



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday March 16, 2022 | 10:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Jerry Andersen
Carol Chesarek
Raymond Eck
Terra Wilcoxson
Colin Cooper
Aquilla Hurd-Ravich
Laura Weigel
Chris Damgen
Jamie Stasny
Chris Deffebach
Glen Bolen
Laura Kelly
Aisha Panas
Cindy Detchon
Tara O'Brien
Brittany Bagent
Ramsay Weit
Ryan Makinster
Andrea Hamberg

Affiliate

Metro
Clackamas County Citizen Representative
Multnomah County Citizen Representative
Washington County Citizen Representative
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Milwaukie
Multnomah County: Other Cities, City of Troutdale
Clackamas County
Washington County
Oregon Department of Transportation
Department Land Conservation and Development
Tualatin Hills Park & Recreation District
North Clackamas School District
TriMet
Public Economic Dev. Org: Greater Portland, Inc.
Housing Affordability Organization
Home Builders Association of Metropolitan Portland
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Jean Senechal Biggs
Laura Terway
Kevin Cook
Andrew Degner
Brendon Haggerty

Affiliate

Second Largest City in Washington Co.: Beaverton
Clackamas County: Other Cities, Happy Valley
Multnomah County
Service Providers: Water & Sewer: City of Gresham
Public Health & Urban Forum: Multnomah County

Guests Attending

Barbara Fryer
Schuyler Warren
Chris Greene

Affiliate

City of Cornelius
City of Tigard
HHRP

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Christine Rutan, Senior GIS Specialist
Thaya Patton, Senior Researcher & Modeler
John Mermin, Senior Transportation Planner
Cindy Pederson, Research & Modeling Mgr.

Matthew Hampton, Sr. Transportation Planner
Ally Holmqvist, Sr. Transportation Planner
Lake McTighe, Sr. Transportation Planner
Molly Cooney-Mesker, Sr. Public Affairs Associate
Chris Johnson, Research & Modeling Mgr.

Call to Order, Quorum Declaration and Introductions

Chair Tom Kloster called the meeting to order at 10:00 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, renaming yourself, finding attendees and participants, and chat area for messaging and sharing links.

Comments from the Chair and Committee Members

- **New Zoom online meeting format with panelists/attendees, discussion** (Chair Kloster) It was announced for committee meetings (not including workshop meetings) that committee members, alternate members and presenters on the agenda would be listed as “panelists” with guests attending as “attendees” in the Zoom webinar. A memo from the Chair detailed more specifics on the new meeting protocols for online meetings (later placed in the meeting packet). In addition, a link was sent to committee members and alternate members for a free online copy of the *Rules of Democratic Order*, which the committee follows.
- **Updates from committee members around the Region** (all) Glen Bolen announced that ODOT has posted the job position opening for Planning Manager, Region 1 on their website. The deadline to apply is April 5. The link to the posting was shared:
https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Portland--ODOT--Region-1-Headquarters/Planning-Manager_REQ-91279-1
- **Fatal crashes update** (Lake McTighe) An updated was provided on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022 since the last MTAC meeting. Individual names were reported from the preliminary information, noting that over 50% of fatalities are now pedestrian walking incidents. The committee was reminded of the Regional transportation safety webinar training *Part 1- The Safe System Approach: What is it and why is it getting so much attention?* The webinar was scheduled Monday, March 28 at 10-11:30 a.m. The registration link was shared.
- **Department of Land Conservation & Development (DLCD) Climate Friendly and Equitable Communities (CFEC)** (Kim Ellis) An update on the Climate Friendly and Equitable Communities Rulemaking process was provided. On March 1 the Secretary of State published a revised set of draft rules responding to feedback from local jurisdictions and other stakeholders that have been involved in the process. DLCD staff are considering further revisions, which are expected as an update to the Commission meeting March 31, the first hearing scheduled.

DLCD provided Metro Council on the draft rules, and will provide one final draft RAC meeting for input scheduled April 11. Final hearing and tentative action by the Commission is scheduled May 19. Metro staff continues to work with DLCD staff to coordinate rules with various planning documents and projects. The CFEC website was shared:

<https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

Laura Kelly noted the last RAC meeting scheduled was tentative. DLCD was still tweaking the rules with updates right up to the last hearing May 19, with meeting packets sent 2 weeks in advance. It was confirmed there is a CFEC work session scheduled for March 29 from 2-4pm, which will be a presentation from staff and questions from the Commission.

