Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	**Transportation Policy Alternatives Committee (TPAC)**
Date/time:	Friday August 4, 2023	9:00 a.m. to 12:00 p.m.
Place:	Virtual online meeting via Web/Conference call (Zoom)

Members Attending	**Affiliate**
Tom Kloster, Chair	Metro
Allison Boyd	Multnomah County
Dyami Valentine	Washington County
Judith Perez	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Jay Higgins	City of Gresham and Cities of Multnomah County
Mike McCarthy	City of Tualatin and Cities of Washington County
Tara O'Brien	TriMet
Chris Ford	Oregon Department of Transportation
Laurie Lebowsky-Young	Washington State Department of Transportation
Bill Beamer	Community member at large
Sarah Iannarone	The Steet Trust
Danielle Maillard	Oregon Walks
Jasia Mosley	Community member at large
Indi Namkoong	Verde
Katherine Kelly	City of Vancouver

Alternates Attending	**Affiliate**
Jamie Stasny	Clackamas County
Steve Williams	Clackamas County
Sarah Paulus	Multnomah County
Will Farley	City of Lake Oswego and Cities of Clackamas County
Gregg Snyder	City of Hillsboro and Cities of Washington County
Neelam Dorman	Oregon Department of Transportation
Glen Bolen	Oregon Department of Transportation

Members Excused	**Affiliate**
Karen Buehrig	Clackamas County
Gerik Kransky	Oregon Department of Environmental Quality
Lewis Lem	Port of Portland
Ellie Gluhosky	OPAL Environmental Justice Oregon
Jasmine Harris	Federal Highway Administration
Steve Gallup	Clark County
Shawn M. Donaghy	C-Tran System
Ned Conroy	Federal Transit Administration
Rian Sallee	Washington Department of Ecology

Guests Attending	Affiliate
Ariadna	
Barbara Fryer	City of Cornelius
Bryan Graveline	Portland Bureau of Transportation
Cody Field	City of Tualatin
Danielle Casey	FTA
Erik Having	Oregon Department of Transportation
Jacqui Treiger	Oregon Environmental Council
Jean Senechal Biggs	City of Beaverton
Jeff Owen	HRD
Joseph Auth	City of Hillsboro
Josh Channell	WSP
Kenny Werth	Oregon Department of Transportation
Laura Terway	City of Happy Valley
Max Nonnamaker	Multnomah County
Peter Swinton	Tualatin Hills Park & Recreation District
Steve Koper	City of Tualatin

Metro Staff Attending
Ally Holmqvist, Caleb Winter, Cindy Pederson, Clint Chiavarini, Dan Kaempff, Eliot Rose, Grace Cho, Isaiah Jackman, Joe Broach, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Nick Christensen, Peter Bosa, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions
Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members
- Eric Hesse announced that City of Portland Commissioner has named Melissa Williams the new Director of the Portland Bureau of Transportation.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted from late June through mid-July 2023. Questions on the memo can be directed to Mr. Lobeck.

- **Fatal crashes update** (Lake McTighe) Sarah Iannarone noted her request on having the fatal crash information placed on the website with locations of crashes when known and accessible to the public. Chair Kloster noted future reports are planned on how we can take action for better outcomes for Zero Vision. Lake McTighe noted that after the RTP is adopted there is planned a bi-monthly data update that will be posted to the webpage. Plans are also including a "hub" that shared information of fatality locations. A workgroup is planned to help develop new systems of providing simple to use and accessibility on fatal crashes.

  The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. In the three counties, there have been at least 19 traffic fatalities July. There have been at least 84 fatalities in the three counties since the start of the year. And 307 in Oregon.

There has been at least one fatality already this month, in Gresham a 33 year old man on a motorcycle.

- **2023 RTP: Public Comment period, July 10 – Aug. 25** (Kim Ellis) A reminder was given on the RTP public comment period with opportunities to add input from methods listed on the fact sheet in the meeting packet. Comments received to date will be shared at the August 16 workshop. At the Sept. 1 TPAC meeting staff will bring forward recommended changes for consideration on the RTP and High Capacity Transit Strategy.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from June 2, 2023 and July 7, 2023
A clarification was noted for the July 7, 2023 minutes on page 4, to clarify the limitations of moving federal dollars between programs. Some federal dollars that are required for eligible programs or considered with changes to gas tax for state funds may have limitations. This correction in the minutes was made.

