



Meeting minutes

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

Date/time: Wednesday, July 11, 2018 | 9:30 a.m. – 12 p.m.

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Brendon Haggerty
Glenn Koehrsen
Carol Chesarek
Karen Perl Fox
Jennifer Hughes
Raymond Eck
Nancy Kraushaar
Anne Debbaut
Adam Barber
Dayna Webb
Tom Armstrong
Baofeng Dong
Jennifer Donnelly
Tom Bouillion
Katherine Kelly
Laura Weigel
Mike O’Brien
Eric Hesse
Jody Cienfuegos
Erin Wardell
Robert McCracken
Laura Terway
Jeannine Rustad
Todd Juhasz

Affiliate

Metro
Multnomah Co. Health Department
TPAC Community Member
Multnomah County
City of Tualatin
Clackamas County
Washington County Representative
Clackamas County, City of Wilsonville
DLCD
Multnomah County
City of Oregon City
Portland Bureau of Transportation
TriMet
DLCD
Port of Portland
City of Gresham
City of Hillsboro
Environmental Science Associates
City of Portland
Lawyers Title
Washington County
Beaverton School District
City of Oregon City
Tualatin Hills Park and Recreation District
City of Beaverton

Metro Staff

Kim Ellis, Principal Transportation Planner	Ted Reid, Principal Regional Planner
Grace Cho, Associate Transportation Planner	Jamie Snook, Principal Transportation Planner
Jeff Frkonja, Research Center Director	Cindy Pederson, Modeling & Research Manager
Brian Harper, Senior Regional Planner	Ken Lobeck, Funding Programs Lead
Marie Miller TPAC Recorder	

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Introductions were made. It was announced that the previously cancelled MTAC meeting had been rescheduled for July 18, 2018.

2. Public Communications on Agenda Items - None

3. 2018 Growth Management Decision: Overview of Draft 2018 Urban Growth Report

Ted Reid and Jeff Frkonja provided an overview of the draft 2018 Urban Growth Management Decision. The data from regional analysis has shown residential growth where expected from 2009-2017. Changes to growth planning management has evolved beyond housing needs based on simple math as reasons for additions to the Urban Growth Boundaries expansion. New system for the process involves first agreement on where the region may grow over the next 50 years (via the reserves), then deciding whether proposed expansions are needed based on outcomes.

The Metro Council will consider factors when reviewing the four city proposals submitted. These include development viability, focus on existing centers, affordability and six desired outcomes:

- Vibrant communities
- Economic prosperity
- Safe and reliable transportation
- Leadership on climate change
- Clean air and water
- Equity

Jeff Frkonja presented historical data highlights that showed population and job growth in the region mostly tracking past trends. UGB housing production increasingly shows dependency on infill land for single family and redevelopment for multifamily units for new housing needs. The UGB is becoming more efficient in use of land with population increases, but noted that housing affordability has become an issue in the region and around the U.S. There are disparities in housing benefits from households of color, both renting and homeownership. More information is needed on racial equity data.

Metro forecasts that an additional population equivalent to that of the sized City of Portland would be added within Metro boundaries, about 524,000 people and 209,000 new jobs in the years 2018 to 2038 plus or minus a range of uncertainty. The amount of housing capacity within the existing UGB is also subject to a range between roughly 228,000 and 363,000 new housing units. Metro Council has directed staff to provide decision options; staff responded by creating various possible future scenarios. Scenarios 1 and 2 include no UGB expansions and either the high existing capacity or low growth assumptions. Scenarios 3 and 4 include all the city proposed expansions taken together with either high existing capacity or medium existing capacity. In answer to a question regarding possibly splitting the individual expansion proposals, Mr. Reid cautioned that any expansions should be configured to ensure that they will produce housing. Council's decision will consider three factors: what city expansions to adopt, how much growth to plan for, and how much existing capacity to depend upon.

Staff examined forecast indicators from the four possible options, including market demands and price responses, noting that the model is limited to the 7-county region, and that forecast behavioral responses were built on observed past behavior, they are outside the 7-county locations, do not explicitly consider race/ethnicity, and are best used for comparison (not absolute numbers) of long-term scenarios.

General forecast findings across all scenarios showed the region likely needing more housing than what historic markets produce, especially for lower-income segments. Options on the table for Metro Council are relying on more redevelopment and adding one to four of the city-proposed expansions. If the region grows at the high end of range it will likely need even more housing production than tested to date. Housing affordability will likely remain challenging, and we are dependent on strong market and price signals to motivate multifamily redevelopment supply. Charts were shown with price indicators

across the mix of four expansion and non-expansion scenarios, assuming various levels of existing capacity and growth options.

