



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, June 23, 2021 | 10:00 a.m. to 12 noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Don Odermott
Jeff Owen
Jamie Stasny
Peter Hurley
Jaimie Huff
Glen Bolen
Jerry Andersen
Carol Chesarek
Ray Eck
Laura Terway
Katherine Kelly
Shelly Parini
Carrie Pak
Heather Koch
Cindy Detchon
Nina Carlson
Tom Bouillion
Darci Rudzinski
Brittany Bagent
Mary Kyle McCurdy
Andrea Hamberg

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Clackamas County
City of Portland
City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Clackamas County Citizen
Multnomah County Citizen
Washington County Citizen
Oregon City
City of Vancouver
Clackamas County Water Environmental Services
Tualatin Valley Water District
North Clackamas Park & Recreation District
North Clackamas School District
NW Natural
Port of Portland
Private Economic Development Organizations
Greater Portland, Inc.
1000 Friends of Oregon
Multnomah County Public Health & Urban Forum

Guests Attending

Brett Morgan
Sarah Iannarone
Andre Lightsey-Walker
Will Farley
Alice Bibler
Mark McMullen
Bob Kellett
Lidwien Rahman
Chris Smith
Ken Rencher

Affiliate

1000 Friends of Oregon
The Street Trust
The Street Trust
City of Lake Oswego
Oregon Department of Transportation
Oregon Office of Economic Analysis
Portland Bureau of Transportation
Oregon Department of Transportation

Washington County

Guests Attending

Mike Foley
Jill Hrycyk

Affiliate

Metro Staff Attending

Ted Leybold, Planning Resource Manager	Chris Johnson, Research Manager
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Lake McTighe, Senior Transportation Planner	Dan Kaempff, Principal Transportation Planner
Ted Reid, Principal Transportation Planner	Anne Buzzini, Policy Advisory to Council
Tim Collins, Principal Transportation Planner	Marie Miller, TPAC & MTAC Recorder

1. Call meeting to order and introductions (Chairman Kloster)

Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.

The names of incoming new Metro Technical Advisory Committee (MTAC) members and alternate members was read by Marie Miller. The nominees were approved by Metro Policy Advisory Committee (MPAC) later that day by consent agenda. Details were provided in the packet memo. MTAC welcomes our newest members!

Jeff Owen announced that TriMet would have July 4th weekend free fare on all TriMet transit modes including streetcars. TriMet is hoping to hear soon that space restrictions will be lifted for larger rider capacity when the 70% level of vaccinations are reached. The TriMet Board of Directors have announced former COO Sam Desue, Jr. their new General Manager. Links on these stories were shared: <https://news.trimet.org/2021/06/ride-free-this-4th-of-july-when-taking-trimet-to-celebrate-independence-day/>
<https://news.trimet.org/2021/06/the-trimet-board-of-directors-names-sam-desue-jr-as-general-manager/>

2. Public Communications on Agenda Items – none provided

3. Minutes Review from May 12, 2021 MTAC/TPAC workshop

The committee was asked to send edits to Marie Miller. No edits were received. Minutes stand as approved.

4. State Economic & Revenue Forecast (Mark McMullen, Oregon Office Economic Analysis)

Oregon State Economist Mark McMullen presented information on the recent changes and updates in economic forecast. The most recent data comes from May 2021. One example of the stronger outlook was shown with vehicle traffic bouncing back to volumes more quickly than expected. Noted: Overall traffic flows in the Portland area are still down around 5% relative to 2019. While overall traffic flows have largely recovered, peak rush hour travel is still down sharply (e.g. 30% on Interstate Bridge and 20% on Boone Bridge). Transit ridership remains well below pre-COVID levels.

Jeff Owen added that TriMet ridership remains down, but shows very small upticks on the slow road to recovery ahead. We are tracking developments closely and we are planning to soon begin welcoming back those transit riders who have not ridden the transit system during the pandemic. By most projections, this will likely still take a few more years into the future for transit ridership to return to pre-pandemic levels. We do use these quarterly OEA analysis updates as a very important input into our ridership recovery thinking.

Mr. McMullen reported a strong Gross Domestic Product (GDP) growth near term outlook. Reasons for this included Federal aid boosts to personal incomes (unemployment benefits, recovery rebates). Nationally, households have accumulated \$2.3 trillion in excess savings as of March 2021. Pent-up demand will be unleashed as economy continues to reopen, and a shift in spending back into in-person services will drive strong employment gains.

With consumers and foot traffic returning this does not mean equally among households. Nationally, households have nearly \$2 trillion in liquid excess savings sitting in bank accounts concentrated among high- and moderate-income households while low-income continue to struggle as job prospects remain dim and federal aid has lapsed multiple times. The outlook forecasts strongest growth in decades, possibly generations, and shift in types of consumer spending out of physical goods and back into in-person services is very pro jobs.

