2021 – Community conversations held in
each of the eight metropolitan areas
(virtually)

Fall 2021 – Draft rules to LCDC

Winter 2021 – Rules adopted by LCDC

2022 – All communities in the eight metropolitan
areas adopt plan changes in accordance
with rules

2024 – Eugene/Springfield/Coburg and
Salem/Keizer/Turner MPOs adopt local
plans to meet pollution reduction goals

2025 and beyond – all metropolitan area
communities adopt scenario plans to
reduce greenhouse gas pollution



Rulemaking Advisory Committee

Aimee Okotie-Oyekan, NAACP Eugene/Springfield Unit #1119

Alex Georgevitch, City of Medford Public Works

Alma Flores, REACH CDC

Ariel Nelson, League of Oregon Cities

Bandana Shrestha, AARP Oregon

Bill Graupp, Oregon School Board

Bradley Clark, City of Grants Pass

Candice Jimenez, Northwest Portland Area Indian Health Board

Cassie Lacy, City of Bend

Ellen Miller, Oregon Home Builders Association

Emma Newman, City of Springfield

Francisco Ibarra, Portland State University

Jairaj Singh, Unite Oregon

Jana Jarvis, Oregon Trucking Association

Julie Warncke, City of Salem

Kaitlin La Bonte Oregon Chapter of the American Planning Association

Kari Schlosshauer, National Safe Routes to School Partnership

Ken Anderton, Single Parent Community Member

Kyle Macadam, Oregon Realtors

LaQuida Landford, Homelessness Research & Action Collaborative,
PSU

Lee Helfend, OPAL Environmental Justice Oregon

LeeAnn O'Neill, Allyship in Action and Bend Bikes

Mallorie Roberts, Association of Oregon Counties

Margi Bradway, Metro

Mari Valencia Aguilar, Washington County

Mary Kyle McCurdy, 1000 Friends of Oregon

Michael Szporluk, Disability Consultant

Nancy Evenson, Corvallis Sustainability Coalition

Noel Johnson, Oregon Smart Growth

Oriana Magnera, Verde

Paige West, Rogue Valley Transportation District

Paul Bilotta, City of Corvallis

Rebecca Descombes, Native American Youth and Family Center

Rob Inerfeld, City of Eugene

Ron Irish, City of Albany

Sarah Adams-Schoen, University of Oregon

Shane Witham, City of Keizer

Simeon Jacob, Asian Pacific American Network of Oregon

Vivek Shandas, Portland State University

Zack Geary, City of McMinnville



Meeting minutes

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

Date/time: Wednesday July 21, 2021 | 10 a.m. to 12 noon

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Carol Chesarek
Raymond Eck
David Berniker
Colin Cooper
Laura Terway
Laura Weigel
Katherine Kelly
Chris Deffebach
Glen Bolen
Anne Debbaut
Shelly Parini
Jeannine Rustad
Tom Bouillion
Jeff Owen
Darci Rudzinski
Brittany Bagent
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Multnomah County Citizen Representative
Washington County Citizen Representative
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, Milwaukie
City of Vancouver
Washington County
Oregon Department of Transportation
Dept. of Land Conservation and Development
Clackamas County Water Environmental Services
Tualatin Hills Park & Recreation District
Service Providers: Port of Portland
Service Providers: TriMet
Private Economic Development: EMEA, CCBA & WEA
Public Eco Dev. Organizations: Greater Portland, Inc.
Green Infrastructure, Design/Sustainability: ESC
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Martha Fritzie
Theresa Cherniak
Gordon Howard
Carrie Pak
Heather Koch
Brendon Haggerty

Affiliate

Clackamas County
Washington County
Dept. of Land Conservation & Development
Tualatin Valley Water District
North Clackamas Park & Recreation District
Public Health & Urban Forum: Multnomah County

Guests Attending

Barbara Fryer
Will Farley
Cassera Phipps
Ashley Miller
Jessica Peltz
Michelle Miller
Chelsey Reinoehl
Brett Morgan
Schuyler Warren
Phone listener, no ID

Affiliate

City of Cornelius
City of Lake Oswego
City of Beaverton

Washington County

Metland Group
1000 Friends of Oregon
City of Tigard

Metro Staff Attending

Lake McTighe, Transportation Planner
Tim Collins, Principal Planner
Chris Johnson, Research Manager
Marie Miller, TPAC & MTAC Recorder

Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner
Grace Cho, Senior Transportation Planner

1. Call to Order, Quorum Declaration and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- **Committee member updates from Metro and Region (all)**

Chairman Kloster noted that Metro Regional Center is still closed to the public with meetings online until further notice. Limited staff are testing the “hoteling” office space concept in workspaces this summer. More updates will be shared once known.

Colin Cooper reported the City of Hillsboro has a new city-wide remote work policy. Remote work is allowed but is also decentralized per department needs. The Community Development/Planning Dept. is working on job developments and tasks to fit new employee schedules. Most employees are working 2-3 days/week in the office, and have a compressed day off, with most meetings held Tuesdays – Thursdays. Hillsboro has recognized the benefits of a hybrid work schedule to reduce carbon footprints with productive/happy employees, but benefiting from social in-person meeting time as well.

Jeff Owen reported recent leadership changes at TriMet. A new General Manager has been named, Sam Desue, Jr. The Governor has appointed two Board of Directors as President (Dr. Linda Simmons) and Vice President (Lori Irish Bauman). Two other new hires include the Executive Director of Safety and Security, Marla Blagg and Executive Director of Transportation Operations, Rachelle Glazier. All information is listed on the TriMet website.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted her memo in the meeting packet that provides preliminary data from the the Oregon Department of Transportation’s (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. In 2021 so far, 288 people have been killed in traffic crashes in Oregon. 23 % of all the traffic deaths have been in Clackamas, Multnomah and Washington Counties. As of July 14, 2021, within the three counties, there were 12 traffic deaths in June and July, and 68 in 2021.

To date, 26% have been people walking, 13% have been people on motorcycles, 60% in motor vehicles. There have been no traffic deaths involving people riding bicycles in the region, but there have been 6 fatalities in the state. These reports are part of ongoing work toward finding better safety on our roads and systems. A regional safety report will soon be completed and provided to JPACT at an upcoming meeting. The link to this report will be provided to MTAC once available.

- **Reminder: No MTAC meetings in August**

Chairman Kloster reminded the committee that there were no MTAC meetings scheduled in August this year.

3. **Committee and Public Communications on Agenda Items** - none
4. **Minutes Review from MTAC May 19, 2021 meeting.** No additions or corrections to the minutes.
5. **Update regarding legal status of 2018 Urban Growth Boundary expansion areas** (Roger Alfred, Office of Metro Attorney) Mr. Alfred provided background on Metro's Urban Growth Boundary (UGB) expansion areas, starting with a decision in 2015 by Metro Council with not a need to expand the UGB. This decision had pushback to be more responsive to stakeholders in the region in two ways; re-evaluate the need to expand UGB in 3 years rather than the statutory 6 year time frame, and commitment by Council President to convene an Urban Growth Readiness Task Force to consider and propose ways to adopt efficiencies and flexibilities in UGB decisions and provide Council with more tools that allowed comprehensive UGB decision making.

The task force met and a decision was created for a process whereby cities could come to Metro Council with proposals for UGB expansions. Past experience over time showed an absence of actual planning for infrastructure and development that didn't work well. The city proposals show a willingness and ability to urbanize areas with complete plans.

In 2018 Council approved the UGB expansion in 4 locations that implemented the task force decisions. These totaled 2,200 acres in 4 locations; Beaverton, Wilsonville, Hillsboro and King City. These expansion plans are working their way through the judicial system. Following Council's approval, the LCDC reviewed them and found to be in compliance with state laws.

An appeal was filed to the Oregon Court of Appeals by the Housing Lands Advocate group that opposed the expansions. Two to three months ago Metro received notice this appeal was rejected. Recently Metro received a notice the Housing Lands Advocate group had filed a petition with the Oregon Supreme Court. Metro will respond to the petition, with the Oregon Supreme Court expected to decide on taking the case for review. The chances of this are slight. An update can be provided when more is known.