Minutes from June 2, 2023 were approved with two abstentions: Mike McCarthy and Steve Williams. Minutes from July 7, 2023 were approved with one abstention: Steve Williams.

2023 Regional Transportation Plan (RTP): Update on Regional Mobility Policy Throughway Reliability Measure (Kim Ellis & Joe Broach, Metro/ Glen Bolen, ODOT) The presentation provided an update on additional work completed and underway to inform finalizing the draft policy, measures and targets/thresholds for the 2023 Regional Transportation Plan (RTP). The committee was reminded of application of mobility policy and measures in system planning and plan amendments.

The Regional Mobility Policy update will better align 23-year old interim policy with state, regional and community values and goals:
• Land use efficiency that includes more housing, jobs, services and mixed-use in 2040 centers implementing the transportation planning rule
• Travel options and connectivity that allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go
• Safe, efficient and reliable travel speeds for people, goods and services

DRAFT mobility policies for the Portland region were shared. The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. The measures and their respective targets/thresholds were recommended as a starting point to be tested and refined in 2023. It was noted the RTP must meet state VMT per capita target and will set future baseline.

Joe Broach presented the Regional Mobility Policy travel speed reliability analysis framework. Observed data from 2019 (pre-pandemic) uses continuous vehicle probe data from Inrix, provided by USDOT and ODOT via RITIS platform. The link to RITIS and includes an option to request a login: https://www.oregon.gov/odot/data/pages/ritis.aspx Observed data related to travel speed was presented. Analysis segments of data leading to observed hours not meeting policy with model changed scenario base (such as no build projection) leads to projected future hours not meeting

policy. Glen Bolen added the maps are not the policy. The policy is the speed and the time. The maps are showing areas of traffic and possible improvements of traffic provided by modeling.

Peter Bosa presented information on the Metro Regional Travel Demand Model (RTDM). Steve Williams noted the challenge of the calibration behind modeling speed vs actual speed. The models are good at forecasting volume and origin of beginning & end destinations. But not as good projecting speeds. It was thought a better analysis comes from destinations. Mr. Bosa highlighted some of these limitations:
• RTDM only assigns trips to whole hours
• Can only measure AVERAGE speed over hour
• Can't capture congestion that occurs over multiple hour bins
• RTDM captures initial congestion locations reasonably well
• RTDM does not capture queuing effects
• Model can underestimate congestion related to bottlenecks
Draft results of forecast methodology were noted for all future year scenarios are built from adjusting Observed data with Model data. Areas where Base Year Model deviates more than 4 hours from Observed Data is marked as Lower Confidence.

Ms. Ellis noted throughway segments evaluated in regional travel demand model show additional work is needed on the signalized throughways. Jay Higgins asked if projects listed in the modeling not included with tolling. Ms. Ellis noted the projects planned in the RTP include those with tolling in the 2030 constrained list (I-5, I-205, Abernathy Bridge and Interstate Bridge Pre-IBR). Appendix M of the RTP has more details.

Dyami Valentine noted the network map didn't seem to show the 99W South of Sherwood section. Ms. Ellis noted steps in the model could account for this and the segment can be reentered. Jaimie Lorenzini asked if the 2045 Constrained model include the 2030 constrained. Ms. Ellis confirmed the 2045 continues where the 2030 constrained ended, all one model.

Mike McCarthy noted starting with observed data from 2019 given pre-pandemic more understandable, but a huge change in travel patterns and increased traffic is now evident. The 2023 data is of interest since this is observed and what we have now. Ms. Ellis noted part of the 2020-2045 analysis includes this but may need to flag specific section of congestion mentioned. It was asked if we had the system in place to get the current observed data. Glen Bolen noted ODOT publishes a performance report every 2 years with traffic counts. Ms. Ellis added this is the same data source as the National data system and on the Metro Regional Barometer, but not regularly updated. We are looking for better tools and reporting that makes the data useful and available to the public via ODOT and web interface.

Eric Hesse noted as this work is being applied it would be helpful to uncover the most beneficial tools as we reach into the higher functional levels to make better sense. Interest was noted for the TPR application, multimodal system with travel time gap and gaining the knowledge and feedback with partners that modelers can incorporate. It was appreciated with map discussion and what pricing is doing to the context and showing on roadways. Another modeling run was suggested for system performance to show the effects of pricing as developed.

