



Meeting minutes

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

Date/time: Wednesday, August 29, 2018 | 9:30 a.m. – 12 p.m.

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Glenn Koehrsen
Carol Chesarek
Raymond Eck
Nancy Kraushaar
Adam Barber
Jennifer Donnelly
Tom Bouillion
Eric Hesse
Laura Terway
Todd Juhasz
Ramsey Weit
Steve Williams
Jeff Owen
Garet Prior
Kerri Schlosshauer
Tyler Bullen
Chris Deffebach
Joanna Valencia
Don Odermott
Jon Makler
Lidwien Rahman
Chris Damgen
Marlee Schuld
Dr. Gerry Mildner
Denny Egner

Affiliate

Metro
TPAC Community Member
Multnomah County
Washington County Representative
Clackamas County, City of Wilsonville
Multnomah County
DLCD
Port of Portland
City of Portland
City of Oregon City
City of Beaverton
MTAC
Clackamas County
TriMet
City of Tualatin
Safe Routes to Schools National Partnerships
TPAC
Washington County
Multnomah County
City of Hillsboro
Oregon Department of Transportation
Oregon Department of Transportation
City of Troutdale
City of Troutdale
Portland State University
City of Milwaukie

Metro Staff

Kim Ellis, Principal Transportation Planner
Grace Cho, Associate Transportation Planner
Tim Collins, Senior Transportation Planner
Eliot Rose, Senior Tech & Transportation Planner
Marie Miller TPAC Recorder
David Fortney, Program Analyst, Council/COO
Ted Leybold, Planning Manager
Cindy Pederson, Modeling & Research Manager

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. Chris Damgen announced this was his last appearance representing as a MTAC member, and introduced his replacement on the MTAC committee; Marlee Schuld.

2. Public Communications on Agenda Items - None

3. Construction Careers Pathways Project

David Fortney, Metro Project Manager with Construction Career Pathways Project (C2P2), provided an overview of the program designed to advance construction workforce equity on the regional scale. Mr. Fortney explained that the start of the program began through Metro’s Diversity Equity and Inclusion (DEI) initiative plan, finding public partners to meet the challenge of providing equity workforce, and using a community approach to find solutions.

Even as our region diversifies, career opportunities generated by this growth are not equitably accessible to everyone. Data shows our region with a higher than National average demand for construction labor, with good earnings. However, construction has been historically been a male dominated and racially homogenous industry, and this continues to be the case. People of color and women face multiple barriers in accessing and sustaining construction careers in the Portland metro region.

As part of the need to understand the landscape with supply and demand for supporting, growing and promoting equity in the region’s economy, a Regional Construction Workforce Market Study was commissioned. The report showed the demand of public capital improvement projects with a threshold over \$15 million for 81 projects equaling \$7.8 billion investment from sponsoring agencies, planned to be built in the Portland metro region in the next 3-5 years.

In order to increase diversification across trades as the demand for labor increases, the market study recommended regional actions:

INCREASE RECRUITMENT OF DIVERSE WORKERS

- Ensure steady funding stream to increase capacity of pre-apprenticeship programs
- Increase direct entry from pre-apprenticeship into apprenticeship programs
- Promote recruitment of diverse workers through referrals
- Coordinate additional outreach efforts across the region through partnerships with trusted community organizations and community leaders
- Establish stronger collaboration and alignment across regional and state systems such as K-12, WorkSource, etc.

