



# Meeting minutes

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

Date/time: Wednesday, October 19, 2022 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

**Members, Alternates Attending**

**Affiliate**

Tom Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Jamie Stasny	Clackamas County
Steve Williams	Clackamas County
Allison Boyd	Multnomah County
Chris Deffebach	Washington County
Lynda David	Southwest Washington Reg. Transportation Council
Eric Hesse	City of Portland
Mark Lear	City of Portland
Peter Hurley	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Jay Higgins	City of Gresham and Cities of Multnomah County
Melissa Johnstone	City of Troutdale and Cities of Multnomah County
Don Odermott	City of Hillsboro and Cities of Washington County
Tara O'Brien	TriMet
Tom Mills	TriMet
Chris Ford	Oregon Department of Transportation
Neelam Dorman	Oregon Department of Transportation
Glen Bolen	Oregon Department of Transportation
Katherine Kelly	City of Vancouver
Tom Armstrong	Largest City in the Region: Portland
Morgan Tracy	Largest City in the Region: Portland
Erik Olson	Largest City in Clackamas County: Lake Oswego
Colin Cooper	Largest City in Washington County: Hillsboro
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Erika Palmer	Washington County: Other Cities, City of Sherwood
Steve Koper	Washington County: Other Cities, City of Tualatin
Adam Barber	Multnomah County
Theresa Cherniak	Washington County
Oliver Orjiako	Clark County
Kelly Reid	OR Department of Land Conservation & Development
Manuel Contreas, Jr.	Clackamas Water Environment Services
Heather Koch	North Clackamas Park & Recreation District
Cindy Detchon	North Clackamas School District
Tom Bouillion	Service Providers: Port of Portland
Bret Marchant	Greater Portland, Inc.
Brett Morgan	1000 Friends of Oregon
Sara Wright	Oregon Environmental Council
Aaron Golub	Portland State University
Rachel Loftin	Community Partners for Affordable Housing

**Members, Alternates Attending**

Preston Korst  
Dr. Gerard Mildner  
Mike O’Brien  
Craig Sheahan  
Andrea Hamberg  
Brendon Haggerty

**Affiliate**

Home Builders Association of Metropolitan Portland  
Portland State University  
Green Infrastructure, Mayer/Reed, Inc.  
Green Infrastructure, David Evans & Associates  
Mult. County Public Health & Urban Forum  
Mult. County Public Health & Urban Forum

**Guests Attending**

April Bertelsen  
Barbara Fryer  
Bryan Graveline  
Eve Nilenders  
Fiona Lyon  
Francesca Jones  
Grant O’Connell  
Jean Crowther  
Jessica Engelmann  
Jessica Pelz  
Katie Selin  
Max Nonnamaker  
Mel Krnjaic Hogg  
Michael Foley  
Nancy Chapin  
Peter Swinton  
Schuyler Warren  
Steve Kelley  
Valerie Egon  
Vanessa Vissar  
Zoie Wesenberg

**Affiliate**

Portland Bureau of Transportation  
City of Cornelius  
Portland Bureau of Transportation  
Multnomah County  
TriMet  
Portland Bureau of Transportation  
TriMet  
  
City of Beaverton  
Washington County  
Alta Planning & Design  
Multnomah County  
Portland Bureau of Transportation  
  
Tualatin Hills Parks & Recreation District  
City of Tigard  
Washington County  
Oregon Department of Transportation  
Oregon Department of Transportation  
WSP

**Metro Staff Attending**

Ally Holmqvist, Caleb Winter, Daniel Audelo, Eliot Rose, Grace Cho, Kate Hawkins, Kim Ellis, Lake McTighe, Marie Miller, Molly Cooney-Mesker, Ted Leybold, Thaya Patton, Tim Collins

**Call meeting to order, introductions and committee updates** (Chair Kloster)

Chair Kloster called the workshop meeting to order at 9:00 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. Workshops will be held openly for all onscreen for full participation. No committee updates given.