Comments from the committee:

- Gordon Howard noted their attorney with LCDC agrees with Metro on the highly unlikely chance the Oregon Supreme Court will take the case. But a bigger issue might be that the Housing Lands Advocate group did not raise in their appeal was the Fair Housing Act and Metro's decision somehow applied to this. Actions with LCDC and State Legislation have since been looking at these issues. And it was noted that HB2001 is increasing housing density in cities for single family residences.
- Brittany Bagent asked about restarting the process and how proposals in expansions were handled during year processes. Mr. Alfred noted we will revert to the usual 6 year process with the next review not until 2024. However, the task force recommended creating a separate process for mid-cycle amendments. Metro implemented this process which was passed by State Legislation and Metro is now authorized to make a decision in response to city requests 3 years after the prior decision. The option of mid-cycle processes currently is due the end of

2021. One or two cities plan to have proposals reviewed with decision expected by Metro in early 2022.

- Chris Deffebach asked if the questions about relation to Goal 14 have implications for the mid-cycle proposal for UGB expansions underway. Mr. Alfred that yes, it would have implications in mid-cycle process decisions. However, assuming these appeals are all wrapped up when the mid-cycle amendments happen we'll have final judicial decision that says Goal 14 is not valid. Another reason the Oregon Supreme Court is not likely to take the review is because HB2001 nullified this by having cities statewide now required to do what the Advocates group is arguing Metro should have done in its decision.
- Glen Bolen noted that Multnomah County has Home Rule Policies that pertain to these issues. Does Metro also have these policies in their codes? Mr. Alfred confirmed these are in the Metro Charter approved by voters in 2002.
- Brittany Bagent asked if there was information online about the mid-cycle process and end of year deadlines for cities. Mr. Alfred noted Tim O'Brien is heavily involved in the process and can be contacted directly for more information.
- Theresa Cherniak noted changes in Washington County after UGB decisions get made where land use designations change. Rural plans to urban plans change are noted, including changes in designations in community plans. In Washington County future development on 20 acres for land use designation is now on hold, following LCDRC asking the County to wait until appeals are resolved. This process may be happening elsewhere in the region.

6. Title 11 Concept or Comprehensive Planning project updates

Tim O'Brien provided an introduction. Referring to the discussion previously held on legal status of 2018 UGB expansion areas, good questions were noted from committee members. Mr. O'Brien noted he would be happy to be contacted with any questions on these issues.

Providing some background on the next presentations, Mr. O'Brien noted that local governments are required to provide housing plans in their concept and/or comprehensive planning projects. These include general land use plans, transportation connections, infrastructure needs and others. Beaverton's comprehensive planning was brought into the 2018 UGB. Tigard's was part of the 2040 grant program, and is expected to be submitting application for approval for mid-cycle UGB expansion by the end of December 2021.

Beaverton Cooper Mountain (Cassera Phipps, City of Beaverton) The Cooper Mountain Community Plan was presented by Cassera Phipps. The project overview was reviewed noting this was a multi-year planning effort which will determine how future growth will occur, including homes, roads, parks, trails and utilities. The project also applies a racial equity lens to create inclusive neighborhoods. The project is currently in phase 3 with community planning. Phase 3 is scheduled to begin June 2022 with hearings and action on the plan. Upon final adoption, annexation and development could begin in 2024.

Project Goals:

- Create equitable outcomes for residents, including historically underserved and underrepresented communities.

- Provide new housing in a variety of housing types and for all income levels.
- Preserve, incorporate, connect and enhance natural resources.
- Improve community resilience to climate change and natural hazards.
- Provide public facilities and infrastructure needed for safe, healthy communities.
- Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.
- Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.
- Identify feasible, responsible funding strategies to turn the vision into a reality.

Early ideas and options for the plan were discussed. **Neighborhoods for All** showed a map with potential walkable neighborhoods among parks and natural areas. **Housing Options for All** showed a variety of housing including allowing for more different kinds of housing in neighborhoods where currently we allow only one house per lot now. The housing types that will be allowed in all neighborhoods are Accessory Dwelling Units (ADUs), Duplexes, Triplexes, Fourplexes, Townhouses and, Cottage Clusters.

Commercial options, described as a vital part of the community that help meet daily needs of residents, will provide places to gather and socialize. Two commercial options were described. Neighborhood Centers for larger sites, designated (zoned) for commercial use, and placed in areas with more people traveling by. Corner stores were described as smaller sites located throughout neighborhoods which may be designated for commercial or residential use.

Environmental stewardship and resiliency included views accessible to the public, retention of some existing trees along with planting of new trees, natural areas within walking distance, enhancement of creeks and habitats, and trails that connect people to natural areas and important designations. Balancing natural resources with future development was determined as an important element with the environment planning.

Transportation choices included elements with physically separated bicycle lanes, landscape buffers, off-street paths, safe crossings, streetscape features. Potential new road corridors transportation were shown on a map, as well as potential new trail connections for walking and biking, and possible future transit connections. A map showing **Public Facilities and Neighborhood Features** was also shown.

Ms. Phipps discussed the next steps in the project. Summer engagements this year include an Online Open House (June 29-August 22), Stakeholder Listening Sessions, and tabling events. Work on updating natural resource inventories, holding advisory committee meetings, and development of alternatives with the plan will take place.

Comments from the committee:

- Michael O'Brien appreciated the enclosure of environmental aspects with the neighborhood plans. He suggested to consider natural "patch" areas with the development within neighborhoods. Regarding the transportation choices, he advocates for trails with connections to areas presented in the plan.

- Jeannine Rustad agreed with advocating to plan for trails as part of the transportation system. It was noted that both the Tualatin Hills Park & Recreation District and the City of Beaverton are committed to developing bike able and walk able trails. If pushed for trails in development with habitat and slopes, bridges and infrastructure for trails with costs should be considered that will not deter trails being developed.
- Carol Chesarek agreed with providing and planning for space for trails in the wildlife corridors. It was appreciated to see wildlife crossings incorporated in the plan.

Tigard River Terrace 2. (Schuyler Warren, City of Tigard) The City of Tigard River Terrace 2.0 project was presented. Currently in the concept planning stage, the plan will outline a broad vision for the area. It is the first step in the process for eventual development. River Terrace 2.0 was shown on a map that included River Terrace West and River Terrace South.

Project Focus Statement:

This work is focused through two lenses that are centrally linked - equity and climate change. This project seeks to center the voices of communities of color, immigrants, and people with low incomes. These communities are among those most affected by the impacts of environmental inequities, climate change, and systemic racism. When we meet the needs of the most vulnerable communities, the health and wellbeing of all community members improves.

Project Vision Statement:

River Terrace 2.0 is a neighborhood for everyone and a complete community. It offers housing opportunities to the full diversity of Tigard's families and households. This community is made complete by providing space for small businesses and a thriving local economy, a variety of housing options, and accessible parks and open spaces. The transportation system treats all modes equally, with walking and biking trails throughout the community, a road system that emphasizes safety and regional access, and a development pattern that supports an efficient public transit system. Public spaces and parks offer places for the community to gather. Natural areas are protected and enhanced to emphasize habitats and scenic views. Public utilities are designed to maximize cost efficiency and long-term fiscal sustainability. The costs of necessary infrastructure are shared in an equitable manner.

Community input on the project was gained from several sources. These included an online survey open house, community advisory committee meetings, open office hours, Spanish language focus group, public open houses, community meetings and project website. Preliminary concept alternatives were formed. The preferred alternative concept had several key considerations:

- Larger commercial/employment center in RT West, near Scholls Ferry
- Neighborhoods organized around a Main Street corridor
- Main Street balances livability and internal focus with external connections and access
- Flexibility to allow a Tile Flat Road extension
- All neighborhoods achieve an average of 20 units per net acre
- Connection at Beef Bend reflects and connects with town center in King City
- Achieves parks LOS standard, flexibility for how and where
- Maximum flexibility for transit

Housing principles were described. Neighborhoods provide a diversity of housing choices that will serve the full range of housing needs for Tigard's current and future residents. Neighborhoods integrate opportunities for market rate and regulated affordable housing to facilitate home ownership at all income levels. Neighborhoods are designed to thoughtfully incorporate adjacent natural areas and commercial centers. Neighborhoods are designed to provide opportunity for an average of twenty households per acre.

Three housing typologies were explained; Main Street, even mix and feathered edge. They are distinct in housing form, profile and intensity, similar in terms of housing types provided and density (average 20 units per net acre). Commercial and employment principles in the planning were described as opportunities for business and employment to serve River Terrace residents and ways for residents to acquire many goods and services to meet their daily needs without having to travel long distances.

