



Meeting minutes

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

Date/time: Wednesday, Jan. 3, 2018 | 9:30 a.m. - noon

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Adam Barber
Jennifer Donnelly
Katherine Kelly
Brendon Haggerty
Chris Damgen
Glenn Koehrsen
Raymond Eck
Darci Rudzinski
Mary Kyle McCurdy
Tom Bouillion
Lynne Mutrre
Gerry Mildner
Ramsay Weit
Jessica Berry
Cory Ann Wind
Dan Chandler
Don Odermott
Carol Chesarek
Laura Weigel
Jae Douglas
Laura Terway
Beverly Drottar
Joanna Valencia
Bob Kellett
Emily Lai
Paul Grove
Hannah Day-Kapell
Tom Armstrong
Karen Perl Fox
Nancy Kraushaar
Chris Deffebach
Jon Makler
Eric Hesse
Tyler Bullen

Affiliate

Metro
Multnomah County
DLCD
City of Gresham
Multnomah Co. Health Department
City of Troutdale
TPAC Community Member
Washington Co. Community Member
Angelo Planning
1000 Friends of Oregon
Port of Portland
Community Member
Portland State University
AHS, Housing Affordability
Multnomah County
Oregon Department of Environmental Quality
Clackamas County
City of Hillsboro
Multnomah County
City of Hillsboro
Multnomah County Public Health
City of Oregon City
TPAC Community Member
Multnomah County
Portland Bureau of Transportation
TPAC Community Member
Portland Home Builders Association
Alta Planning and Design
City of Portland
City of Tualatin
City of Wilsonville
Washington County
Oregon Department of Transportation
TriMet
TPAC Community Member

Metro Staff

Ted Leybold, Resource Development Manager	Jamie Snook, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead	Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner	Grace Cho, Associate Transportation Planner

Margi Bradway, Deputy Dir. Planning & Dev.
Eliot Rose, Technology Strategist
Paulette Copperstone, Program Asst. III

Daniel Daempff, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Marie Miller, TPAC Recorder

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Chair Kloster provided an overview of the function and flow of the planned workshops this year. With interest from attendees, Chair Kloster agreed to have workshop agenda and packet materials sent the week in advance when possible. Introductions were made by TPAC and MTAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- **Letters of Interest Received from Cities for Urban Growth Boundaries (UGB) expansions (Ted Reid)** Mr. Reid provided a brief update on the letters of interest that were submitted by cities for the 2018 urban growth management decision. Five cities were heard from: Beaverton, Hillsboro, Wilsonville, King City and Sherwood. Total gross acreage for these proposals was about 2,500 for mostly residential uses, for a total of about 14,000 housing units. More details about the city proposals will be provided once these cities submit full proposals by a May 31 deadline.

MTAC and TPAC members asked several questions. In response, Mr. Reid noted that:

- The number of planned housing units in the proposed expansions was determined by the cities themselves.
 - Some neighborhood commercial uses are contemplated by cities proposing expansions, but the proposals are primarily for residential uses.
 - No new schools are planned in the proposed expansion areas, but the Sherwood proposal is for an area next to a school site (to be built) that was recently added to the UGB.
- **Upcoming TPAC/MTAC Workshop Topics on Growth Management (Ted Reid)** Mr. Reid referred to the 2018 Combined TPAC/MTAC Workshop Work Program for planned agenda items related to Urban Growth Management, including updates on the technical work that is being conducted to inform decision making.
 - **Urbanism Next Conference, March 5-7 (Lake McTighe)**
 - **Oregon Active Transportation Summit, March 15-16 (Lake McTighe)** Ms. McTighe announced that two conferences of interest were planned for March 2018. Registration was open, and encouragement was given for participation.
<https://urbanismnext.uoregon.edu/conference/>
<https://www.thestreettrust.org/2018-active-transportation-summit/>

3. Citizen Communications on Agenda Items – None

- **Draft Regional Emerging Technology Strategies RTX** Mr. Rose presented a program on the Emerging Technology Strategy with the goal of refining policy language.