**Public Communications on Agenda Items** – none provided

**Consideration of MTAC/TPAC workshop summary of August 17, 2022** – No edits or corrections were submitted; summary of August 17, 2022 workshop approved.

**Regional Transportation Plan (RTP) Needs Assessment Findings** (Eliot Rose, Metro) Key draft information for the Needs Assessment for the 2023 Regional Transportation Plan was presented. The Needs Assessment in Chapter 4 of the Regional Transportation Plan provides a snapshot of current

conditions and trends within the Greater Portland region and highlights key regional transportation challenges and needs for the plan to address. Recommendations include:

- Organize the needs assessment around the updated RTP goals and policy priorities for safety, equity, climate, mobility and vibrant and prosperous communities.
- Present consistent information and analyses on different priorities
- Provide clear and actionable information that doesn't just describe needs, but also how the RTP can address these needs.

Metro and its partner agencies are working to update the RTP by the federal deadline of December 6th, 2023 so that the projects in the RTP can be eligible for state and federal funds, while also addressing significant new state and regional policies and evolving transportation needs following the COVID-19 pandemic and other recent disruptions.

Presenting information around needs assessment with regional priorities began with safety key findings, performance measures, data by crash type and mode was presented, including a review of the updated high injury map. Equity key findings and updated equity focus area map was shown. The transit gaps and equity focus areas map shows transit gaps (especially gaps in the constrained frequent transit network) and Equity Focus Areas. Equity and access to job destinations and relation to the active transportation network with Equity Focus Areas was shown.

The Climate Smart Strategy establishes a plan to meet greenhouse gas reduction targets set by the State. It identifies high and moderate impact climate actions. It was noted to meet the updated targets, the RTP needs to reduce per capita GHG emissions by 35 percent below 2005 levels by 2050. The updated Regional Mobility Policy will address a variety of modes and outcomes, including system completeness, VMT per capita, and throughway reliability (using travel speeds).

The mobility and climate related elements of the RTP are evolving in similar directions:

- Both establish VMT per capita and system completeness as key performance measures.
- Achieving success in both areas depends on making transit and active transportation as convenient and useful as driving is.
- Both mobility and climate are shaped by ongoing processes.

The draft of the needs assessment focuses on examining current conditions with respect to system completeness and VMT/capita. Mobility and climate key findings, county to county commute flows, and system completeness information was shown. Information on VMT per capita results, targets, and maps showing VMT/capita varies by community and potential opportunities to increase frequent transit was presented.

It was noted that JPACT and Metro Council directed staff to add a fifth RTP priority, Vibrant and Prosperous Communities, focused on coordinating transportation and land use. Many of the figures and tables in the draft Needs Assessment describe the extent to which regional centers offer better connections and more diverse travel options.

Next steps in the project were shared. By October 26, the committees are requested to email feedback to Mr. Rose. Between Oct-Dec 2022 additional information from the draft needs assessment will be shared, particularly on Climate and Mobility, with agency and community partners. Between Nov-December 2022 information about the RTP Call for Projects will be shared. In early 2023 the RTP Call for Projects opens. In March 2023 the RTP performance analysis takes place.

Comments from the committee:

- Jaimie Lorenzini asked if there is a composite map of all the gap types. Mr. Rose noted there is not one composite map. For reasons of scale, it's difficult to put all the data on one map. Looking at gaps identified where people are traveling requires different focus of map scales.
- Manny Contreras noted mentioned "emerging trends" when explaining that the pandemic had little impact on VMT rates. Was that a separate study or included in the trend graphs you presented today? Mr. Rose noted the data came from a separate study, and shared a link to this: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research>

It was noted that the Commute Flows spaghetti map was the pre-2020 pandemic. Did you adjust the graph to accommodate pandemic trends? Mr. Rose noted all the base year data presented for the RTP is from pre-pandemic, early 2020. The reasons for this is that more data is available from this period, and the lag time getting new data would not provide current snapshots until completed.