Comments from the committee:

- Laura Weigel asked why not look at medium growth with medium capacity with all possible expansions. Mr. Reid explained that staff made decisions about which scenarios to test or summarize based on the likelihood of their assumptions as well as whether the results appeared plausible.
- Glenn Koehrsen asked if and how age has been factored in with the forecasts. It was reported that age, head of household and income were included in the roughly 400 market segments in the model. While Metro Council's decision will be made on growth management, it is recognized that decisions to rent or home ownership differ in changing ages. The model has limitations but does account for housing choices based on age, household income, and number of persons in the household. It does not, however, explicitly account for group quarters such as retirement facilities. It was suggested that clarification be made in the report on these factors, and identify how assisted living and retirement housing be identified in future reports also.
- Jon Makler asked for clarification on what was meant by reasonable scenario assumptions and results from the models. Discussion was held on static inputs such as existing capacity to the model as opposed to market factors that change dynamically over time. Staff clarified that scenarios that showed results such as median rents that exceeded median household incomes were deemed implausible and discarded. In situations where rents are rising, staff would expect additional redevelopment to occur, thereby bringing rents back in line with incomes.
- Anna Debbaut commented on the abstract design of models, and the limitations of capturing all factors. Housing price fluctuations, jobs, choices of homes outside the region, choices with transportation and individual living choices are not captured in most models.
- Glenn Koehrsen commented on effects with increased housing to increased transportation needs. While modeling is based on history, forecasting needs to anticipate the future.
- Katherine Kelly asked when the UGB expansion issue would be revisited following this year's decision. State law requires this every six years, but there is also a 3-year mid cycle to consider minor amendments, if needed. Ms. Kelly advised on the need to watch development from decisions. More clarity was recommended on land use/transportation developments and reporting. Including accessibility through emerging technology should be included in decisions.
- Chairman Kloster recommended communities outside areas of our study included for consideration with accessibility.
- Carol Chesarek commented that if all four expansions are made, this would amount to 9,235 new homes. Compared to estimated buildable land range, on page 35 of the Urban Growth Report, the margin of effect is small. Ms. Chesarek noted that recent development in North Bethany has no new transit options there. It was recommended that consideration of expansions in the UGB be served by transit.
- Tom Bouillion asked how industrial lands were evaluated as buildable for business development. Mr. Reid reported that capacity estimates took into account market factors.
- Mike O'Brien asked for clarification on page 15 of the UGB Report regarding permits for future multifamily buildings. This would be 25,000 permits per unit. It was asked if the model with cost per unit was taken into account. Mr. Reid clarified that local infrastructure costs have been estimated by the four proposing cities, but that regional public costs of growth and have not been calculated since it is challenging to ascribe those costs to specific households. The model considers system development charges that help pay some local costs of new development. Mr. Frkonja pointed out that the model

assumes that all infrastructure is provided when needed. It was noted that Metro Council was also receiving city readiness reviews with proposed expansions as well.

- Erin Wardell commented on the Urban Growth Report and appendices seen for the first time with the different scenarios just recently. Missing was input from LUTAG which would have been helpful. It was recommended that earlier reporting for discussion, more transparency, and a package of choices presented. The total number of units being proposed in the expansions show a measureable effect on price with margin of error, but no policy of what we have to do with the actual supply and not enough housing for needs. A bigger discussion on housing needs and policies is needed.
- Anne Debbaut commented on the relationship between redevelopment and the types of housing (single family/multifamily). Increasing density where services are located may be Metro's preference, but the public's choice may involve other factors, with effects planning must address. With consideration of the UGB expansions, this is not an all or nothing proposition. It's important to build wisely for the best function in the region and allow for a blend of purpose in the UGB.
- Jody Cienfuegos commented on the need to take into account new developments in the pipeline that will affect land use and transportation issues, which Metro will look at for a 20-year capacity.
- Nancy Kraushaar commented on the need for diverse neighborhoods with all types of housing to allow for multigenerational, multicultural, and economic range of population that allow for differences and choice.

Mr. Reid summarized the themes discussed with need for more housing, the need to consider viability of scenarios, and balancing desired choices with housing types and demographics.

4. SW Corridor Equitable Development Strategy

Brian Harper provided an overview of the Southwest Corridor Equitable Development Strategy, with the goal to ensure individuals and families continue to live, work and thrive in the SW Corridor as investment is made in a proposed 12-mile MAX light rail line from downtown Portland to Tigard to Tualatin, along with walking, biking, and roadway projects to help people access stations. A \$895,000 FTA grant was applied for, with a 2-year implementation timeline.