Prior to the workshop a survey was provided with 14 responses given. It was noted a better definition of terms on the survey would have helped people provide input. The responses showed technology is a hot topic, and one in which we are still learning. The majority of respondents are somewhat optimistic about emerging technologies, and are particularly focused on automated, connected, and electric vehicles. Congestion (and pricing it), fiscal stewardship, safety, transportation choices, and equity are areas where partners feel both optimism and concern regarding emerging technologies.

Mr. Rose reported on near-term trends in technology. These include shared AVs on streets and people using transportation network companies (TNCs) more, as well as increased congestion and inequity unless public agencies take a role in ensuring that new technologies complement existing options and meet the needs of historically marginalized communities. Within 20-30 years, most vehicles on the road will be AVs and EVs, which will impact congestion, emissions, economic prosperity, transportation revenues, and safety.

Mr. Rose provided the committee with the Technology Strategy policy framework, starting with principles (apply to public agencies and private transportation companies, outlining a long-term vision for achieving our 11 regional goals), to policies and strategies (apply to public agencies with the focus on key areas where we need to act in the next decade), and actions (apply to Metro with critical steps needed in the next two years to support our policies in the midst of major changes).

A breakout session was held to collect input on draft technology principles. Following the group breakout, comments were given:

- Reducing congestion--should we set goals and expectations?
- Specifically, what defines net increases in jobs in the region?
- Regarding equity issues, definitions are needed for access to technology, participation in transportation and land use issues, and vehicle access
- Accountability extends to private companies
- Safety and security needs to include personal security
- Added bullet for resiliency and redundancy in safety
- The Strategy should be both a stand-alone document and included in the RTP
- What new methods will we have for collecting transportation revenues in the future?
- Are there ways to encourage technology to address equity, or are we boxing ourselves in with current language?
- Better designs are needed for safe transportation facilities
- New bullet, New technology enables accurate pricing to apply support of transportation and land use goals
- Equity language should address displacement
- Collaboration between private companies and public agencies on transportation and land use issues.
- Education needs to be addressed, better retraining for those being displaced.

Mr. Rose concluded the presentation with an overview of key policy areas that emerging technology will address; Transportation choices, Equity, Economic prosperity, Data and Innovation. It was suggested to add a sixth area to cover the human element for opportunity, as well as elements addressing climate change and land use. The survey link will be sent out again to the committee for further input, due to Mr. Rose before March. A short report will be given at the next workshop.

5. Draft Regional Travel Options (RTO) Strategy for Public Comment Dan Kaempff introduced the initial draft 2018 Regional Travel Options Strategy. The collective regional effort with many RTO partners helps to get people to use their vehicles less, and use transit, Active Transportation and carpooling more. Funding from the Regional Flexible Funds Allocation (RFFA) and Oregon Department of Transportation (ODOT) provides \$3.3 million annual to the program.

The draft 2018 RTO Strategy supports and carries out regional policy direction found in the Regional Transportation Plan, Climate Smart Strategy (CCS), and the Regional Flexible Funds Policy. The Strategy

continues the program's goals of reducing auto trips for commute and non-commute purposes, increasing the regional reach of the program by creating additional program partners, ensuring that investments are made with equity as a top consideration, and to develop a regional Safe Routes to School (SRTS) program.

Hannah Day-Kapell of Alta Planning & Design, the contractor working on the RTO Strategy, reported on how data and input was gathered on the program. Reviews, discussions, workshops and peer interviews were held between summer and early fall, 2017. Strategic directions identified were tactical investments in successful programs, more support to begin and grow new efforts, and simplify the funding process with easier use of the grants program.

The Strategy is centered on four goals:

1. Reduce Vehicle Miles Traveled
2. Expand the RTO Program to effectively reach existing and new audiences
3. Implement a Regional Safe Routes to School Program
4. Measure program, evaluate impacts, and continually improve the program

Discussion followed. It was pointed out that the Strategy was focused on setting a direction for the program for the next 10 years, and that a specific funding allocation methodology would be based on policy adopted through the Strategy. Regarding why SRTS was called out specifically as the only program listed, Mr. Kaempff explained that specific policy direction from JPACT and the Metro Council required this.

A question was raised as to how the Strategy addressed the needs of an aging population and the resulting impact on transportation. The Strategy includes elderly as a particular group of residents needing RTO programs. Other questions included how partners with the program were contacted, given presentations and provided opportunity to participate.