INCREASE RETENTION OF DIVERSE WORKERS

- Address construction job site culture through respectful workplace trainings with proven results
- Increase monitoring of on the job training of apprentices by well-trained experts
- Formalize mentorship resources for diverse workers
- Invest in ongoing supportive services for apprentices

DEVELOP MORE ROBUST EQUITY POLICIES AND PRACTICES

- Enforce contract goals, with consequences for non-compliance
- Improve oversight to achieve workforce goals on public projects
- Create contractor incentives in bidding process for past equity performance and compliance
- Improve and ensure a transparent system for reporting and monitoring of workforce goals
- Create consistent opportunities for connections across sectors to collectively problem solve
- Adopt shared policies and processes across agencies
- Sustain a regional investment in the construction workforce pipeline

The C2P2 team is currently convening a Public Owner Workgroup that is charged with developing and implementing strategies and investments that help align efforts to support career opportunities for

people of color and women in the construction trades. They have also engaged multiple stakeholder groups in this process to ensure broad input and participation across the industry. These stakeholders include public agencies, labor, contractors, community based organizations, pre-apprenticeship training programs, trade associations and private developers.

The C2P2 timeline and process was shown. Currently we are in phase 1 of 4 as the foundation is built with productive working relationships with partners, moving information toward transformation. Mr. Fortney noted that political strategies were being developed in the plan so that decision makers were informed and encouraged to help implement. Other cities have developed construction career policy framework elements which the workshops are using to develop for the Portland region.

Comments from the committee:

- Jon Makler asked if ODOT was involved with any of the public projects. Mr. Fortney responded that ODOT chose not to engage in the market study, and while there may be a few road projects listed, the projects centered on large infrastructure buildings.
- Eric Hesse asked if these projects to include equity attainment were aspirational or requirements. While more aspirational currently, the trend toward more compliance is happening.
- Glenn Koehrsen commented on the need to have educational partners at the table, including high schools, community colleges and trade opportunities through construction apprentices. It was noted these were represented in the workgroup and parallel with the stakeholders' process.
- Chair Kloster asked where our Metro Council was with the program. Mr. Fortney reported the program was still in early stages, but several Metro Councilors are sponsoring the process and noted interest in the region.
- Carol Chesarek commented on past experience with discrimination in pay, attitudes and opportunities, noting this was a real workforce issue that is still happening today. Noted with workforce training on these issues was the need to create the mindset and motivation for change that not only affects entry to labor opportunities but also retention. Suggestions for solving issues was to build on success, use financial motivation to structure contracts and programs, and work with jurisdictions that promote women owned businesses for projects. Ms. Chesarek encouraged the thought of what men would want for their daughters to succeed in these workforces.
- Jon Makler commented on upcoming Metro bond measures that could be applied to these programs. Regarding transportation projects, rules in contracting may be challenging for equity goals, but would encourage Metro to design and implement. ODOT's efforts in undertaking contracts are part of the public commitment in neighborhoods where projects are taking place. The nature of these projects call to a higher standard, including equity issues discussed today.
- Glenn Koehrsen encouraged looking at the supply end as the start of discussion for increasing skills that will meet the demand for construction labor.

4. 2018 Regional Transportation Plan: Proposed Amendments Identified by Staff in Response to Public Comments

Kim Ellis provided an overview of received public comments on the RTP and strategies to date. Comments were received through email, letters, public hearing, consultation meetings, and nearly 900 responses through the online survey. A full draft public comment period report will be provided at the

TPAC meeting on Sept. 7. The 2018 Council and Regional Advisory Committee Briefings calendar was noted. Change to the consultation meeting with the Confederated Tribes of Grand Ronde is Sept. 6. Confirmation has been made to the Dec. 6 Metro Council public hearing and consideration of final action on the 2018 RTP (ordinance) and strategies (resolutions).

Ms. Ellis noted the organization of the supplemental mailing to the committees. The proposed changes and draft staff recommendations were listed in order by RTP chapters, project list, appendices, and strategies. Most proposed changes staff has agreed to on the RTP, strategies and project list, but there may be other options recommended. It was noted that comments and propose changes to RTP chapters could also be related to strategy change. Changes recommended to the RTP chapters would also be reflected in relevant Strategy chapters.