- Steve Williams noted on slide 26 is the Portland regional VMT per capita compared to 1) regional VMT per capita in other major metros or to 2) VMT per capita for the entire country? If it is the second, I don't think that is a valid comparison due to the large suburban growth that is occurring across the country. Comparison of the Portland region to other metropolitan regions is an apples-to-apples comparison. Mr. Eliot noted it was measured against the entire country as an aggregate. The last time we did this analysis in the 2018 RTP we looked at different areas in the Metro region for VMT per capita and found it was significantly lower than most MPOs with comparable populations.
- Don Odermott noted it would be interesting to see how network percent completion varies by County given Washington Co's nearly 40-year history of its property tax based Major Streets Transportation Improvement Program. This evaluation by County would then also be beneficial to apply to how safety/crash/fatal/Serious injury by mode vary by County. What can we learn from the enhanced funding that has benefitted Washington County and its cities in regard to (hopefully) improved safety performance? Mr. Rose noted this type of analysis needs more time and will be followed up. It was agreed that improvements to safety and reduction of crashes could be studied for better performance with funding.
- Mike O'Brien asked about the crash data in equity focus areas vs. non-focus areas. Are these raw numbers or percentage of pedestrians? Lake McTighe was asked to address this question. It was noted Metro analyzed crash data from the Fatality Analysis Reporting System (FARS), which includes race and ethnicity for traffic fatalities, to assess the impact of fatal crashes on different populations in Multnomah, Washington, and Clackamas counties. Normalizing by population, Black, American Indian and Alaska Native people experience double or nearly double the number of traffic fatalities that other groups experience. Three quarters of serious pedestrian and bicycle crashes and 65% of all serious crashes occur in Equity Focus Areas.
- Eric Hesse noted the importance of highlighting access to jobs and other trips between where people live and how the transportation system is used. Data on this provide where the gaps are, what's available and how connected they might be, and can be evaluated with performance targets.
- Karen Buehrig noted on slide 16 the percent of regional jobs accessible within a 30-minute drive for employment vs by transit with 40% accessible by driving vs 8% by transit. It was important to recognize part of the challenge with mode shift for travel time and accessibility

for employment. It might be worth finding what's achievable by percentage of mode shift to reach targets. It was noted that if our roadway networks are 98% complete, we could have locations identified and available to be used in the system for all modes of travel including buses. If these locations are not known or developed, they could be places looked at for investing in the roadway system. It was noted that in understanding impacts around the region solutions look at different counties with different factors and priorities as they may be different.

- Don Odermott noted the disparity with auto vs transit in accessibility, and disparities in transit frequent service accessibility between central city regions vs farther out in the region. It was agreed the different resources with both transportation and land use the solutions will look different across the region. It was asked that regarding VMT per capita residential base, how is this data derived, what kind of calibration is being done in providing this data for growth plans for analysis in the future. Mr. Rose noted this is based on current conditions in the travel model, and every time we update the model, we calibrate the estimates we have for zone to zone, vehicle use and vehicles we put on the network with actual transit ridership numbers with actual freeway volumes wherever we have the data.
- Rachel Loftin asked how the RTP is interacting with all the planning and policy work Metro is doing, especially regarding equity focus areas now showing causation with correlation between inter mode transport options going into areas resulting in displacement with populations of people of color. As we plan for more infrastructure what is being done to be sure we are not causing further displacement in these areas. Mr. Rose noted Metro will continue to highlight projects where areas may be impacted by displacement and have appropriate discussions. The current study was for transportation, but research noted could be sent to him that would be of interest for reaching other regional goals as well as transportation.
- Chris Deffebach noted the vibrant communities and importance of including our industrial areas as part of the analysis. It was confirmed the performance targets on regional vehicle motorways and corridors was being updated.
- Glen Bolen noted the charts on rates, quantities and values. It was suggested to see routing for these next. With work just done to identify needs for arterials, the competition for data on these routes might be evaluated.
- Eric Hesse noted in chat recognizing the time, I will hold off from verbally adding what I realized I was remiss in not noting, which is that the data shared also really highlighted the need for a focus on safe and healthy urban arterials (including improving transit frequency and reliability in those corridors).