Transportation principles will apply to the transportation system emphasizing pedestrian and bicycle connections within the neighborhood and to regional trails, streets that are designed for safety and to serve all modes of transportation, including vehicles, pedestrians, bicycles, and transit, and connections to regional facilities and extends existing streets and trails where feasible and economically viable.

Parks principles will apply to community and neighborhood parks that are located throughout River Terrace and provide a range of gathering and recreating options, parks that are accessible and connected to commercial centers and neighborhoods by trails and multi-modal streets, and parks that emphasize natural features such as views and tree groves.

Mr. Warren presented the estimated infrastructure costs:

Infrastructure Type	Estimated Total Cost
Water Service	\$10,661,000
Sanitary Sewer Service	\$5,876,000
Stormwater Management	\$33,559,465
Parks & Trails	\$35,534,426
Transportation	\$75,400,000
Total	\$161,030,891

Funding strategy concepts planned include:

Transportation: Private development, Transportation supplemental fees, Existing Tigard transportation SDC, and Washington County TDT

Parks: Existing parks SDC, grants, and cost reductions (private development, value engineering)

Storm water: Private development, Tigard storm water fund, CWS Regional storm water management charge program

Sewer: Private development, CWS Capital Fund

Water: Private development, city capital funds for new reservoir (utility fees + SDC)

Mr. Warren completed his presentation by noting housing policy concepts in this development that would encourage middle housing and affordable housing options.

Comments from the committee:

- Glen Bolen asked what traffic modeling analysis was done to accommodate growth in corridors in regard to regional connections. Mr. Warren noted the first generated data was limited by budget but next stage of planning will build in more budget for this with broader look. Studying induced demand, where people are coming from and reason to take specific routes, is part of the balancing cost improvement investments in all roadways regionally. Ms. Phipps agreed and recognized transportation systems in both the city-wide study as well as connected regionally with other conceptual planning will take effort.
- Ray Eck asked if the commercial area along Scholls Ferry Road in River Terrace West was across the street from Cooper Mt. south, also projected for commercial use. Mr. Warren noted the Tigard commercial area was located close to a high school that generated traffic with opportunity for shopping with work places. Ms. Phipps agreed the commercial areas were situated somewhat in the same area which benefited employment and accessibility.
- Chris Deffebach noted that more information from Washington County's transportation study to consider the combined transportation need of all urban reserves is at <https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/urban-reserves-transportation-study.cfm>

7. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:52 am.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting July 21, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/21/2021	7/21/2021 MTAC Meeting Agenda	072121M-01
2	MTAC Work Program	7/14/2021	MTAC Work Program, as of 7/14/2021	072121M-02
3	Memo	7/1/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update	072121M-03
4	Meeting minutes	5/19/2021	Draft minutes from MTAC May 19, 2021	072121M-04
5	Report	May 2021	COOPER MOUNTAIN COMMUNITY PLAN DRAFT PLAN CONCEPTS	072121M-05
6	Presentation	7/14/2021	June-July 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	072121M-06
7	Presentation	07/21/2021	Cooper Mountain Community Plan	072121M-07
8	Presentation	07/21/2021	City of Tigard River Terrace 2.0	072121M-08

Oregon Household Travel Survey Update



METRO MTAC MEETING
SEPTEMBER 15TH, 2021

Agenda

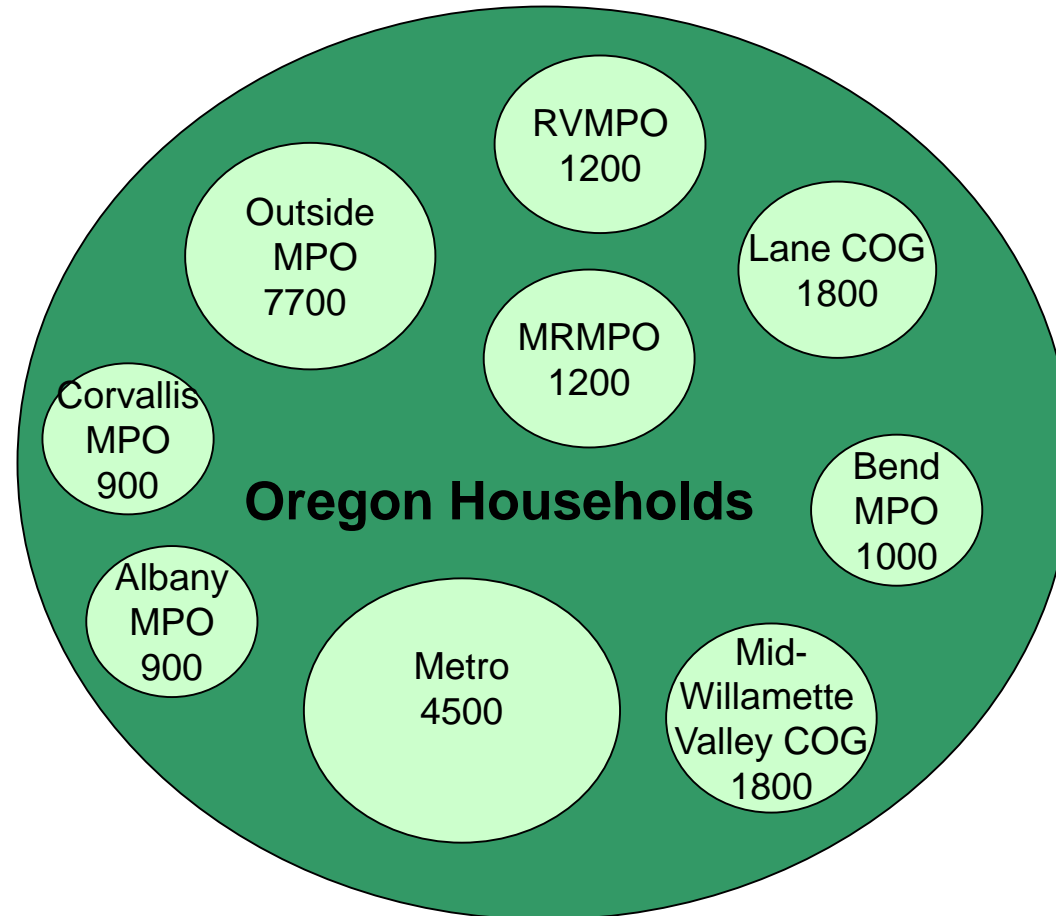
- Survey Basics/Background
- Project Approach:
 - Management
 - Phases
 - Funding
 - Timeline
- Questions/Discussion

Survey Basics/Background

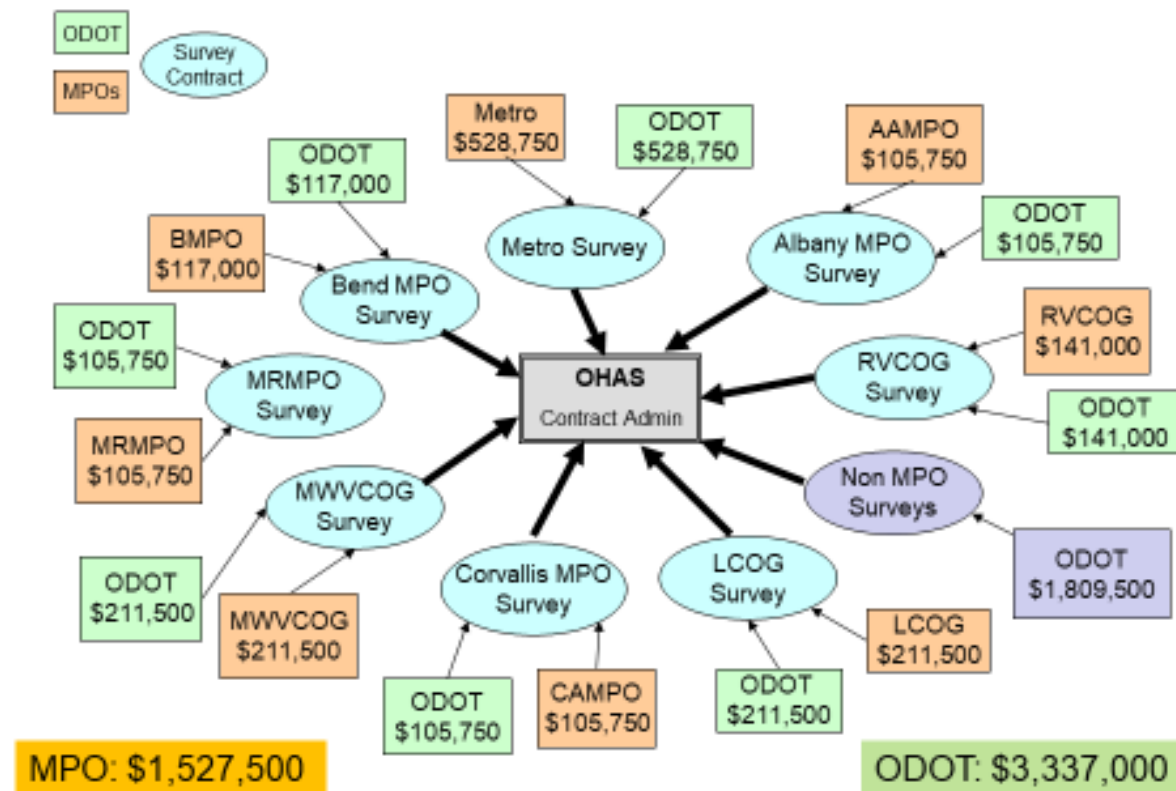
- Household Recruitment
- Demographic/Other Info
- Daily Travel Diaries
- Rich Dataset
- Collaborative Approach
- Prior Efforts in 1994, 2009