Comparisons to past recessions were shown. Predictions show Oregon's labor market will return to full health during 2021-23 as the pandemic continues to wane as vaccinations increase, inventories are lean and demand is strong, with risks that lie primarily to the downside should supply constraints slow the pace of growth. Labor shortage could be an important issue moving forward. Reasons for this include strong household finances with recovery rebates and unemployment benefits totaling nearly the full amount of income previously received, pandemic fears, hard-hit industries all trying to rehire the same labor pool at the same time, retirements and lack of school age support in households.

The impacts from the pandemic and job polarization were noted. Middle and low wage earners were impacted hardest where middle-wage typically fall the furthest in recession and barely return in expansion due to automation (production, office support), and low-wage find it hard to automate, requires non-routine, in-person interaction. It was noted that 350,000 households are not able to work from home. When the pandemic began, 5-10% of workers worked from home. This is expected to rise to over 25% in the next several years. It was noted the housing market continues to climb in the region and the region's ability to attract and retain working-age households is expected to remain intact. More study will be done to track the labor force and productivity growth as Oregon moves forward.

Comments from the committee:

- Sarah Iannarone asked if more workers were given options of telework how this might affect their decision on transit reductions and modes of travel with different travel times and length. Mr. McMullen noted this data is changing and will continue to be tracked. Worker preferences and possible housing shifts to more suburban areas could change forecasts. When asked about tolling revenues and investment decisions for

demand management, Mr. McMullen noted his office required the forecasts of pricing with mostly vehicles per miles traveled and certain types of vehicles, but other models of congestion pricing were covered by regional data where tolling took place.

- Chris Johnson noted the next travel behavior survey update is beginning scoping with the planning in the region with questions fall 2022. It was asked if forecasts were planned on longer term net migration due to the recession for the state and region. Mr. McMullen noted these appeared to be positive with benefits with steady growth with the corporate side as an example. More will be studied with Oregon and the rest of the county, Urban vs Rural, Suburbs vs city centers, and detached single family vs multifamily.
- Chairman Kloster noted data such as these will help inform the next Regional Transportation Plan update, as we look at emerging trends moving forward. Population growth changes since the start of the 2040 growth plan began will look different, with implications on housing, travel and economies in the region.
- Eric Hesse asked if similar data projections on telework would be done for sub-state geographies such as city, counties and regional. Mr. McMullen noted the presentation was based on occupational weighing of data, but the occupational outlook in the State could be mapped this way. Mr. Hesse noted the importance of travel trends with changes to shifting patterns for investment decisions. Cost allocations with demand management will be considered moving forward.
- Don Odermott noted this interesting test case with recent data from Intel showing 80% of the work force now mobile, but other manufacturing sites needing hands on work time. The trend to embrace telecommuting by policy seems to be emerging. As policies are implemented efficiencies and creativities may differ and affect traffic patterns. It was asked if predictions could be made on how long this would take to settle in. Mr. McMullen noted that cost savings and efficiencies working from home will take time to be fully known, but considerations for costs should be noted in the long term for personal sales positions, training new workers and creativity in workplaces. Much more will be developed in economic forecasting.
- Andre Lightsey-Walker suggested any in-depth telecommuting research should include an equity component that carefully looks at the demographics of who in our region is being granted that privilege.
- Glen Bolen noted that cities relying on commercial property taxes for revenue may be impacted if populations shift to areas that don't offer structural support, and what the State is looking at to offset this. Mr. McMullen noted local budgets are flux now and not much concern has been shown. However, accelerated changes to structural property tax distribution between residential/office/brick & mortar retailers will grow in concerns moving forward.
- Eric Hesse noted how the pandemic disruption affected data sources, trying to track real time data with as much up to date information. Data sharing across the region and with other cities can be beneficial for prioritizing investments. Mr. McMullen agreed. More will become known from the Census this fall. The State revenue committees are also considering more data collections that provide information on race ethnicity issues.

- Don Odermott noted the longevity of online retail dramatically reducing retail service sector job opportunities, which likely also hits the lower income population. Is that trend here to stay? Mr. McMullen agreed that much of the transition has happened with more retail space losses moving forward. However, service sectors and in-person jobs such as restaurants and retail shops will have growth in the future. Forecasts will be tracked. Chris Johnson noted more on these issues will be included in the travel survey also.

5. Regional Mobility Policy Update: Revised draft mobility elements and potential measures to test (Kim Ellis, Metro & Lidwien Rahman, ODOT) The Regional Mobility Policy revised mobility elements and potential measures to test were provided by Ms. Ellis and Ms. Rahman. As a reminder of the project purpose, the updated policy provides how we define and measure mobility for the Portland area transportation system, and recommends amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area. The focus of this project aims to set targets for future planning of transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan, and set standards regulating zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city and county-owned roads

More than 350 participants engaged in meetings and forums this spring. From this feedback

Mobility elements to be reflected in updated policy:

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Efficiency

People and businesses efficiently use the public's investment in our transportation system to travel where they need to go.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

Mobility measures recommended for testing:

Multimodal level of service

- Multimodal level of service (MMLoS)
- Level of traffic stress

- Pedestrian crossing index
- System completion
- Queuing length
- Volume to capacity ratio

Access to destinations/opportunity

Vehicle miles traveled (VMT) per capita

Person and goods throughput

Travel time reliability

- Travel time reliability
- Travel time

Congestion

- Travel speed
- Duration (hours)
- Queuing length
- Volume to capacity ratio

In summer 2021, the project team will test the potential measures through 4 to 6 case studies to see how well the measures assess the mobility elements for different planning applications. The measures will be tested at the system planning, Regional Transportation Plan mobility corridor and plan amendment scales; however, not all measures will be tested in all case studies. The Consultant team is currently developing a framework to identify which measures to test in different land use/transportation contexts and planning applications.