A Project Oversight Committee was formed from various public/private/non-profit partners from the Southwest Corridor that advised staff on implementing the work and allocating resources to Pilot Projects. A timeline was created, 8-10 years out, with strategies and goals identified. The Oversight Committee created a set of Equitable Development Principles:

- Address residential and business displacement
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities
- Expand the breadth and depth of influence among affected people

Data was collected on households in the region in various Average Median Income (AMI) categories, exploring each household's self-sufficiency standard. The Self-Sufficiency Standard was developed by Work Systems Inc., to take in to account the various household expenses beyond housing and transportation. This more nuanced view of household expenses is important to understand, particularly when exploring how large-scale public investments impact household displacement and

opportunity. Impacts to affordability and access to transportation and housing were developed into strategies for the project. Several family household profiles were provided, with more available at <https://www.oregonmetro.gov/news/faces-southwest-people>

The City of Portland began the early work in SW Corridor with an Equitable Housing Strategy, the results of which have been incorporated into the overall SW Corridor Equitable Development work. The strategy to achieve these housing and transit goals involve anti-displacement services and protections, acquisition and preservation of existing housing, and new housing construction and supportive land use. An additional 4,240 more affordable new homes are needed in the next 10 years. The committee has developed goals with strategies:

Goal 1: Commit early financial resources to address near-term housing crisis and long-term needs

Goal 2: Prevent residential and cultural displacement

Goal 3: Increase choices for new homes for all household types and incomes

The SW Corridor Equitable Development Strategy has focused on early implementation projects have been created that focus on allowing community to define these projects. They will be test cases for what works as development of final equitable development strategies are formed. With a budget of \$275,000, 11 applications were considered for these sub-granting opportunities, with six awarded full or partial funding.

Business & Workforce Awards

Mercy Corps NW – Getting minority and women-owned businesses ready to weather the impact of Light Rail construction

IRCO & OHSU – Providing immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare

Equity & Housing Awards

Community Partners for Affordable Housing – Engaging historically marginalized communities in the design of existing and future affordable housing developments

Home Forward – Helping the Muslim community in SW Corridor navigate and influence affordable housing opportunities

Equity & Housing Awards

Proud Ground – Helping targeted communities' access affordable homeownership opportunities in the SW Corridor

Momentum Alliance – Enhancing the ability of communities of color to participate and influence the SW Corridor Plan

The project is a year out from completion. Responsible partners and implementing strategies is critical to further the projects with funding. More conversations with partners are planned.

Comments from the committee:

- Mike O'Brien asked if any engagement or involvement had been addressed at the state level for small businesses in the project. Mr. Harper agreed on the recommendation.
- Glenn Koehrsen appreciated the efforts on work reaching population needs and identifying challenges quickly. Mr. Harper acknowledged the partners coming together on this effort for addressing the needs of both transportation and housing in the corridor.

5. Draft Regional Transportation Plan Performance Results (Round 2)

Kim Ellis provided an overview of the draft Regional Transportation Plan (RTP) performance results from Round 2. Ms. Ellis reminded the committees that the draft RTP and strategy documents for safety, freight, transit and emerging technology were provided and to be taken for review, with comments encouraged. A reminder was given that the RTP helps establish priorities for federal, state and regional funding for the future, and is required every five years following this current update.

Ms. Ellis acknowledged the contributions of individuals and agencies that provided support through engagement with the process, which helped develop the individual draft strategies and the plan's goals, policies. The project refinement list includes funding from HB2017 with particular funding support to transit service. More than \$22 billion capital investments are planned in projects through 2040. On the constrained list, \$15.4 billion is planned, which is shown on the interactive map online with more details at oregonmetro.gov/rtp.

Charts were shown of Draft RTP constrained priorities submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies. Total estimated investment by 2040 from the chart is \$42 billion, which includes estimated costs for operating and maintaining the region's transportation system. It was encouraged to share this information with officials on the need for further funding in transportation issues.

Chapter 7 of the RTP reports on measured outcomes. Arrows of how the plan meets targets or moves in right or wrong directions of targets was explained. It was suggested that information be added to the arrows to provide more detail on percentages or how much off target we are away from meeting. It was noted that measures were variable, and often there was more than one target in the measure, and some measures do not have performance targets.

Equity outcomes showed that the plan expands transit service and makes progress toward completion of gaps in biking, walking and off-street trail networks in equity focus areas. Expanded transit service increases access to more jobs and community places within a short trip, particularly for households in equity focus areas. When it comes to biking, walking or driving, households outside of equity focus areas see greater increase in access to jobs and community places.

Climate outcomes shows that the plan meets or exceeds most Climate Smart monitoring targets by 2040, including Climate Smart transit service investment levels. The plan makes progress but does not meet targets to complete the regional active transportation network by 2040. The plan reduces per capita carbon emissions by 21% by 2040, falling short of 25% reduction called for by state law.

More than 60% of projects improve safety and three-quarters of those projects are located in equity focus areas, areas with the highest incidents of crashes causing death or life-changing injuries. While the number of projects improving safety is moving in the right direction, observed crash data from the last five years indicates that the region is moving in the wrong direction to achieve Vision Zero target.