Project Goal



Project Administration



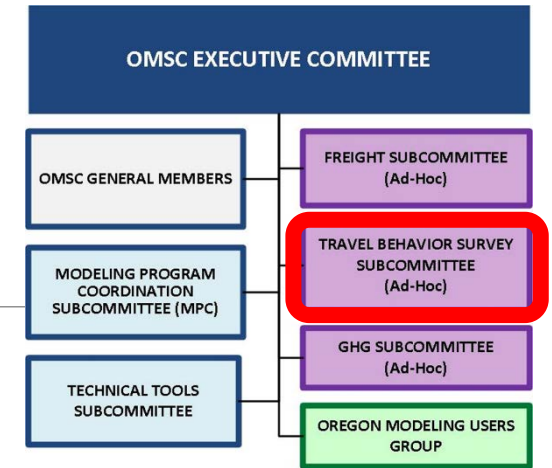
Project Funding

Oregon Household Activity Survey 2021-23				
Sample Size and Estimated Cost for Data Collection Phase Only				
Survey Region	2009-11 Actual Sample Size	2021-22 Recommended Sample Size (2% Sample)		2021-22 Estimated Cost ⁴ : \$235 per Household
ODOT Region 2 ¹	3,577	3500		\$ 822,500
ODOT Region 3 ²	1,951	1800		\$ 423,000
ODOT Region 4	1,210	1200		\$ 282,000
ODOT Region 5	1,220	1200		\$ 282,000
		Non-MPO Sample Cost		\$ 1,809,500
ODOT Region 1/ Portland Metro ³	4,516	4500	(33000)	\$ 1,057,500
Central Lane	1,786	1800	(5300)	\$ 423,000
Salem/Keizer	1,821	1800	(5300)	\$ 423,000
RVMPO	1,061	1200	(3600)	\$ 282,000
MRMPO	0	900	(1200)	\$ 211,500
Bend	765	1000	(2000)	\$ 235,000
Albany MPO	0	900	(1300)	\$ 211,500
Corvallis MPO	0	900	(1400)	\$ 211,500
Sample Size Totals	17,907	20,700	(53100)	
		MPO Sample Cost		\$ 3,055,000
Statewide Total		20,700		\$ 4,864,500
Estimated ODOT Cost Share (assumes ODOT funds half of MPO costs) 69% of Total				\$ 3,337,000
1) Includes small samples of Albany and Corvallis metropolitan areas in 2009-11;				
2) Includes small sample of Grants Pass in 2009-11;				
3) Defined as Clackamas, Multnomah, and Washington counties.				
4) Estimates represent minimum recommended sample size, does not include oversampled populations; sample size recommendations based on statistical sampling plan from 2009-11 project. Statistical approach would be to sample 2% of households, with strategic sampling the information needed can be obtained using smaller sample sizes.				

Project Management: Travel Survey Subcommittee



Chair: Chris Johnson, Metro



Purpose: “Develop a Planning Framework for Conducting a ‘2020-ish’ Household Travel Behavior Survey”

- Gather Information, Experiences, and Lessons Learned from National Peers
- Work Collaboratively to Prepare for the Next Oregon Household Activity Survey

Project Team

- Travel Survey Subcommittee Reps:
 - MPO
 - ODOT/OHA/OHCS
 - TriMet
 - FHWA
 - Academics
- Consultant Team:
 - RSG/Ipsos/MacroSys/Multi-Cultural Collaborative

Project Phasing/Timeline

Phase/Task	2021					2022												2023												2024												
	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Phase I																																										
Project Management & Coordination																																										
Survey Work Planning																																										
Phase II																																										
Project Management & Coordination																																										
Develop Sampling Approach & Recruitment Strategies																																										
Develop Weighting Scheme																																										
Develop Stratification Strategies																																										
Develop Methodology & Sample Sizes																																										
Develop & Test Survey Instrument																																										
Phase III																																										
Project Management & Coordination																																										
Implement Survey																																										
Delivery Survey Data & Results																																										

➤ Scoping and Design (Summer 2021 – Summer 2022)

➤ Implementation (Fall 2022 – Spring 2024)

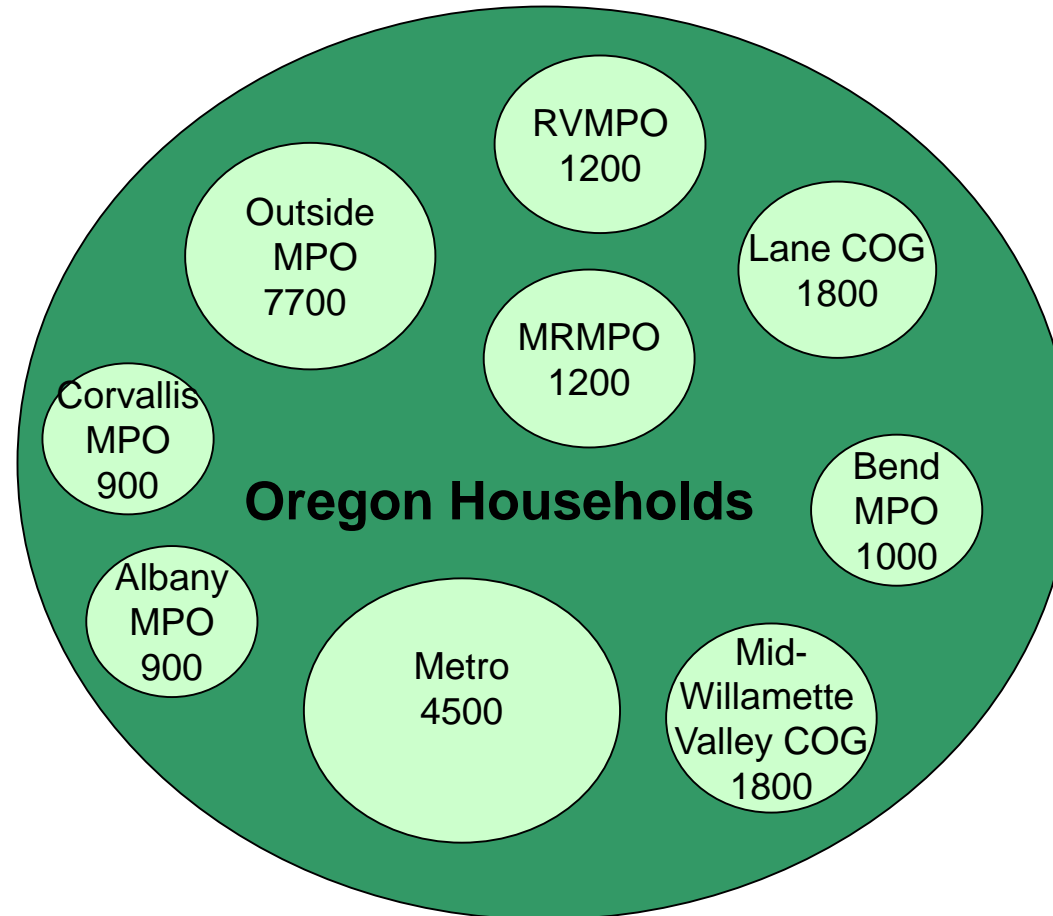
Potential Scoping Topics

- Equity
- Outreach
- Contingencies
- Privacy
- Frequency
- Big Data
- Special Markets
- Oversampling
- Under Reporting
- Incentives
- Recruitment
- Fatigue
- E-Commerce
- Non-Motorized
- Passive Data
- Cross-Sectional
- Continuous
- Weekend Travel
- Long Distance Trips
- Emerging Modes
- Attitudinal Qs

Scoping/Design Deliverables

- Detailed Work Plan
- State of the Practice
- Partner Agency Work Sessions
- Sampling/Recruitment Approach
- Weighting/Stratification/Sample Size Recommendations
- Instrument Testing
- Outreach

Implementation Deliverables



Questions/Discussion

Project Contacts:

Chris Johnson, chris.johnson@oregonmetro.gov

Maribeth Todd, maribeth.todd@oregonmetro.gov



If you love
PDX Now,
wait till you see
PDX Next.