Through the case studies, the team will evaluate which measures are most feasible and useful in measuring mobility across the six mobility policy elements. The recommended case study locations were shown. The process for selecting case study locations included first selecting plan amendment examples in each county, and then selecting system planning examples and mobility corridor geographies that encompass the plan amendment locations. This approach allows for leveraging data and analysis to the extent possible and consideration of the relationship between system planning and plan amendment analysis needs. An effort was made to select areas that include different land use and transportation contexts – downtowns, major urban corridors and industrial areas that also include arterials and throughways designated in the RTP.

Criteria for evaluating measures include technical feasibility and clarify, flexibility for intended applications and different contexts, legal defensibility, measure already in use, and ability to impact outcome/show progress. In fall 2021, the project team will report the results of the case studies to ODOT and Metro staff, stakeholders and decision-makers through a series of stakeholder forums and briefings. The project team will continue to engage ODOT and Metro staff, TPAC, MTAC, JPACT, MPAC, and the Metro Council in developing an updated regional mobility policy and implementation plan into 2022. This work will include crafting draft policy language and guidance related to use and applicability of the recommended performance measures. A draft updated regional mobility policy and implementation plan will be released for a 45-day public review and discussion in early 2022.

Comments from the committee:

- Don Odermott noted that all areas in the region operated the same. While suburban infrastructure transitions from farm to market roads, to urban transportation networks, most funding comes from developers. These partnerships of required expected standards rely on volume to capacity. The measures, while regional completeness is critical, it is important to note maintaining jurisdictional autonomy ability to achieve local community objectives. It was noted a growing concern with congestion and how to provide a wide array of alternatives. Significant residential areas near congested arterials were a concern with pollution. It was recommended that a blend of evaluations be used between VMT and motorized hours of operation.
- Eric Hesse noted the importance of the case studies and testing that will provide more information to base future policy. It was noted the regional difference, and how function levels differ from system levels. It was recommended to understand that cross scales regionally not undermine other efforts. It was acknowledged that demands for reducing emissions balanced with capacity for mobility options should be further discussed.
- Jeff Owen asked if more elements in the six measures presented are being brought in with this equation. Ms. Ellis reported the policy proposed is thinking in a broad sense and holistic approach with further testing to determine final recommendations. Mr. Odermott added to his earlier comment that regional policy not impart where jurisdictional areas hold expertise. Ms. Rahman noted that all would be part of the RTP and developed as part of the Regional Transportation Function Plan. Planning and development jurisdictional authority will be involved.
- Chris Deffebach asked for clarification on the queuing measures noted in the memo. Ms. Ellis noted that multimodal levels of service and congestion relate to safety for queuing with travel/mobility issues. As demands on the system rise, issues to impacts on safety relate to queuing of travel. When asked how traffic stress is measured, Ms. Ellis noted measures with bike/ped/motor/freight traffic impact multimodal stress. Volumes of traffic, speed, intersection locations, crossings and other factors play a part of traffic stress.
- Eric Hesse noted the City of Portland's Mobility Policy shares the same concerns and dynamics regarding safety and accessibility. It will be a good learning opportunity for jurisdictions studying VMT through the case studies that can help build and improve on these regional systems.

6. Adjournment (Chairman Kloster)

There being no further business, meeting was adjourned by Chair Kloster at 12:02 pm.

Respectfully submitted,



Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, June 23, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	06/23/2021	06/23/2021 MTAC and TPAC workshop meeting agenda	062321M-01
2	Work Program	6/15/2021	MTAC Work Program as of 6/15/2021	062321M-02
3	Work Program	6/16/2021	TPAC Work Program as of 6/16/2021	062321M-03
4	Memo	6/9/2021	TO: MPAC members and interested parties From: Tom Kloster, MTAC Chair RE: MTAC Nominations for MPAC Consideration	062321M-04
5	Draft minutes	05/12/2021	Draft minutes from MTAC/TPAC May 12, 2021 workshop	062321M-05
6	Handout	N/A	Executive Summary from Quarterly Report, Oregon Office Economic Analysis	062321M-06
7	Handout	6/16/2021	Regional Mobility Policy Revised Elements and Measures	062321M-07
8	Memo	06/16/2021	TO: TPAC, MTAC members and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update: Overview of Case Studies Approach	062321M-08
9	Report	June 2021	REGIONAL MOBILITY POLICY UPDATE Stakeholder Engagement Report	062321M-09
10	Presentation	06/23/2021	Oregon Economic Update	062321M-10
11	Presentation	06/23/2021	Regional mobility policy update	062321M-11