Congestion and reliability outcomes in the plan generally improves or maintains travel times for transit, truck and bicycle travel. The plan does not meet truck delay reduction targets. Truck delay in 2040 is 4.5 times more than in 2015, but a third less than if the plan is not implemented. The plan does not meet mobility policy in all locations. Congestion and auto travel times will be worse than in 2015 in most corridors, especially on the region's throughways. A post RTP activity will be looking further to identify strategies for this.

Health outcomes show expanded transit service couple with increased use of transit, walking and biking will reduce pollution from automobiles to help protect the region's clear air. Reduced pollution and increased physical activity will help reduce illness, save lives and lower healthcare costs. The plan decrease premature death and disease and avoid more than \$31 million in annual healthcare costs by 2040.

Affordability outcomes shows the plan makes progress increasing access to more affordable travel options throughout the region, especially in centers of equity focus areas, but more funding is needed to accelerate completion of gaps in the regional active transportation network. Households will save money by driving few miles in more fuel-efficient vehicles and walking, biking and using transit more. While the increase in affordable travel options is moving in the right direction, observed data shows that the region needs to make big strides to reduce disparities in affordability, particularly for people of color and lower-income households.

The public comment period opened June 29 and runs through August 13. These materials are available as handouts at this meeting, and online, including the draft RTP, and strategies for transit, safety, freight and emerging technology. The appendices are available online at www.oregonmetro.gov/rtp Feedback is welcome. In addition, a Briefing Book for policymakers is available as a handout. Staff were encouraged to use this when talking with officials.

The ways to comment on the plan, strategies and support documents was given: via letter, email, phone, attending the public hearing on August 2, and taking the 15-minute survey online. Staff were encouraged to be as specific as possible when providing comments on the draft RTP and strategies, including providing specific language that is recommended.

Comments from the committee:

- Todd Juhasz asked what the distance to access to transit was for households. Ms. Ellis reported that 1/2-mile for MAX/service, 1/3-mile for streetcar, and 1.4-mile for frequent bus lines was the measurement used.
- Eric Hesse asked for clarification on truck routes and freight delays. Ms. Ellis reported that the delay times were not the average of region-wide routes but selected corridors. It was suggested that this be better defined.
- Jon Makler asked for clarification on constrained why more information about performance of the "strategic" set of investments is not included Chapter 7. Ms. Ellis reported that the last Federal certification review found having "financially constrained" projects listed together with "strategic" projects made it difficult to easily understand what projects have committed funding or are reasonably anticipated to be funded during the plan period. In response to the certification, staff focused analysis on the "constrained" set of projects. It was noted that separate projects lists are included in the technical appendix and performance data of the constrained set of investments and strategic set of investments were in the appendix of the plan.
- Mike O'Brien commented the arrows used in reporting potential habitat impacts with projects in the plan is confusing given that so many projects intersect high value habitat areas and actual impacts will not be understood until projects have completed more detailed planning and project development work. Ms. Ellis noted that it may be appropriate to report this measure in the same manner as the safety and affordability measures. For those measures, an arrow was not used because we are currently unable to forecast safety and affordability.

6. Adjourn

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

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, July 11, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	7/11/2018	July 11, 2018 TPAC/MTAC Workshop Agenda	071118T-01
2	Work Program	6/29/2018	2018 Combined TPAC/MTAC Workshop Work Program	071118T-02
3	Meeting Minutes	5/2/2018	Meeting minutes from May 2, 2018 TPAC/MTAC Workshop meeting	071118T-03
4	Report	July 3, 2018	2018 Discussion Draft Growth Management Decision: Urban Growth Report	071118T-04
5	Memo	7/3/2018	To: TPAC/MTAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 Regional Transportation Plan – Public Comment Materials and Evaluation Results	071118T-05
6	Handout	June 2018	Public Comment Opportunity on the 2018 RTP, June 29 to August 13, 2018	071118T-06
7	Handout	6/6/2018	2018 Council and Regional Advisory Committees Briefings	071118T-07
8	Handout	6/29/2018	Public Review Draft: 2018 Regional Transportation Plan Chapter 7 Measuring Outcomes	071118T-08
9	Handout	N/A	Southwest Corridor Equitable Development Strategy	071118T-09
10	Handout	7/11/2018	2018 Regional Transportation Plan: Finalizing the 2018 RTP, Briefing book for policymakers	071118T-10
11	Presentation	7/11/2018	2018 Urban Growth Management Decision	071118T-11
12	Presentation	7/11/2018	SW Corridor Equitable Development Strategy	071118T-12
13	Presentation	7/11/2018	2018 Regional Transportation Plan: Final Public Comment Period	071118T-13