

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**

Date/time: Wednesday, June 11, 2025, | 9:00 a.m. to 12:00 p.m.

Place: Zoom

Members Attending

Tom Kloster, Chair
Bill Beamer
Dyami Valentine
Eric Hesse
Judith Perez Keniston
Jeff Owen
Kate Lyman
Katherine Kelly
Mike McCarthy
Sara Etter
Will Farley

Affiliate

Metro
Community Representative
Washington County
City of Portland
SW Washington Regional Transportation Council
Clackamas County
TriMet
City of Vancouver
City of Tualatin and Cities of Washington County
Oregon Walks
City of Lake Oswego and Cities of Clackamas County

Alternates Attending

Dakota Meyer
Glen Bolen
Jamie Stasny
Tara O'Brien

Affiliate

City of Troutdale and Cities of Multnomah County
Oregon Department of Transportation
Clackamas County
TriMet

Members Excused

Allison Boyd
Chris Ford
Gerik Kransky
Indi Namkoong
Jasia Mosley
Jay Higgins
Laurie Lebowsky-Young
Lewis Lem
Sarah Iannarone
Michael Sallis
Shauna Hanisch-Kirkbride

Affiliate

Multnomah County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Verde
Community Member
City of Gresham and Cities of Multnomah County
Washington State Department of Transportation
Port of Portland
The Street Trust
Clark County
Washington Department of Ecology

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:03 a.m. Introductions were made.

Regional Emergency Transportation Routes Phase 2: Tiering Methodology

John Mermin (Metro), Carol Chang (RDPO) and Brianna Calhoun (Fehr & Peers), provided a presentation (included as part of the meeting record) that included information on the following:

- Overview of Agenda
- Workshop Objectives
- Stakeholder and Technical Feedback
- Current Methodology
- Evaluation Criteria
- Overview of Breakout Group Logistics
- Map Orientation

All participants were organized into breakout group to discuss the following questions:

- Does anything surprise you about the first draft results?
- How might we incorporate job and population consideration into this methodology?
 - Should the priority routes focus on providing access to the highest employment and population areas, reaching isolated populations, and/or focus on vulnerable populations?

After 40 minutes in the breakout groups, each group shared highlights from their conversations:

Group 1 highlights:

- Suggesting prioritizing lifeline routes
- Questions about data re water facilities – new pipeline in 2026
- Bridges – not doing a point system
- Segmentation – think about how we segment longer routes

Group 2 highlights:

- Bridges and ranking: identifying essential bridges
- Buffer area: could add hospital criteria to most of the roads – as they are used to get to hospitals

Group 3 highlights:

- Specific segments 99 E surprised not scored higher
- Bridge vulnerability; key destinations and access and other on failure potential/vulnerability
- Rural communities focusing on vulnerable populations and access routes
- Where there may be locations where roadways are emergency response and evacuation routes
- Smaller barriers in urban areas re: rail yards and university campuses
- Look and feel of map
- Ramps connecting different facilities and as potential vulnerable points
- Implementation and operations re: side road access how we would manage movements where things get backed up
- Element of directionality of routes

Group 4 highlights

- Parts of network overwhelming where lots of highly rated routes
- Ways to prioritize highly rated routes; look at primary vs alternates (flagging alternates)
- Adding in weighting criteria to highly rated routes; approximate to certain facilities. How to tackle a lot of routes in proximity.
- Floating highly rated routes; routes not connected into another highly rated route. Visualize criteria on map to understand how scores accumulating the way they are.
- Incorporating jobs or population into the methodology.
- Weighting or adding criteria could make sense
- Showing other considerations like job density population density or concentrations of seniors

Group 5 highlights:

- Similar concerns as other groups
- Distribution of routes – density naturally will bring a lot of higher preferential routes. Can we more equitably distribute the routes?
- Segmentation: SR14 and E Burnside they are through routes and makes sense to have them all one priority.
- Bridges: seismic threshold – how to categorize bridges
- Buffer size: lot of the parallel routes serve the same facilities – can we acknowledge that these routes are high priority, but they are all serving the same facilities.
- How will TriMet operate in this situation?

Group 6 highlights:

- Collaboration and partnership importance of
- Ranking and how Port of Portland representing and wanting everyone to use PDX. We are doing a lot of investment and planning to make south runway a resilient runway; bring emergency responders in and get people out who need medical evacuation.
- Routes to the airport are ranked as a tier 1 so we can be the critical lifeline to the region.
- Resilient runway design; construction begin in 2028; looking for grant funding.

Carol Chang informed the committee and guests what the next 3 months looked like for this project.

Federal Certification Briefing

The U.S. Department of Transportation has recently completed its Certification Review of Metro as the Portland Area Metropolitan Planning Organization (MPO), part of joint review with the Southwest Washington Regional Transportation Council (SWRTC) as the Clark County, Washington area MPO. This review certified Metro and SWRTC meet the requirements for metropolitan transportation planning established in federal regulations.

Ted Leybold presented a PowerPoint that included the following information:

- Overview of MPO Certification Review
- MPO Certification Review Results
 - Corrective actions

- Recommendations
- Draft Action Plan
- MPO Transit Planning Representation
 - Draft Action Plan
- Next Steps

Committee members discussed the following topics:

- TPAC's role be in this process
- How TPAC can support the recommendations
- Potential for a quarterly Transit Operators Meeting

Tom Kloster noted that the next regular TPAC meeting will be held on July 11, 2025. He added that due to the July 4th holiday, Metro staff will work to email the meeting packet to the committee a week earlier than normal.

ADJOURN

There being no further business, Chair Kloster adjourned the meeting at 11:42am

Respectfully submitted,
Jessica Martin TPAC Recorder

Attachments to the Public Record, TPAC Workshop April 9, 2025

	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	Agenda	06/11/25	06/11/25 TPAC Agenda	061125T-01
*	Agenda	06/11/25	06/11/25 Regional Emergency Transportation Routes Phase 2: Technical Workshop Agenda	061125T-02
**	Letter	4/11/25	To: Ted Leybold and Matt Ransom From: US Department of Transportation Re: 2025 Portland – Vancouver Transportation Management Area Certification	061125T-03
**	Document	N/A	Metropolitan Planning Organization Certification Review Draft Action Plan	061125T-04
**	Memo	6/5/25	To: TPAC From: Ted Leybold Re: US DOT Certification Review of the Portland Area MPO	061125T-05
**	Memo	March 2025	To: JPACT From: Ted Leybold Re: Transit service provider representation at JPACT	061125T-06
**	Presentation	6/11/25	Regional Emergency Transportation Routes Phase II	061125T-07
**	Presentation	6/11/25	MPO Certification Review Report	061125T-08

* Included in meeting notice packet

**Distributed after meeting notice packet or presented at meeting