Highlighted in the summary of comments received and recommended action are staff advised discussion items. Committee members are asked to help identify other items for further discussion. These discussion items are generally new or addressing new policy. Non-highlighted are considered more friendly amendments consistent with the overall policy direction of the 2018 RTP. Committee members were asked to review and comment on what will be forwarded to JPACT and MPAC for discussion. The process for recommended consent items, discussion items and finalizing of recommendations was outlined.

Comments from the committee:

- Steve Williams asked for clarification on the action dates with TPAC and MTAC, which were given for MTAC on Sept. 19, TPAC on Oct. 5. Ms. Ellis informed committee members that for further suggestions on comments, they should be presented at these meetings, or could be sent directly to her. It was advised to have additional discussion items identified as soon as possible, and bring printed copies of proposed changes to the upcoming meetings. The process of proposed adoption of RTP ordinance, and exhibits to the RTP ordinance, including the comment log (Exhibit C) and findings for meeting State and Federal requirements (Exhibit D), were explained.
- Nancy Kraushaar asked for clarification on what to review. Members are asked to review the discussion items highlighted in green by staff to prepare for upcoming discussions, and are encouraged to review all comments to determine whether other items should be raised for further discussion. Ms. Ellis added that numerous comments were received on green infrastructure, environmental protection, and climate smart issues, with significant changes recommended in response, including possible new environmental objectives and design policies in the RTP. State and Federal agencies have also commented on the Climate Smart implementation documentation and staff also found reported per capita emission reductions need to be corrected. The analysis shows the region can expected to achieve a 40 percent reduction in greenhouse gas emissions per capita by 2040 (not 21% as reported in the draft RTP). Staff explained there was a spreadsheet error.
- Ramsey Weit asked for clarification on the green highlighted text with major express points of focus. It was suggested to review these comments through affiliated lens and how impacts to their organization and policies would be affected.
- Chris Deffebach expressed support for adoption for strategies by resolution. Questions were raised on previously adopted Active Transportation and Corridor plans. Ms. Ellis explained that the Regional Active Transportation Plan was adopted by resolution and typically corridor plans are as well. Metro legal staff has advised that policy within each strategy be reflected in the RTP, but adopted by resolution. Ms. Ellis again encouraged

- further comments or concerns be sent to her and staff to help prepare them for the Sept. 7 TPAC meeting, and Sept. 19 MTAC meeting.
- Eric Hesse commented on the good results from web browsers and search functions in the online documents. Ms. Ellis added that especially long comment sections did not completely print in documents but would be corrected for this.

Ms. Ellis reviewed the highlighted sections of proposed comments further discussion that staff recommended for change.

Item 2: Recommendation to add objectives for Goal 6: Healthy Environment. Staff recommends adding objectives 6.3, 6.4 and 6.5 that make more specific direction to environmental impacts, addressing green infrastructure, light pollution and habitat connectivity.

- Chris Deffebach asked if these objectives were included in design guidelines, and if these had been addressed through public process reviews. Ms. Ellis confirmed they were part of design guidelines. Much of the recommended objectives came from Intertwine Alliance, not formally adopted strategies, but strongly supported bi-state through private and public partnerships.
- Lori Hennings, Metro Senior Natural Resource Scientist provided a brief overview of the work Intertwine Alliance is doing with the Regional Wildlife Corridors and Connectivity workgroup on studies of habitat connectivity and corridors in the region. PSU researchers are running models on species with the goal of identifying key habitat areas and potential connectivity zones within the year to inform planning work and development of a strategic action plan that prioritizes the most important remaining habitat and connectivity areas for conservation. Transportation planners involved in the project are supportive and involved with the Steering Committee. Ms. Hennings explained the timeline and partners to be engaged in identifying high priority areas at the regional scale will be determined during the strategic planning process, but the inventory can be used as a valuable resource with the information gained. Ms. Ellis has recommended this project work be brought forward for a future presentation to the committees on the habitat impacts in the region.
- Nancy Kraushaar asked if these were approved having them become guideline as well. This suggestion could be added as a recommendation to the committee.