- **Metro Regional Mobility Policy Practitioners Forum #2 Announcement** (Kim Ellis) Building on past TPAC and MTAC workshops where discussions were held on the Regional Mobility Policy update, it was requested for MTAC members, alternates, and other interested practitioners to participate in a Regional Mobility Policy practitioners forum that will be hosted by Metro and ODOT on April 7 from 2-4 pm. The forum will be held in Zoom. The forum purpose will provide an update on the project and focus on discussing proposed measures of mobility for the Portland area related to system completion for all modes, congestion and land use/transportation efficiency and where and when these measures should apply. An invitation with registration details and materials will be sent out soon.

Ms. Ellis noted staff is also sending out a survey to TPAC and MTAC members and alternates as a follow-up to last week's TPAC workshop on this project. We will be requesting responses to the survey by the end of next week so we can report the feedback at the forum. More information about the project can be found at oregonmetro.gov/mobility.

Public Communications on Agenda Items - none

Consideration of MTAC minutes January 19, 2022 meeting

MOTION: To approve minutes from January 19, 2022 meeting

Moved: Ray Eck

Seconded: Cindy Detchon

ACTION: Motion passed unanimously with three abstentions: Aisha Panas, Andrew Degner, and Jean Senechal Biggs.

2023 Regional Transportation Plan – Values, Outcomes and Actions (VOA), Work Plan and

Engagement Plan – Discussion and action item: Recommendation to MPAC (Kim Ellis and Molly

Cooney-Mesker, Metro) Kim Ellis began the presentation with a brief review of the Regional Transportation Plan (RTP) and importance in the region. Since October staff has been engaging with partners and the public for feedback and input on the RTP priorities and strategies.

- Focus on people and values
- Advance Metro's commitment to racial justice, climate leadership and resilient communities
- Improve understanding of regional transportation needs and disparities
- Improve understanding of transportation funding
- Use storytelling and inclusive engagement strategies combined with quantitative data
- Update process for updating and prioritizing the project list
- Provide space for robust policy discussions on funding, climate, congestion pricing, urban arterials and transit
- Think differently about how to fund transportation to support equity and climate outcomes
- Prioritize safety and transit, biking and walking/rolling connections, especially in underserved areas
- Recognize different areas in the region have different needs and priorities
- Leverage and build on equity work already happening in communities
- Ensure investment priorities are informed by community members
- Safety, equity, climate and congestion are still important; these priorities intersect in many ways
- Addressing equity means addressing the other priorities in equitable ways

- Elevate accessibility in the RTP, especially affordability and connections to transit
- Transit is seen as an essential service that can help achieve priorities - however, its future is uncertain
- People feel unsafe using the transportation system • Be more explicit about providing access and support for jobs, freight, and commerce
- Most people drive as part of their daily commute. Many communities have been dependent on cars and feel that they have no practical alternatives
- Focus on people to address racial, social and economic disparities, disinvestment and past decisions that have harmed communities
- Prioritize investment in communities underserved by the current transportation system while addressing systemic inequities and risk of displacement
- Address the impacts of transportation on climate change, clean air and the environment
- Improve safety, security and health outcomes and access for communities

The Values, Outcomes and Actions (VOA) for the 2023 RTP was described. It provides a means for Metro Council and JPACT to discuss and agree on higher-level outcomes and expectations for the 2023 RTP, guides Metro staff on how to design the process and engage policymakers, partners and the community, and informs the larger outcomes-based policy framework in the 2023 RTP. Each value was described with designed outcomes; racial equity, climate leadership and resilience, safe and healthy streets, mobility, and accountability and transparency.

Molly Cooney-Mesker provided information on the engagement process and those involved moving forward. Public engagement goals include center equity in the process and outcomes, learn about the transportation needs and priorities of communities across greater Portland, reflect the priorities identified through community engagement, prioritizing the input provided by underserved and marginalized communities, build support for momentum to achieve community-driven objectives and build public trust in Metro’s transportation planning process, and strengthen existing and build new partnerships.

The RTP timeline – key engagement and decision points was shown.

Scoping October 2021 to May 2022

Key Tasks:

- Research trends and challenges
- Define values, outcomes and actions to guide development of 2023 RTP
- Review vision and priority outcomes
- Use Metro’s Racial Equity Framework to design the planning process
- Develop work plan and engagement plan to guide the update

Data and Policy Analysis May to August 2022

Key tasks:

- Refine vision, goals, objectives and targets
- Update policies related to congestion pricing, mobility, safe and healthy urban arterials, climate smart strategy and high capacity transit strategy
- Update data, tools and methods

Report on current conditions, system performance, Climate Smart Strategy and Congestion Management Process

Revenue and Needs Analysis August to December 2022

Key tasks:

Document regional transportation needs and identify investment priority gaps
Update forecast of revenues anticipated to pay for priority investments
Set funding level for the RTP investment strategy (“Constrained” list and “Strategic” list)
Define process for updating RTP project and program priorities

Build RTP Investment Strategy January to June 2023

What:

Update RTP project list (near-term and long-term priorities)
Seek public feedback on draft project lists
Evaluate and report performance Identify revisions to project lists

Public Review and Adoption Process July to November 2023

Key tasks:

Seek feedback on updated draft plan, appendices and projects
Address feedback in recommended plan, appendices and projects

Committee and Metro Council meeting dates to consider approval of VOA, work plan and engagement plan to guide RTP update was outlined. Input and approval from MTAC at this meeting would be forwarded to MPAC for their March 30 meeting. Questions from staff were posted with discussion following.