Steve Williams noted the whole analysis is based on the relation between speed and congestion with the data you are collecting. You can forecast that reliability into the future using the travel

model. In terms of forecasting volume, it is based on the quality of the calibration in the model. Has there been a specific model count for speed and can we see a statistical analysis of that calibration for speed. Until we have this we will have a difficult time showing the approach to decision makers and the public.

Peter Bosa noted we feel the speeds are fairly accurate in relating to data in heavily congested situations. There are specific instances that vary elements with situations but tools that address these are difficult to resource at a regional level so we are left with the regional travel demand model. It was felt we are trying to use the comparative nature of the model to identify the areas where conditions are getting worse and not improving and use this with observed data.

Jaimie Lorenzini had a concern with the data reliability, predominantly because we know some of the assumptions from the 2030 list may look different from what we anticipated now. State investments have been postponed. I feel it's important these investments stay on the list but unsure how postponing things like the I-205 widening project will affect the outcomes of these metrics. Ms. Ellis noted changes may come from the public comment period now and with conversations happening with statewide projects. We will look to ODOT to know if significant changes are needed. Changes on the project list will be run post RTP adoption. Data changes will be incorporated into future system planning.

Mike McCarthy asked how the model looks at mode shifts and time of day in trip making and how to make a determination in what a person should do for travel choice. Mr. Bosa noted the model assigns mode to traveler based on changes to travel time, costs and accessibility to other modes. Scenario to scenario will show shifts in cost destinations. A change in mode shift is not just a change in mode; we often see shifts in SOV to HOV. In terms of times of day there is some sensitivity in the model but we try to get a model that reacts reasonably to time of day questions.

Laurie Lebowsky-Young noted the I-205 bridge on the map showing a reduction (2045 constrained). Ms. Ellis noted this could be part of the data showing trips on the system, pricing projects in the system or other modeling elements that have been discussed. Jaimie Lorenzini asked for information on how signalized throughways are represented on the map and how that could change with additional refinement. Mike McCarthy asked, for the workshop, would it be possible to bring a comparison of how much traffic is currently diverting around freeway issues with the amount that would divert with tolling and the RTP projects? Because of the time limits on agenda staff will be providing follow up after the meeting. The timeline for the draft implementation action plan was shared. This policy intersects with statewide planning efforts underway and will support regional and local implementation of statewide policies.

A 10-minute break in the meeting took place.

2023 Regional Transportation Plan (RTP): Chapter 8 (Implementation) (Kim Ellis, Metro) The presentation provided an overview of initial recommendations from Metro staff related to restructuring Chapter 8 of the draft 2023 RTP to provide a clearer call to action and continue to improve community engagement practices. A summary of recommended updates to Chapter 8 of the draft 2023 RTP was included in the meeting packet memo.

Section 8.2 | Planning and Programs Region-wide planning was noted for revisions proposed by Metro staff to address feedback provided by TPAC and MTAC in July. New planning activities

proposed included Regional Transportation Funding Strategy, Forward Together Part 2, and Coordinated Transportation Plan for Seniors and People with Disabilities.

Comments from the committee:

- Tara O'Brien noted potential transit changes with planning efforts that may make sense wit the transit section 8.2.3 to reference some of those planning efforts that TriMet will be working on during the RTP planning period and listing out new planning activities. Forward Together 2.0 will be looking at what comes next in terms of service enhancements, starting in the next fiscal year. There is ongoing planning transitional work to the Zero Emissions fleet. TriMet, like others, is working on their climate action plan as it relates to transportation. Interest was expressed in knowing what type of coordination effort is planned for regional work on this in Chapter 8. Ms. Ellis noted plans are being developed with climate action with significant efforts to the work planned.
- Sarah Iannarone noted a disconnect in Chapter 8 between so much of what we hope to accomplish. The roadmap on how we get there, such as policy or funding shifts and how we are building accountability through the performance measures are challenging given the amount of work by deadlines. Steering us in the right direction with a clear matrix and measurements, such as reduced VMT by 20% by 2030 or 2045 can help. What is not accomplished should be built into the next plan with opportunities identified. Investments need to show we are not increasing disparities or displacements. Outcomes should show in the results.
- Indi Namkoong noted that knowing the community engagement working with the planning process every 5 years, it was important for accountability to validate what is planned and really happening. It was suggested to note ways to highlight or identify where various partners are coming back to community members and impacts on stakeholders throughout these projects. Implementation is critical to accomplishing what's in Chapter 8. The way it's carried out is make or break for future trust and goodwill.
- Allison Boyd noted the Funding Strategy for Regional Bridges that broadens this description to include developing a funding strategy for regional transportation infrastructure investments, including regional bridges. The County was interested in learning what this larger clarity of funding strategy looks like. It was important to continue to call out specific bridge funding in the plan. As noted, there are some unique challenges with our aging bridges which were called out in the last RTP and not yet accomplished. Dyami Valentine also really supports having a new broader funding strategy in addition to the bridges funding strategy.
- Glen Bolen asked how best to prepare for September JPACT and Metro Council meetings that discuss the pricing implementation plan so the ODOT team can bring relevant information. Ms. Ellis noted there is a desire to discuss more on how projects will be implementing the tolling policies and what is the future work needed around tolling policies and the implementation of them. If ODOT is proposing planning policy changes they should come with plans and/or options to discuss.
- Jaimie Lorenzini noted that Metro Council has emphasized development, land readiness and urban expansion areas, which come with transportation infrastructure challenges to these areas for housing and land use. It was suggested to amend Chapter 8 to place the focus on how to create transportation readiness along urban reserve areas where growth may be expected. Also suggested is light refinement in the new Regional Transportation Funding Strategy that can advocate for more resources, coordination with the 2040 Refresh, and the