Here's what to expect over the next five years:

You've probably already noticed some construction at the airport and some hints of what's to come. Over the next few years, you'll see more changes as we update and upgrade to deliver a convenient, comfortable, uniquely PDX experience to travelers and employees now and into the future.

Upgrades to the heart of the airport

We're designing an open and spacious new main terminal with expanded security checkpoints, seismic resiliency upgrades and the flexibility to adapt to new airline technology and ways people travel.

More comfortable places to sit, shop, eat and read

Look forward to more comfortable places to sit, nine new dining and shopping options and faster Wi-Fi in the new Concourse E extension. The new Concourse B for Alaska Airlines opens in Fall 2021.

Get in and out of PDX faster

We're adding 2,400 new parking spaces and bringing all rental car operations on-site in Fall 2021—and creating a dedicated space for ride-share pick up in 2023.

PDX Next is a series of five major construction projects under way at PDX

\$2B
investment

35M
PDX passengers estimated by 2045

10,000
PDX employees

1,250
jobs supporting PDX Next

50%
more energy-efficient airport

2025
target completion date

Follow the story at PDXNext.com

PDXNext

1



Concourse E Extension
\$215M
Complete

3



Parking Additions & Consolidated Rental Cars
\$282M
Construction In Progress
Complete Fall 2021

4



New Main Terminal
\$1.65B
Complete 2025

2



Concourse B Redevelopment
(\$116M)
Construction Start Q3 2019
Complete Fall 2021

5



Quick Turn Around Facility
\$67M
Complete

Materials following this page were distributed at the meeting.

August 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Knyshya Latreace Wesley, 24 and Gregory James Beuving, 50, driving, Multnomah, 8/28