**TriMet Forward Together Update** (Tom Mills, TriMet) Tom Mills presented an overview of TriMet's proposed service concept, which TriMet is currently seeking public feedback on through October 31st. Highlights from the presentation included what TriMet learned about changes in transit ridership during the pandemic, what was heard during the first phase of public outreach for this planning effort, and how that has informed this transit network concept.

The new service concept proposes network changes that respond to changes in demand, changes in goals and expectations, and changes in resources available to operate bus service. The service concept includes an expanded frequent service network with gaps in areas with more lower-income people, people of color, and retail, service and industrial workers. Included also is extending the grid to new areas, more local services running every 30 minutes, expanded weekend service, new lines serving

areas that are far from transit today, and reduced service to some low-demand, mostly higher-income areas.

The summary of the presentation included:

- +38% more resources
- +50,000 more residents near service
- +45% more jobs reachable by the median resident
- New routes serving new areas in all 3 counties
- +50% more people and jobs near Frequent Service
- +100,000 people near service running on the weekend

Mr. Mills noted this is not a proposal. It is a draft concept to start the conversation. Outreach and engagement has followed the public launch at the September 28 TriMet board meeting with refinement planned of the full network in late 2022 based on input received in this process. First changes are expected in 2023, subject to an additional round of outreach and Board review. Tara O'Brien noted the open houses details and online survey link: <https://trimet.org/forward/>

Comments from the committee:

- Gerard Mildner asked if using this concept, how does skip-stop service (i.e., local and express buses on the same route) and branched bus lines (two bus lines serving the same truck line) fare. Were either of those two concepts considered? Mr. Mills noted these examples are ones we hope to change. Express service has elements of speed and access. The higher the speed the more limited access. Adding more local service would limit the speed. If having both, resources to a single line limits investments to other areas.
- Karen Buehrig noted differences in time to travel with some shown as 60 minutes vs 45 minutes. It is important to recognize the geographic and level of frequent service differences that limit ability to travel around the region by transit. It was noted that with additions in service areas with additional frequent service this is only possible with additional funding investments to implement that plan. It was suggested that if the concept moves forward to proposals the increased analysis work with the RTP needs assessment findings analysis to be modeled together to see the full benefits of improvements in the region.

Asked if the idea is to have these networks available in the RTP network analysis, Ms. O'Brien confirmed this. It was noted TriMet is receiving good feedback from the public and will be refining the concepts for specific routes. They will be coordinating with Metro on resources for transit improvements to show where the needs are for transit. Regarding the frequency increases in route changes and if more funding is available, Ms. O'Brien referred to the TriMet Forward Together webpages that show recommended routes identified for better frequent services and the base proposal funding data. More discussions are planned for needs with transit and funding sources as the proposal is developed.

- Don Odermott noted 2 major areas in Washington County losing fixed route services with an estimated population of 25,000. It was noted impacts for disabled and lower-income populations with the need for these services, and this program support being Federally mandated. We have an aging population with needs for key social services and needs for transit across the region. It was noted transit is not a for-profit business but a public service agency. Decisions on these matters are not necessarily high visibility but high impact choices.

Where service is lost, and a new service contemplated should be done in a conscientious manner. The efforts by TriMet to reallocate and revision transit is appreciated.

Ms. O'Brien noted they have been working on the lift boundary and disabled service areas in regard to consideration with changes to service areas. In terms of the implementation and timeline, TriMet is hoping to start adding some of the changes next fall. There is a 3-6 year timeframe to complete change routes/plans with further analysis required for each service change. Careful consideration will be given to be sure no lost service is made before replacement changes for service is in place.

- Gerald Mildner asked about branch lines that could be partly frequently service and overlap with routes with lower frequency service. Was this something the concept had evaluated or allowed for, or thought of a line in whole without crossing the same arterials? Ms. O'Brien noted some work was done on splitting lines in certain places, but more work needs to be done with identifying routes. Updates to this concept plans will be given at future meetings.