Comments from the committee:

- Jaimie Stasny acknowledge the great work on this from Kim Ellis and staff. It was noted Clackamas County staff submitted comments on this agenda item document (*this was shared by a link in the chat area at the meeting, and later added to the packet, starting on page 100*). It was asked with the specific actions listed on moving forward and approaches taken, before brought to MPAC and JPACT, was this meant to be viewed as a living document that we continue to evolve as part of the process, or adopted as final actions to do.

Kim Ellis noted this is a little of both. It’s a marker of what we want to achieve in the RTP, with actions being discussed and what possible outcomes might be. Some of these are sets of work defined in the work plan with each of the actions needing to be reflected in the work plan. It was noted that as you get into the process you learn things and make adjustments. The actions help indicate for policy makers where we should be focused and dedicate our time on, and help address what most important. Ms. Stasny added there is a lot to be learned from the public outreach planned and would encourage this opportunity to have this included into the planned actions with the outcomes hoped for.

Overall, it is a bit concerning that the Values and Outcomes document is being created at this stage of the process, before the various key policy updates that are currently underway are completed. For consistency, the Actions will hopefully include all of the various Key Policy Updates and Engagement activities. These should not be bringing in new concepts, only connecting the Actions to the Outcomes and sorting them under Values. It is easy to confuse these 5 Values with the existing Goals in the RTP. There needs to be more explanation on how these relate to the 11 goals.

Ms. Ellis noted that all 11 of these goals are important. The values are a level above and where we should be emphasizing and how we're addressing these goals. More work can be done to tighten the framework between the values and goals in the RTP.

- Tara O'Brien also acknowledged the efforts from Ms. Ellis on the project. It was noted that in the last RTP update there were working groups engaged in the process. It was asked if this RTP cycle would engage with the work groups ahead of workshops on key policy areas that focused on targeted discussions from jurisdictions and partners that put some time into developing actions, prior to workshops from full committees. Ms. Ellis noted the last RTP cycle workgroups focused on strategies of topics in the RTP. This cycle they are concentrating on workshops to bring forward input with jurisdictions with coordination with partners.
- Kevin Cook referred to the safe and healthy arterials. Many of our areas have minor arterials that include major collectors that are freight routes, high-injury corridors, and within the Regional Active Transportation Network with sidewalks and bike lanes. It was asked to make sure these are not overlooked, and could have more discussed about them.

Ms. Ellis noted the policy brief includes the need to address safety on the major arterials. These are not more important than the minor arterials mentioned, but the substantive focus of this RTP should address these routes. We can't look at everything in the same level of detail, but as part of the broader issue and address who we're going to get to our Vision Zero goals on the transportation system and region.

- Lake McTighe noted another consideration for safe and healthy streets, is that most, if not all, of the Major Arterials are also on the National Highway System (NHS), which can add another level of complexity in achieving complete street design. Over 40% of serious crashes occur on the Major Arterials, and 50% of fatal bike and pedestrian crashes occur on the Major Arterials. So achieving complete street design on these roadways is critical.
- Jean Senechal Biggs agreed with the comment that times matter with climate change and the more we can elevate this through the RTP, the better we will implement positive changes. It was noted the outcomes read more like strategies. Ms. Ellis noted this was a fair critique. Similar documents have been combinations of the two. They are both part of the process. One area of critique that will be added to be addressed in economic development and access to inter-related industries which is to be included in the outcomes per Metro Council direction. If other issues are missing staff would appreciate hearing of them. Ms. Biggs concurred with adding the slight shifting of the pillars in the RTP with values and appreciated the transparency.