William Harold Kavanaugh, 65, driving, Clackamas, 8/26

Unidentified, motorcycling, Multnomah, 8/22

Charles Engblom, 44, motorcycling, Multnomah, 8/19

Kevin C. Ford, 48, walking, Multnomah, 8/10

Dustin Armogeda, 33, driving, Multnomah, 8/8

Max Denning Chapman, 36, driving, Washington, 8/7

Kyle Neil Hansen, 45, driving, Clackamas, 8/6

Unidentified, driving, Multnomah, 8/3



**ODOT preliminary fatal crash report and news reports, as of 8/31/21*



PDX Next and PDX Master Plan Update

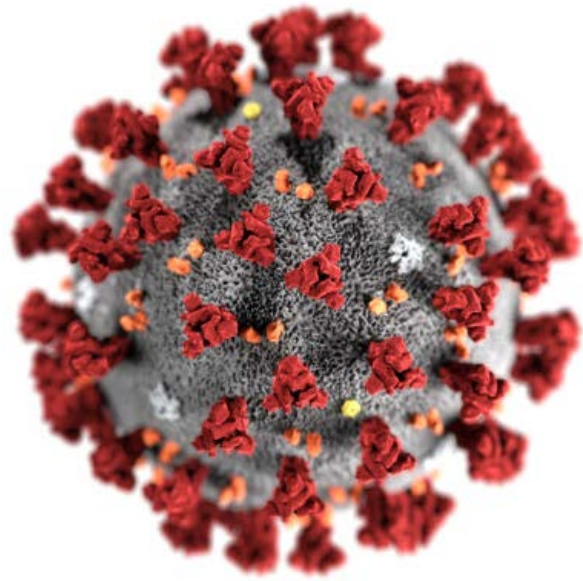


 **PORT OF PORTLAND**
Possibility. In every direction.

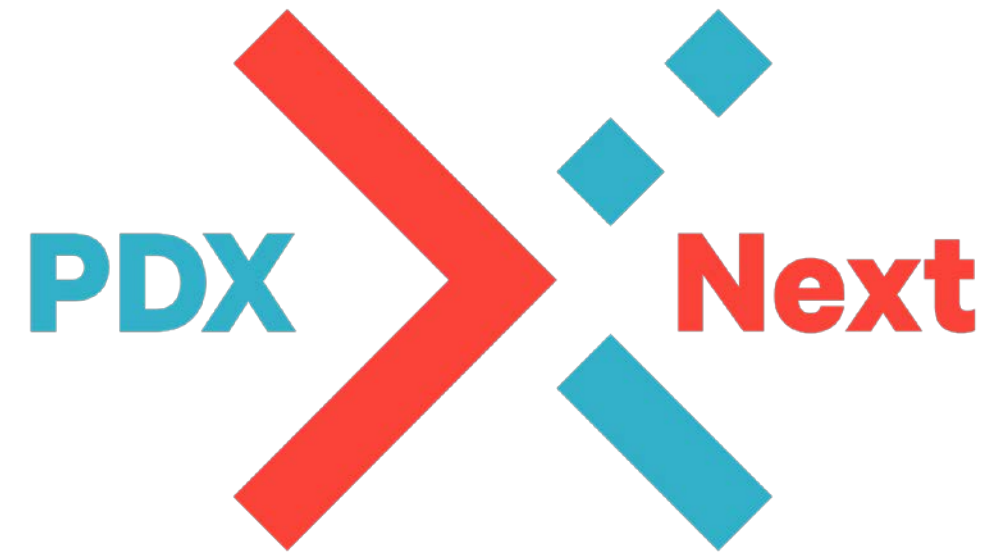
Aaron Ray, AICP
Senior Aviation Planner

Metro Technical Advisory Committee
September 15, 2021

Today's Talk



**Quick update on
pandemic recovery
and trends**



**PDX Next:
Building our airport
for the next 30 years**



**PDX Master Plan Update:
What's ahead**

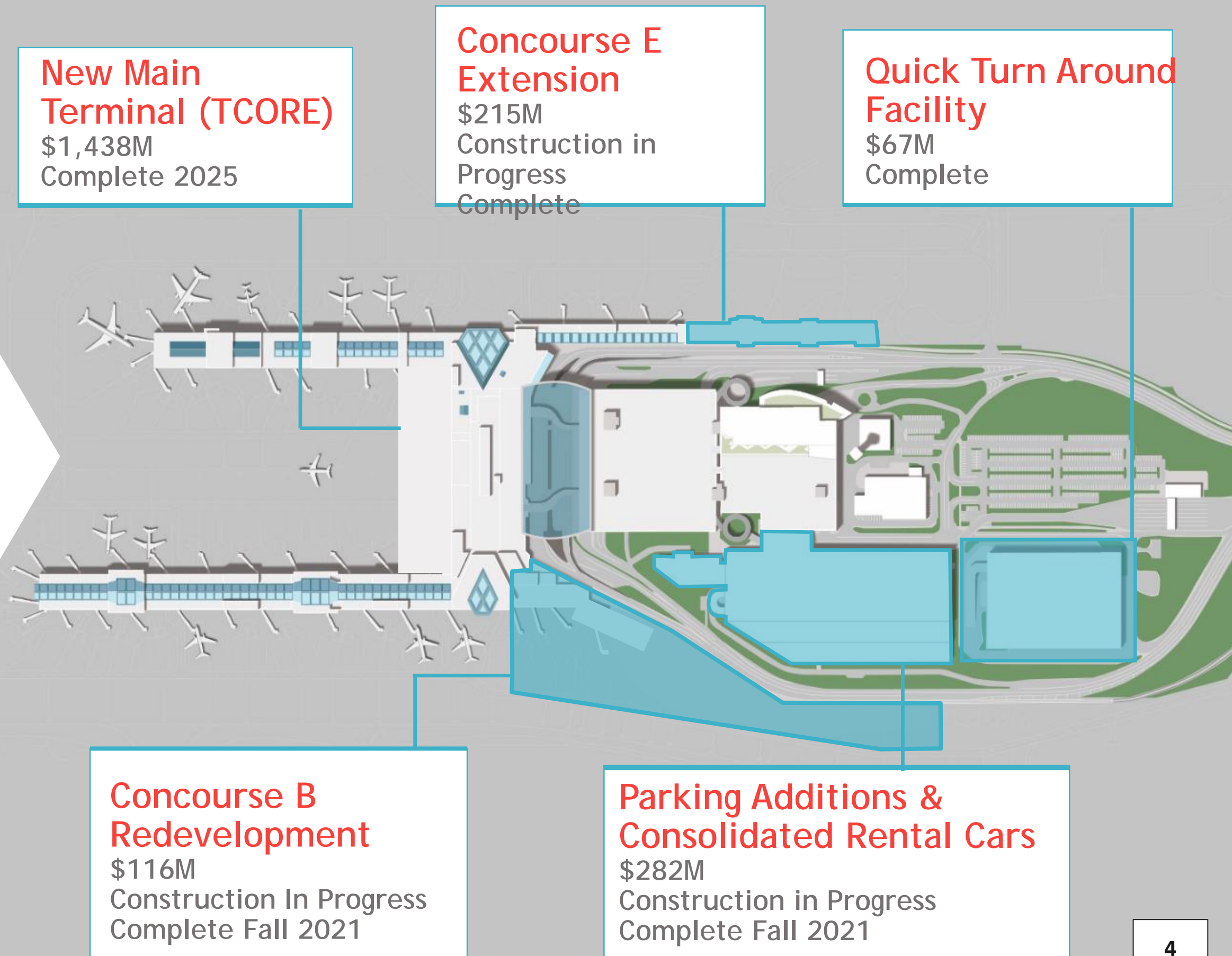


Pandemic Recovery

- Current passenger volumes down 28%, recovered from 95% down in April 2020
 - Forecast return to pre-pandemic in ~2024
 - Variants introducing significant uncertainty
- Domestic leisure travel leading recovery
 - New mid-continent, recreational destinations
 - Transoceanic service: Spring 2022
 - No significant return in business travel yet
- Challenge: Revenues.
- Opportunity: Construction optimization.

PDX Next Capital Projects

PDXNext



Concourse E Extension opened 2020



Rental car center opens in November



Concourse B opens this fall



New main terminal







New main terminal

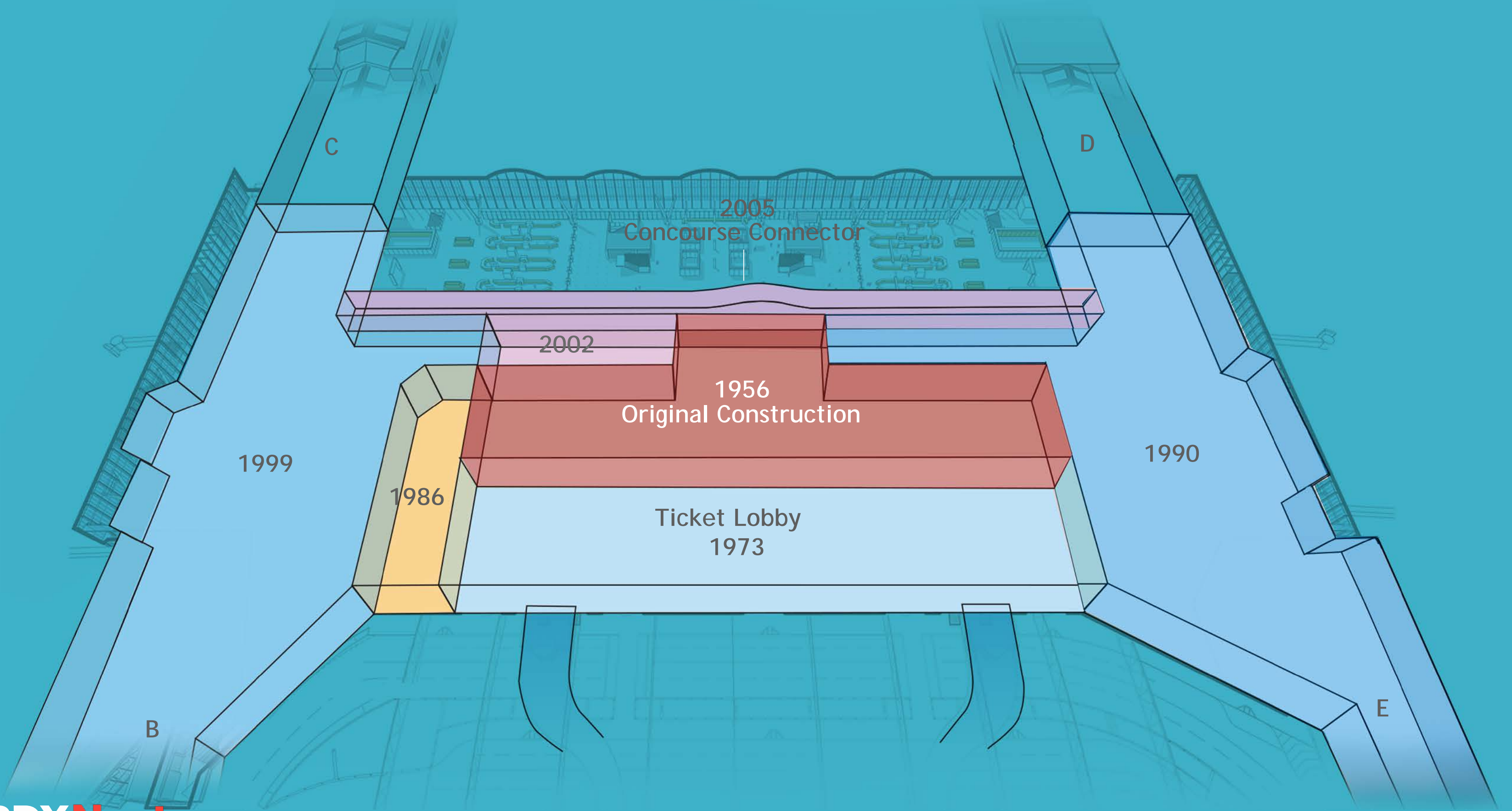
Concourse D E
To All Gates
Restrooms
Lost & Found
USO
Estimated Wait Times: 3min TSA Pre-Check, 5min TSA Pre-Check, 2min General, 3min TSA Pre-Check