**High Capacity Transit Strategy Update: Network Vision** (Ally Holmqvist, Metro) An update on the work done to date to establish a draft policy framework and begin developing a network vision for the High Capacity Transit Strategy – two milestones for this key policy focus area for the 2023 Regional Transportation Plan (RTP) Update was presented.

Considerations asked from past meetings include:

- emerging trends and how those trends influence how we plan for the future;
- a unique opportunity to plan for the future we want in support of the thriving communities in the 2040 Growth Concept blueprint;
- faster light rail trips from the “spokes” or regional edges to the “hub” or Central City;
- additional transit connections to Clark County, WA beyond I-5;
- Federal Transit Administration definitions for bus rapid transit (50 percent or more exclusive guideway) vs. corridor-based rapid bus; and
- needs and recommendations identified from several previous studies and planning efforts.
- corridors providing critical connections to town centers and hubs of activity;
- supporting future development, particularly in equity areas;
- additional connections on arterials beyond the current “hub and spoke” system;
- additional cross-regional connections to places other than the Central City;
- serving communities impacted by tolling;
- transit centers, major transfer points, and station mobility hubs;
- efficiency and reliability as well as frequency;
- the needs of all communities, including what safety means to different people;
- what it will take to make high injury corridors ready for high capacity transit investment;
- planning for capacity over time, particularly where there are other transit needs today (e.g., coverage, frequency); and
- coordination with other transit planning efforts recently completed or underway in the Region

A draft policy framework, refinements identified and beginnings to implement the approach for re-envisioning the regional high capacity transit network, and implement the engagement strategy was described in detail, with more information referred to in the packet memo.

During October, staff will work with decision-makers, advisory committees' stakeholders, and community organizations on how to best refine the network vision for the long-term future of high capacity transit. After taking what we heard and developing a refined network vision, staff will then undertake an evaluation to better understand trips along the corridors, make additional adjustments, and assess key indicators of readiness. Between November and January, staff will discuss the resulting refined vision and begin conversations around corridor readiness with community members.

Staff will return to County and Metro advisory committees, including both TPAC and MTAC, for input on the tiered vision corridors (grouped by their readiness to support high capacity transit) in January 2023, before meeting with JPACT, MPAC, and Metro Council later that month and aligned with timing for development of the RTP investment strategy and call for projects.

Comments from the committee:

- Chris Deffebach asked for clarification on the corridors identified in maps shown. More time and discussion may be needed to review them. Original plans to connect regional centers with high capacity transit seems to be missing multiple stops in transit where employment needs are located. Future discussions for input on access to jobs was recommended. More follow-up discussions are suggested with park & ride lots that offer alternatives to consolidate efficient trips to increase ridership and shorten trip times. It was asked where the briefing book mentioned was in the packet. It was asked if refined corridors have been selected.

Ms. Holmqvist noted the briefing book was sent out separately and should be in committee emails. Regarding park & ride lots, staff is looking at the corridor level first. The transit study will be looking more at the first/last mile as we evaluate connections in the system. Regarding access to jobs, major destinations are being identified where people live and where jobs are there. However, the tool used to show readiness and the 18-hour day period was not the best for identifying industrial areas and other areas. More research is needed for that.

Ms. Holmqvist noted the blue lines on the map were the corridors that scored the highest in the major performance measures, which are the corridors identified for recommendation with transit. However, there is interest in knowing if other lines score high for connectivity and recommended bus investments from job access and town centers. These blue lines may be possible rapid bus investments in the near-term for readiness. Staff is looking beyond the performance measures to analyze for big moves with mode opportunities and level of priorities.

