



Meeting minutes

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

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

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Carol Chesarek
Tom Armstrong
Scot Siegel
Aquilla Hurd-Ravich
Laura Terway
Jamie Stasny
Chris Deffebach
Neelam Dorman
Laura Kelly
Gery Keck
Cindy Detchon
Tara O'Brien
Bret Marchant
Sara Wright
Preston Korst
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Multnomah County Citizen Representative
Largest City in the Region: Portland
Largest City in Clackamas County: Lake Oswego
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Happy Valley
Clackamas County
Washington County
Oregon Department of Transportation
Department Land Conservation and Development
Tualatin Hills Park & Recreation District
North Clackamas School District
TriMet
Greater Portland, Inc.
Environ. Advocacy Org: OR Environmental Council
Home Builders Association of Metropolitan Portland
Mayer/Reed, Inc.
Public Health & Urban Forum, Multnomah County

Alternate Members Attending

Sarah Paulus
Glen Bolen
Kelly Reid
Manuel Contreas, Jr.
Aaron Golub
Brendon Haggerty
Ryan Ames

Affiliate

Multnomah County
Oregon Department of Transportation
OR Dept. of Land Conservation & Development
Clackamas Water Environmental Services
Portland State University
Public Health & Urban Forum, Multnomah Co.
Public Health & Urban Forum, Washington Co.

Guests Attending

Alicia Wood
Barbara Fryer
Brian Martin
Fiona Lyon
Kevin Young
Marc Farrar
Matthew Hall
Max Nonnamaker
Riley Howard
Schuyler Warren

Affiliate

City of Cornelius
City of Beaverton
TriMet

WSP
Multnomah County
N. Clackamas Parks & Recreation District
City of Tigard

Metro Staff Attending

Eliot Rose, Eryn Kehe, John Mermin, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Tom Kloster

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.

Chair Kloster announced that starting in January 2023 the Metro Technical Advisory Committee (MTAC) meetings would be chaired by Eryn Kehe. Ms. Kehe provided a brief introduction and noted she was looking forward to meeting the committee members and chairing the meetings soon. Chair Kloster would remain chair of TPAC and the combined MTAC/TPAC workshops in 2023.

Comments from the Chair and Committee Members

- **Updates from committee members around the Region** (all) none
- **Fatal crashes update** (Lake McTighe) The report noted that at least 15 people have died in fatal crashes since the last MTAC report (in the 3 counties). The memo that was provided with information previously is currently undergoing a refresh. A survey to the committees will be given early in 2023 to help better understand how this information can be more useful for the committees.

Public Communications on Agenda Items - none

Consideration of MTAC minutes September 21, 2022 meeting

MOTION: To approve minutes from September 21, 2022 meeting

Moved: Carol Chesarek

Seconded: Cindy Detchon

ACTION: Motion passed unanimously.

Regional Transportation Plan (RTP Call for Project Approach) (Kim Ellis, Metro)

An overview of the draft policy framework and process for the 2023 RTP Call for Projects was given. The purpose of the Call for Projects is to update of the region's near-term and long-term investment priorities for the 2023 Regional Transportation Plan (RTP). Metro will issue the Call for Projects on January 6, 2023. The deadline for project sponsors to submit recommended updates to RTP project and program priorities to Metro is February 17, 2023.

The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.

Further details provided in the presentation included the Call for Projects

- Build draft RTP list for evaluation, review, and refinement:
- **Constrained priorities** – region's top priorities given current funding outlook
- **Strategic priorities** – additional long-term priorities the region agrees to work together to advance

- Priorities identified collaboratively through county coordinating committees
- Capital costs targets determine how many projects may be submitted

What projects are eligible:

Projects that:

- help achieve vision, goals and policies
- come from adopted plans or strategies that had opportunities for public input
- are located inside the MPO boundary and on the designated regional system
- cost at least \$2 million or be bundled with like projects

Role of coordinating committees:

- Build a coordinated, sub-regional list of city and county project and program priorities for the 2023-2045 time period in collaboration with state and regional partners
- Submit three packages within respective cost targets:
 - 1 – “Constrained” priorities for 2023 to 2030
 - 2 – “Constrained” priorities for 2031 to 2045
 - 3 – “Strategic” priorities for 2031 to 2045
- Submit endorsement letter stating packages are subregions agreed upon priorities for 2023 RTP

Comments from the committee:

- Jamie Stasny asked for information on how revenue for tolling would be forecasted and funded with projects. Ms. Ellis noted work with ODOT is still ongoing to answer these questions. In terms of processing and developing the revenue forecast, consultants are looking at each individual agency, jurisdictions and cities to help provide expectations for 2024-2045. ODOT is estimating statewide funds from state and Federal funding, which then will be determined what the Metro share is for the region.