Investment Areas Program.

- Eric Hesse was interested in learning more about the intent of the region's fleet electrification in regard to the Climate Smart Strategy. Ms. Ellis noted the climate smart strategies differ somewhat from the electrification goals of reducing greenhouse gas emissions. It's important we report on progress with our transportation strategies in addition to meeting specific project goals. The state has set aggressive goals for electrification including our region and supports efforts to work on climate issues. All are part of comprehensive climate actions.
- Dyami Valentine suggested it would be helpful in Chapter 8 to have an outline of what the process and engagement plan for the next RTP would include with the work program as more engagement has been encouraged with a project development list. Discussions on outcomes from the freeway analysis could lead to how this informs some of the mobility corridor refinement plans. Support was given for opportunities with new urbanizing areas.
- Tara O'Brien noted some of the discussion points that may be delivered to JPACT for further discussion. These included the new Regional Transportation Funding Strategy, if pricing strategy was separate from this, the 2040 Refresh and what the scope of this looked like, a broader approach to climate action transitioning to zero emissions across the transportation sectors, and more engagement and project list development in the next RTP.
- Mike O'Brien noted land use planning is pushing a lot of our development in the urban fringe areas for housing, but few jobs are near these areas that require long drives or transit for employment. It was suggested we look at ways to set up our expansion areas for transit and mode shifts from driving where growth is expected.
- Indi Namkoong noted this is a really important point for climate and equity goals - especially as people are priced out of those denser areas and moving to areas where housing is expanding, they may incur additional VMT and exchange housing cost burden for transportation cost burden.
- Tara O'Brien noted past work with the 2040 Refresh was looking at how we are doing in our transit supported services and infrastructure policies in corridors, which can be part of the next 2040 Refresh discussion.

Committee comments on creating a safe space at TPAC (Chair Kloster) none received.

Adjournment
There being no further business, meeting was adjourned by Chair Kloster at 11:55 a.m.
Respectfully submitted,

Marie Miller

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, August 4, 2023

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	8/4/2023	8/4/2023 TPAC Agenda	080423T-01
2	2023 TPAC Work Program	7/28/2023	2023 TPAC Work Program as of 7/28/2023	080423T-02
3	Memo	7/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (Late June through mid-July 2023)	080423T-03
4	Fact Sheet	July 2023	Public comment opportunity - July 10 to Aug. 25, 2023 2023 Regional Transportation Plan	080423T-04
5	Draft Minutes	6/2/2023	Draft minutes from TPAC June 2, 2023 meeting	080423T-05
6	Draft Minutes	7/7/2023	Draft minutes from TPAC July 7, 2023 meeting	080423T-06
7	Handout	7/25/2023	Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption	080423T-07
8	Memo	7/28/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan: Update on Regional Mobility Policy Next Steps	080423T-08
9	Memo	7/28/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager, and John Mermin, Senior Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Initial Metro Staff Recommendations to Follow-up on TPAC and MTAC Feedback on Chapter 8 (Implementation) of the 2023 RTP	080423T-09
10	Slide	8/4/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	080423T-10
11	Presentation	8/4/2023	Draft Regional mobility policy for the 2023 RTP	080423T-11
12	Presentation	8/4/2023	2023 Regional Transportation Plan Chapter 8 Implementation	080423T-12