- Tara O'Brien noted the spaghetti map and connections to HCT were connecting the dots with the blue lines that TriMet envisioned. However, regarding corridors there is a need for more conversations with policy makers on clear lists on what is being talked about and what is rising to the top of the analysis and why. TriMet's Forward Together plan includes some initial strategies for addressing gaps in the service. HCT is more expensive to build but provides a much lower cost per-ride investment. The next tier of planning corridors will need to provide this information. It was confirmed that no list of rated corridors was part of the upcoming JPACT/Metro Council workshop. Planned are findings from studies and priority feedback requested.
- Karen Buehrig noted more time needed for the opportunity to absorb and study information presented. Clarity was asked on the Better Bus concept on how this is implemented in the City



of Portland or if this is something TriMet has and how applied through the region. There was concern with changes to transit policies that refer to the Better Bus service if not applied through the region. It was noted that the Bus on Shoulder concept along I-205 and connecting to Wilsonville area and town centers, it is challenging to see where this falls within the construct and type of bus service. Information on where and when to send further comments were requested.

- Don Odermott noted the 2040 plan that emphasized corridors and town centers with 18-hour corridors, but now need bus lines for reliability in not just corridors but complete commute travel. It was appreciated staff is looking at where travel demand centers are and how they meet these needs. It was noted the transit system needs to meet mobility needs for commuters that are efficient and competitive with multi-modes. Having the HCT work integrated into multi-mode travel in the region and improving the light rail system to include the ability for express trains was noted.
- Eric Hesse noted appreciation for the work and efforts on the reports. It was noted there is a balancing act with all the data on transit service, modes of travel, service plans, locations and how improvements can be best planned for efficiency and mobility. It was noted the Better Bus was a regionwide program that can make transit options for wise investments in areas across the region.

**Adjournment** (Chair Kloster)

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:05 p.m.

Respectfully submitted,



Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, October 19, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/19/2022	10/19/2022 MTAC and TPAC workshop meeting agenda	101922M-01
2	Work Program	9/22/2022	MTAC work program as of 9/22/2022	101922M-02
3	Work Program	10/12/2022	TPAC work program as of 10/12/2022	101922M-03
4	Draft Minutes	08/17/2022	Draft minutes from August 17, 2022 MTAC TPAC workshop	101922M-04
5	Memo	10/19/2022	TO: MTAC and TPAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: Draft 2023 RTP Transportation Needs Assessment	101922M-05
6	Memo	10/12/2022	TO: MTAC and TPAC and interested parties From: Tom Mills, Director of Mobility, Planning and Policy, TriMet RE: Forward Together presentation	101922M-06
7	Memo	10/12/2022	TO: MTAC and TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: High Capacity Transit Strategy Update: Policy Framework and Draft Vision	101922M-07
8	Attachment 1	August 2022	Fact Sheet: Transit Planning in the Greater Portland Region Get on Board!	101922M-08
9	Attachment 2	N/A	High Capacity Transit Vision & Policy Framework	101922M-09
10	Attachment 3	September 2022	HIGH CAPACITY TRANSIT STRATEGY UPDATE Key Meeting Dates and Engagement Activities for Project Milestones	101922M-10
11	Attachment 4	N/A	High Capacity Transit Working Group Agendas and Minutes	101922M-11
12	Attachment 5	September 2022	Metro High Capacity Transit Strategy and Regional Transportation Plan Transit Update: HCT Policy Framework – Regional Transit Network Policy Review	101922M-12
13	Memo	10/10/2022	TO: Ally Holmqvist, Metro From: Eddie Montejo, Parametrix Ryan Farncomb, Parametrix Kelly Betteridge, Parametrix Sam Erickson, Parametrix Oren Eshel, Nelson/Nygaard RE: Revised Corridor Evaluation Criteria	101922M-13
14	Handouts	N/A	Series of maps detailing RTP needs assessment findings	101922M-14
15	Presentation	10/19/2022	2023 Draft RTP Needs Assessment	101922M-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Presentation	10/19/2022	TriMet Forward Together Service Concept Overview	101922M-16
17	Presentation	10/19/2022	HCT Strategy Update: Policy Framework & Vision	101922M-17