New main terminal

FEBRUARY 2021



Before



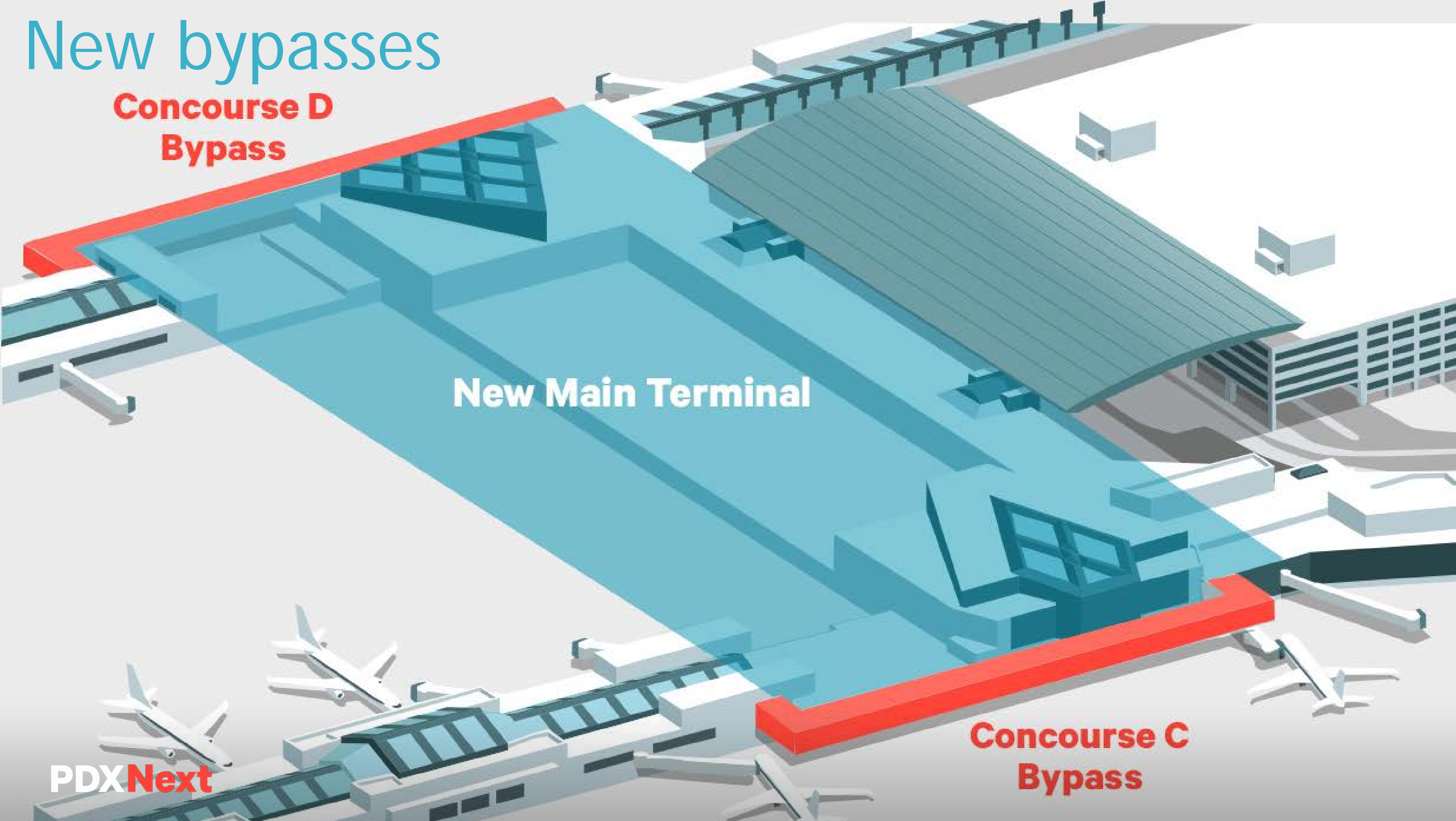
New bypasses

**Concourse D
Bypass**

New Main Terminal

**Concourse C
Bypass**

PDXNext



Roof fabrication

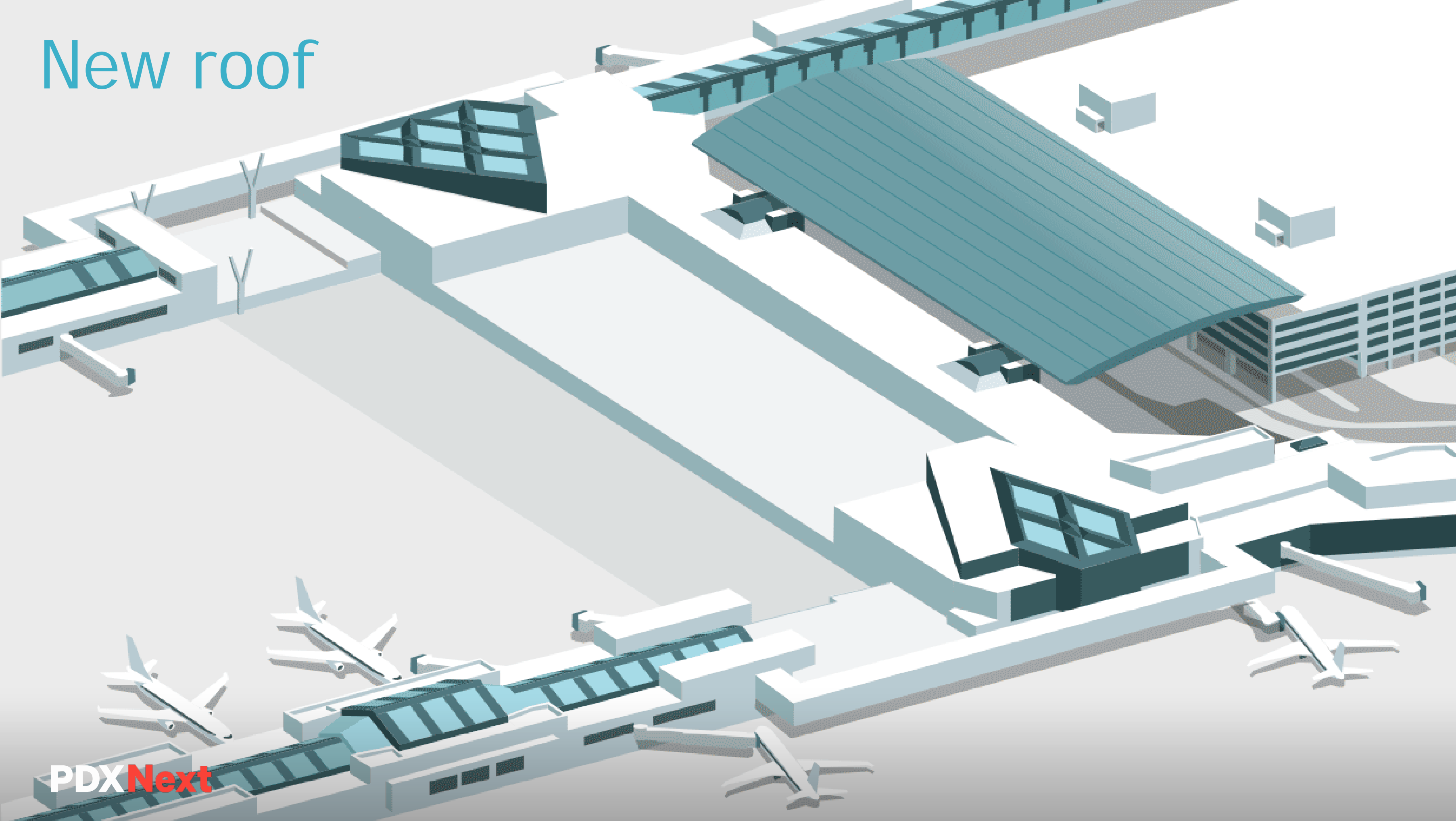


Max Transport Speed:
1.86mph (3kmh)

Max GBP:
1,905 PSF (based on
heaviest cassette)