It was suggested that reaching goals to increase audiences would be more successful to local schools; that the current strategy doesn't fit for a regional basis. A question was raised on why reducing vehicle miles traveled was a regional goal for RTO. It was suggested that Goal 1 be broadened to address more direct workforce access transit that could help workers find travel options or to reflect other regional livability outcomes.

A map was shown on potential for reducing Vehicle Miles Traveled (VMT). It was suggested to include more geographic scope definition in the areas. Goal 2 for expanding programs to reach existing and new audiences was highlighted with a request to use more common language in outreach. To gain meaningful participation, communities need to understand why this program helps them and how their participation would be beneficial in their communities.

Recommendations for the 2018 Strategy are to reduce the competitive grant program with more local and SRTS implementation funding, with a longer grant cycle of 3 years compared to the current 2 years. It would also increase evaluation, marketing and planning support slightly and support innovation in programs where priorities with the plan center on equity and SRTS.

On page 3 of the 2018 RTO draft, the mode share chart was confusing, as it appears not to match the context of regional shifts in travel modes. More explanation of these numbers needs to be completed. Next steps with the adoption schedule were shared. The committee was asked to review the document and share future comments with Mr. Kaempff.

- 6. Draft Regional Freight Plan Preview** Tim Collins presented information on the updated Regional Freight Strategy currently being drafted. The Table of Contents showed highlighted text that either denotes significant revisions from the 2010 freight plan, or new sections. The Regional Freight Strategy has set six regional freight policies aligned with the RTP. In addition, a seventh policy was added by recommendation of Metro Council, addressing freight policy for safety.

Mr. Collins briefly reviewed the Regional Freight Network Concept and how policies help guide investments in the multimodal regional freight network. A new Regional Freight Network Map has been created showing freight facilities, main freight roadways and intermodal connectors. The freight action plan is tied to implementing each of the seven freight policies. This list has been updated and focused on achievable near-term actions, and a few long-term actions.

The RTP Freight projects are a subset of the 2040 RTP projects submitted in round 1 of the RTP Call for Projects. Projects under “Roads and Bridges” must have a regional freight element. The 2040 RTP Freight Projects and Programs, attachment 3, shows totals for the estimated costs of Financially Constrained and Strategic RTP Freight Projects and Programs. TPAC and MTAC will continue to be updated on the Regional Freight Plan Strategy as more is developed.

7. Adjourn

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



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, January 3, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/3/2018	Jan. 3, 2018 Joint TPAC/MTAC Workshop Agenda	010318T-01
2	Work Program	12/28/17	2018 Combined TPAC/MTAC Workshop Work Program	010318T-02
3	Meeting Schedule	1/3/2018	2018 Joint TPAC and MTAC Meeting Schedule	010318T-03
4	Memo	1/3/2018	Staff Report from Eliot Rose, Technology Strategist Re: Emerging Technology Strategy, Policy Development	010318T-04
5	Handout	1/3/2018	Survey on Technology and regional goals and policies	010318T-05
6	Memo	12/22/2017	Staff Report from Dan Kaempff, Principal Transportation Planner Re: Draft 2018 Regional Travel Options Strategy	010318T-06
7	2018 Regional Travel Options Strategy, Draft	12/2017	2018 Regional Travel Options Strategy; Draft for public comment	010318T-07
8	Memo	1/2/2018	Staff Report from Tim Collins, Senior Transportation Planner Re: Overview of technical review draft 2018 Regional Freight Strategy	010318T-08
9	Attachment 1	12/27/2017	Regional Freight Work Group Members	010318T-09
10	Handout	12/29/2017	2018 Regional Freight Strategy, Draft Table of Contents	010318T-10
11	Attachment 2	12/19/2017	Draft Regional Freight Network Map	010318T-11
12	Attachment 3	12/29/2017	2040 RTP Freight Projects and Programs (final draft)	010318T-12
13	Presentation	1/3/2018	Emerging Technology Strategy: Policy Development Workshop	010318T-13
14	Presentation	1/3/2018	2018 Draft Regional Travel Options Strategy	010318T-14
15	Presentation	1/3/2018	Regional Freight Strategy Update	010318T-15