Item 26: Recommend to add definition of “green infrastructure” to the RTP glossary. Staff recommends adding more specific language to define this and other terms.

Item 98: Recommendation to add new design policies related to green infrastructure and resource protection, and add a discussion on how project designs can be used to improve habitat connectivity.

- Tom Bouillon asked for clarification on the terms avoid/mitigate. This was defined as to the percent of reducing impact on resources and environment, either by avoiding all effects, minimal effects, or minimizing possible mitigation.

Item 135: Recommendation to provide more specific details on action regarding greenhouse gas reduction targets. Staff recommends updates in Chapter 7 of the RTP and Appendix F to show correct findings and related documentation.

Comments from the committee:

- Jon Makler commented on the importance of the highlighted comments as helpful, but felt there were significant points of disagreements that may not be fully addressed in this process. Questions asked were how deliberation is made for the

public process, which items to address and prioritize with time to discuss the recommendations and agree as a region for Metro Council consideration. TPAC committee members are asked to send further comments on highlighted items and those they feel require more discussion at the TPAC Sept. 7 meeting to Ms. Ellis, with friendly edits included, so that these be addressed at the meeting. Only discussion items will be addressed, consent items not discussed, no motions taken until the October 5 TPAC meeting.

- Chris Damgen asked if the “refer to agency X” highlighted in comments included the agency’s policies that pertained to the policies of the RTP. Agency policies are considered with the language of the draft. Chair Kloster recommended that agencies and members focus on their jurisdictional areas but provide questions on any policy considerations they felt needed further clarification.
- Glenn Koehrsen asked where the Transportation System Visioning Process from Clackamas County was addressed in the comments. This was noted as Item 155, with staff responding to the Clackamas County Business Association.
- Joanna Valencia asked if the Comments were available in a format other than a PDF. The excel spreadsheet will be sent out to committee members for easier reading.
- Carol Chesarek thanked the staff on meaningful responses being shared to everyone with this process. It was suggested that agencies having issues with items contact each other to help prioritize and resolve. With items 98 and 102 it notes draft language under development for consideration. When was this expected to be drafted? The updated comment log with responses would be sent to both TPAC and MTAC prior to their next meetings. Chair Kloster asked MTAC members to email him if they wanted to request additional time for discussion on items with an additional meeting.
- Eric Hesse asked if consideration might be made to an earlier TPAC start on Sept. 7 with the next round of discussions. It was noted that agenda adjustments can be made as needed.
- Chris Deffebach asked where the Pilot Project criteria was listed in the documents. Ms. Ellis reported this had been tabled for the moment, but could be placed in the appendices with need to address moving forward.
- Don Odermott pointed out a missing staff recommendation for Item 232. Ms. Ellis agreed this was “Amend as requested” and will be added.

Encouragement was given to contact TPAC members and alternates outside meetings as needed for further discussions. Emails can be provided. Edits to the comment log and further items requesting more discussion are to be sent to Ms. Ellis.

5. Introduce MAP-21 Performance Monitoring and Reporting

Tim Collins provided information on Metro’s responsibility for Transportation Performance Management to fulfill Federal requirements under MAP-21 (The Moving Ahead for Progress in the 21st Century Act). ODOT and state MPOs had a Transportation Performance Management FHWA Training in Salem this summer that focused on performance management, planning and reporting. Credit was given to FHWA for the use of slides with this presentation.

A strategic approach that uses system information to make investment and policy decision to achieve transportation system performance goals was shown. To implement these goals, FHWA makes investment decisions aimed at a better performing transportation system for connecting communities and better efficiency on delivery of goods.

Mr. Collins described the required categories of Transportation Performance Measures (TPM).