- Glen Bolen noted that laudable goals with active transportation and minor arterials, these could be framed more as objectives, with further discussion of tradeoffs in project scoping and development. It was noted that the Metro economic element in the RTP may differ from the Statewide needs plan. Notes on the work plan included the relationship between JPACT and Metro Council more clearly defined with Council work sessions suggested. With scenario planning and setting up modeling materials it is easy to agree on policy measures, but outcomes may not match given the changes in plans and resources over time. This could be included in the process with feedback reviews.
- Chris Deffebach commented on money and project priorities. In the past the revenue forecast was reviewed that included ODOT and local jurisdiction contributions. It appears we are having a finance plan called out where some sources may not be correctly listed. Are we doing the revenue forecasting differently this cycle? And how are they used to do provide project priorities that the region would pursue? It appears this cycle more modeling is planned during the process rather than the end. If so, how does that work with submitted projects to achieve goals? It was noted the STPs were done at the community level, but should not become the RTP's STP.

Ms. Ellis noted the revenue forecast is still being done in the same basic way as in the past. They are working ODOT staff with expected state revenues and Metro will work with each of the cities and counties, transit providers and Port of Portland to identify an update. Mr. Lobeck's work from the last cycle is our starting point. Metro is hiring more support on this work with forecast work being developed.

Ms. Ellis noted Metro has some federal corrections to address accounting with costs and revenues, costs and maintenance of the transportation system and how they these are reported and accounted for in the plan.

The equitable finance plan is not part of the revenue forecast plan, but trying to identify what types of the revenues are actually paying for our transportation system. There are inequities around them and Metro is starting to understand what that means and what the implications mean when unfolded. Inequities are built into the system, and need highlighting to see what exists, needs changing and how we can pay for these changes in the system.

STPs need to be accounted for with RTP projects. Other investments in the plan and further discussion is needed with coordination and project priorities. Metro wants further engagement at the community level and have heard the RTP does not reflect the values and priorities in the communities. There is a lack of understanding at what's in the plan with more transparency needed and identification on where we are not investing where we should invest.

- Colin Cooper noted a concern ongoing support with economic development that are fundamental to quality of life in whatever we are doing with the RTP and continue to support what this region has which is trade intersection employment that creates tremendous amount in economic leverage in this regional, as well as the other goals and outcomes that we seek

which is equitable economic development and equitable transportation outcomes. It was important we make sure we have the fundamentals down and are part of the center of what will be done in the RTP update.

Chair Kloster and Kim Ellis noted that MTAC provided general support for the direction of the RTP and rather than a formal action vote, their comments and feedback would be added to those received already to present to MPAC. More discussion on the RTP will be presented to MTAC, and any additional input or comments are always welcome, which can be submitted directly to Ms. Ellis, Chair Kloster or Marie Miller.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:50 a.m.

Respectfully submitted,

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

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting March 16, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/16/2022	3/16/2022 MTAC Meeting Agenda	031622M-01
2	MTAC Work Program	3/8/2022	MTAC Work Program as of 3/8/2022	031622M-02
3	Memo	2/24/2022	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties	031622M-03
4	Slide	3/16/2022	2022 traffic fatalities in Clackamas, Multnomah and Washington counties	031622M-04
5	Slide	3/16/2022	Regional transportation safety webinar training <i>Part 1- The Safe System Approach: What is it and why is it getting so much attention?</i>	031622M-05
6	Meeting Minutes	01/19/2022	Meeting minutes from MTAC January 19, 2022	031622M-06
7	Memo	3/9/2021	TO: MTAC members and interested parties From: Kim Ellis, RTP Project Manager Molly Cooney-Mesker, RTP Engagement and Communications Lead RE: 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan – FEEDBACK AND RECOMMENDATION TO MPAC REQUESTED	031622M-07
8	Attachment 1	2/7/2022	Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update	031622M-08
9	Attachment 2	3/9/2022	2023 Regional Transportation Plan Update Work Plan - DRAFT	031622M-09
10	Attachment 3	2/25/2022	2023 Regional Transportation Plan Update Public Engagement Plan - DRAFT	031622M-10
11	Attachment 4	2/7/2022	DRAFT Values and Outcomes for the 2023 Regional Transportation Plan	031622M-11
12	Attachment 5	11/17/2021	Community leaders' forum summary November 17, 2021	031622M-12
13	Attachment 6	2/6/2022	2023 Regional Transportation Plan scoping Summary of stakeholder interviews	031622M-13
14	Handout	3/9/2022	Key Dates for Developing Work Plan and Engagement Strategy to Guide Update	031622M-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	3/16/2022	TO: MTAC members and interested parties From: Tom Kloster, MTAC Chair RE: MTAC Virtual Meeting Protocols	031622M-15
16	Memo	3/16/2022	TO: Kim Ellis, RTP Project Manager From: Karen Buehrig, Long Range Planning Manager, Clackamas County RE: Comments for 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan	031622M-16
17	Presentation	3/16/2022	2023 Regional Transportation Plan Update	031622M-17