Terminal Core Redevelopment: Roof

New roof



PDX Next Project Schedules

2016 2017 2018 2019 2020 2021 2022 2023 2024

Concourse E Extension

Design

Construction

Parking Additions & Consolidated Rental Cars

Design

Construction

Concourse B

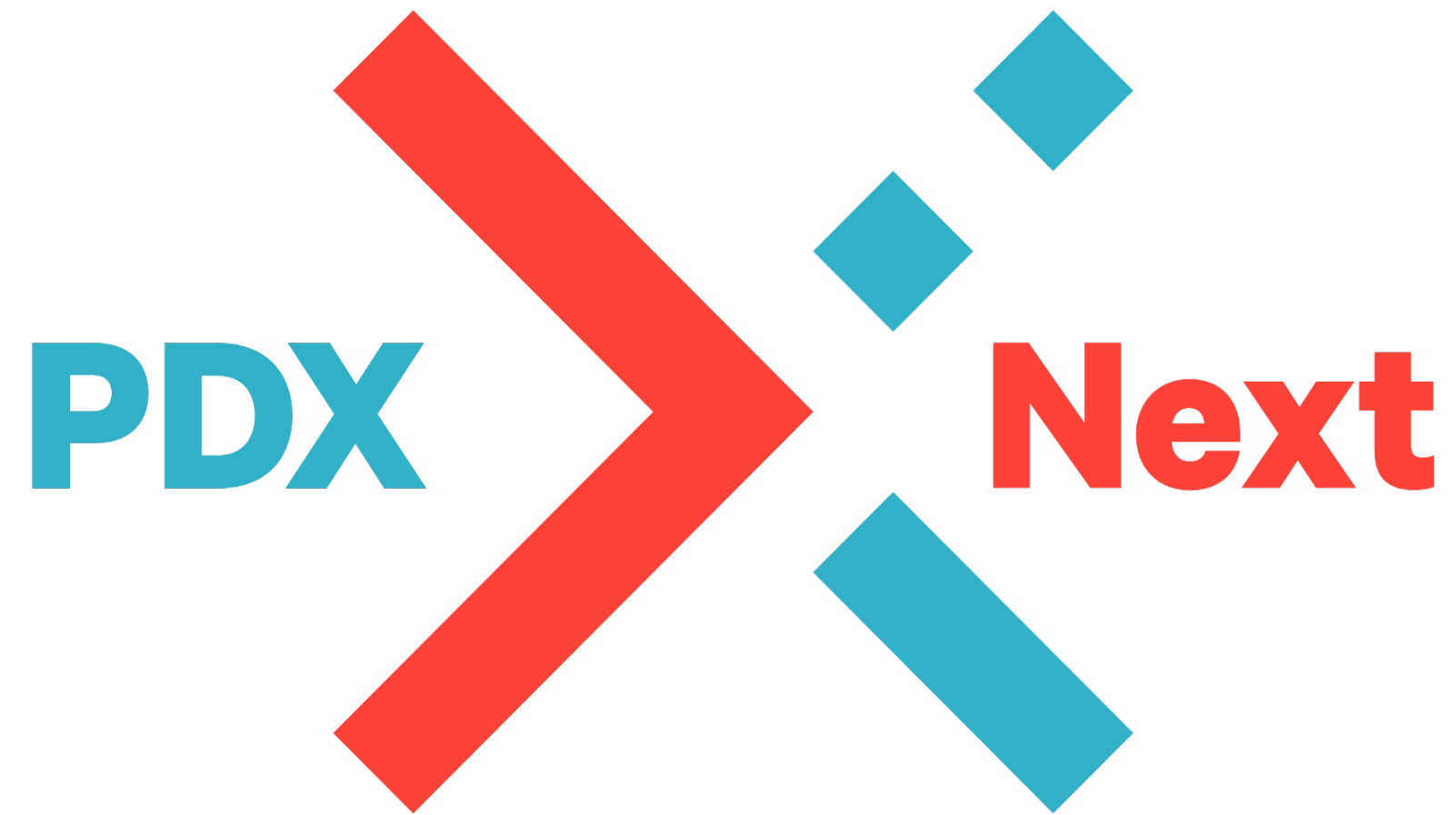
Design

Construction

Main Terminal

Design

Construction



PDX



~~Next~~

Now, What?



Setting the stage for PDX Next

- Planning for PDX Next started with Airport Futures (2011 PDX Master Plan):
 - Sustainability as a guiding principle.
 - Detailed forecasting to maximize use of existing facilities.
 - New plan district and land use processes to better engage partners and the community
 - Programmatic investment in habitat restoration and enhancement.
 - Foundation for continual refinement and improvement.



Looking beyond PDX Next

- PDX Master Plan Update project kicks off in 2023.
- PDX Next will address Terminal capacity through 35mil passengers, so our focus will shift to other questions:
 - How to manage airfield and non-terminal assets and land in the most sustainable way?
 - How to maximize the effectiveness of our landside transportation networks & connections?
 - How to build in flexibility for emerging trends and technology?

Industry Trends

DEMAND				TECHNOLOGY			
COVID-19	Mergers and Acquisitions	Airline Capacity Discipline	ULCCs	Security Screening	Electrification	APM Technology	Smartphones
Great Recession Recovery	Basic Economy Fares	Ancillary Fees		Data Privacy	Social Media	Big Data	

OPERATIONS			BUSINESS		REGULATION		
TNCs	Airline fleets	AAM	Public-Private Partnerships	E-commerce	Industry Guidance/ Standards	NextGen	Land Use and Section 163
Resiliency	Facility Flexibility	Other Disruptors	Cold Storage	Belly Cargo			

Industry Trends

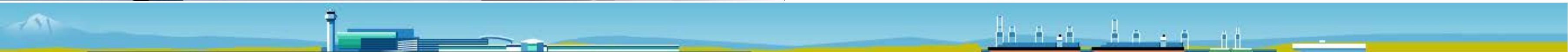
DEMAND				TECHNOLOGY			
COVID-19	Mergers and Acquisitions	Airline Capacity Discipline	ULCCs	Security Screening	Electrification	APM Technology	Smartphones
Great Recession Recovery	Basic Economy Fares	Ancillary Fees		Data Privacy	Social Media	Big Data	

OPERATIONS			BUSINESS		REGULATION		
TNCs	Airline fleets	AAM	Public-Private Partnerships	E-commerce	Industry Guidance/ Standards	NextGen	Land Use and Section 163
Resiliency	Facility Flexibility	Other Disruptors	Cold Storage	Belly Cargo			

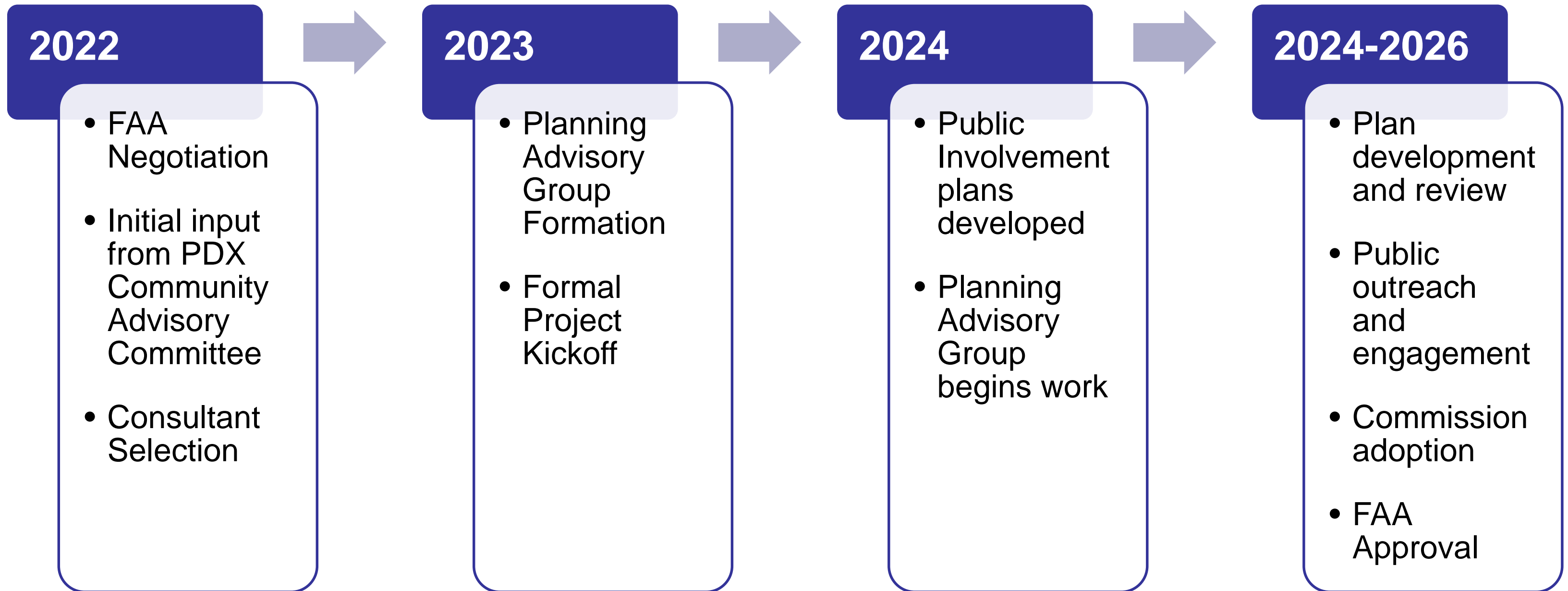


Delivering Shared Prosperity

- The Port's job is to enhance the region's economy and quality of life.
- When we look at our history, we've created prosperity, but it's not been shared by everyone.
- **Shared prosperity** is the vision we're driving towards – a region where prosperity is shared by all.
 - Maximize benefits to Black, Indigenous, people of color, low-income workers, and people with disabilities.
 - Identify new opportunities for engagement with our community.
 - Create a financially sustainable path for the Port.



Master Plan Update Timeline



Q & A and Thank You

Aaron Ray, AICP

Senior Aviation Planner

Port of Portland

aaron.ray@portofportland.com

503-415-6570

More information on PDX Next:

www.pdxnext.com

More information on Airport Futures
and PDX Community Advisory
Committee:

portofportland.com/Committees/CAC