- Safety Measures (number of fatalities, serious injuries, and number of non-motorized fatalities and non-motorized serious injuries). ODOT and Metro have met all federal requirements for these measures.
- Pavement & Bridge – National Performance Management Measures (Assessment to *Pavement* and conditions of Interstate system and NHS). The reporting on this measure will come from ODOT for both Interstate and National Highway System.
- Pavement & Bridge – National Performance Management Measures (Assessment and conditions to *Bridge*). The state reports on this.
- System Performance Measures (Performance measures of Interstate and Non-Interstate travel time reliability measures). Metro is working with ODOT to get the data on these performance measures.
- System Performance Measures – Congestion Mitigation Air Quality (CMAQ) Program (National Highway Systems in MPOs over 1 million population that measure excessive delay per capita, percent of non-SOV travel and total emission reduction). The federal required report under MAP-21 was completed by Metro in March, and adopted by the State in July, 2018.
- Freight Measures (Freight movement on Interstate System that measures freight reliability). This is a ratio that is provided for measurement.

Federal requirements for MPOs include RTP's to contain a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to performance targets. Additional federal requirements that Metro will be working on, and reporting on at TPAC meetings, include written agreements with ODOT and public transit agencies describing roles and responsibilities for coordination on target setting, data collection, data analysis, reporting on progress toward target achievement and data collection for the NHS asset management plan.

Next steps for Metro are setting targets for travel time reliability, integrating truck travel time reliability index in the RTP, and coordination with ODOT on the scoping of the Systems Performance Report. Next year will be important work on the coordination with ODOT on the Congestion Management Measure and incorporating MAP-21 reporting into 2019-20 Mobility Policy Update.

Comments from the committee:

- Chris Deffebach asked for confirmation on the Mobility Policy plan for adoption. Chair Kloster reported that the region's cities and counties owned the facilities but OTC must rule on the state system and adopts this plan. When Metro adopts the Mobility Policy plan, local jurisdictions will also be adopting their plans. Discussions on this will begin January 2019. It is included in the UPWP, and part of the process is to help assist in funds to help pay for infrastructure.
- Jeff Owen asked where the presentation could be located. Future presentations can be printed for meeting, and are available following the meeting in online packets.
- Eric Hesse asked where any transit measures were in this report. Metro has included transit performance measures in the RTP, and can be added to the MAP-21 report as well.

6. Adjourn

A correction was made on the July 11, 2018 TPAC/MTAC workshop meeting minutes. Page 7, Comments from the committee, first bullet to read ½ mile for MAX/service. There being no further business, workshop meeting was adjourned by Chair Kloster at 11:50 a.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, August 29, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/29/2018	August 29, 2018 TPAC/MTAC Workshop Agenda	082918T-01
2	Work Program	8/8/2018	2018 Combined TPAC/MTAC Workshop Work Program	082918T-02
3	Meeting Minutes	7/11/2018	Meeting minutes from July 11, 2018 TPAC/MTAC Workshop meeting	082918T-03
4	Memo	August 29, 2018	To: TPAC/MTAC and interested parties From: David Fortney, Metro's Construction Career Pathways Project Manager RE: Construction Career Pathways Project (C2P2)	082918T-04
5	Handout	N/A	Portland Metro Region Construction Workforce Market Study: Executive Summary	082918T-05
6	Memo	August 22, 2018	TO: TPAC/MTAC and interested parties From: Kim Ellis, RTP Project Manager RE: Public comments received on draft 2018 Regional Transportation Plan, Projects, Appendices and Strategies	082918T-06
7	Handout	8/22/2018	2018 Council and Regional Advisory Committees Briefings	082918T-07
8	Report	August 22, 2018	2018 Regional Transportation Plan, Final Public Comment Report Appendices, Draft	082918T-08
9	Report	August 28, 2018	Draft Appendix C to Ordinance No. 18-1421: 2018 Regional Transportation Plan, Appendices and Strategies, Summary of Comments Received and Recommended Actions	082918T-09
10	Presentation	8/29/2018	Construction Career Pathways Project (C2P2)	082918T-10
11	Presentation	8/29/2018	MAP-21 Performance Monitoring and Reporting - Update	082918T-11