Toll funding is believed to be planned in ranges of funding, related to each individual project ODOT is planning. There are different NEPA and process stages happening now which is challenging. Required for each are Federal guidance to be followed, part of the financial constrained process. MTAC members were encouraged to work with their representatives on the County Coordinating Committees for project input. Help from Metro staff is also available with contacts listed and details on the Call for Projects on the RTP webpage.

- Matthew Hall asked are the 2018 RTP projects already in that online hub and jurisdictions will just need to update them, or will they need to be entered into the hub anew (by Metro or those jurisdictions)? Ms. Ellis agreed, this is the starting point. Agencies are identifying projects as priorities and will update this information. Project hubs will be important in the RTP update as project costs increase dramatically. If new projects are not listed there, they need to be entered in the online hub. It was emphasized that projects listed makes them eligible for Federal funding.
- Mike O’Brien asked if there was anyway to strengthen and emphasize the goals for climate actions and resiliency toward reducing greenhouse gas emissions earlier rather than later. Ms.

Ellis noted climate and equity have been highlighted as high priorities with JPACT and Metro Council discussions. The RTP financial constrained project list will need to demonstrate these goals and targets for our region. Our partners are looking at greenhouse reduction strategies that can be advanced which is why the project assessments are early in the process. Information gathered can be used the Call for Projects and used to update our climate strategy.

- Sarah Paulus acknowledged the work done and presentation. The language in Table 1 was appreciated regarding emergency transportation routes and resiliency. The committee looks forward to more information on the revenue forecasts and discussion.
- Tara O'Brien noted she will follow up on technical questions and comments directly to staff.

The presentation concluded noting the challenge with Federal timelines and Federal deadlines, but appreciation to input on projects for consideration. The RTP draft document would be compiled for public review in July 2023.

Climate Smart Strategy Update (Kim Ellis, Metro) This presentation provided background information on the Climate Smart Strategy and work ahead to review and update the strategy as part of the 2023 Regional Transportation Plan update. Feedback from MTAC will help identify what assumptions may need to be updated or revised to account for new information and changes to policies, strategies and then identifying which high impact and medium-impact strategies that have the greatest potential to reduce GHG emissions should be focused on in the update to the Climate Smart Strategy.

Comments from the committee:

- Tara O'Brien noted Table 1 key transportation assumptions in Climate Smart Strategy Scenario starting on page 42 of the packet, asking if the assumptions based on what you need to put in the model has been updated. Will this numbers or tracking trends be adjusted to help reach climate goals. Ms. Ellis noted more discussion at Metro Council and committees are providing feedback now and will later be presented with scenarios and proposed actions.

Ms. O'Brien noted the transit service hours are being addressed and worked on to get to these targets. Are the RTO programming assumptions categories something that could be adjusted? At issue is the growth and number of people that have access to these programs so that affordability is a fewer barrier to people taking transit. Can the categories be tweaked for improved measurements? Ms. Ellis noted the data and findings tied to household in proximity to transit access. This might not be able to address the climate impacts but can be part of the strategies getting us to our targets.

Given that climate smart strategies are about reducing light duty vehicle emissions, it was noted TriMet is transitioning their entire bus fleet to 0% emissions goal. In the evaluation of the overall Call for Projects in the RTP, how does this work together? Ms. Ellis noted we have mandated targets around light duty vehicle emissions and report on overall gas emissions and how targets are being met. The changes in the bus fleet will be factored in on how targets are met. The new state rule on VMT reduction targets will need to be demonstrated. The Federal and state rules applied to the RTP using different tools and models doesn't always sync but does provide policy makers understanding and direction for future strategies.

- Carol Chesarek noted the understanding of the focus on state targets but is challenged with the ability to correlate this with the IPPC goals as part of the global climate strategies. Are the state targets where we need them to be? Is there a way to reference this somehow? Ms. Ellis noted that since work began on climate the goal posts have changed. The IPPC goals asked for 80% reductions by 2050, but the math is missing with the data, and it is hard to back track to 1990 levels. State agencies are trying to track the changes with moving targets, but the numbers are missing with different technical evaluations, tools and models from various plans.
- Mike O'Brien referred to Table 1 with transit services as falling short of what should be done in keeping up with population growth. How and when would this be measured, and how successful from previous years have been plans been? With the adopted plan, is this the reality? Will it change when we go from planning to construction? Ms. Ellis noted that in the last RTP update we didn't rely on the models but looked at assumptions. Each year starts with a base year to represent what is current, taking into account what has been constructed with factors such as parking policies, land use plans and development areas. The monitoring report following the RTP adoption will provide more information. Asked if we would want to amend that strategy report to something more aspirational, it was agreed, and to look for ways to go beyond assumptions.
- Tara O'Brien added TriMet is asking the same questions on how transit service hours are matching accessibility issues, how many miles of dedicated transit facilities do we have on roadways, have we started reaching our goals to transit improvements, investments and pricing modes and tracking climate goals. Ms. Ellis noted work with partners to leverage transit investments toward climate strategies.
- Andrea Hamberg noted interest in tracking how we are estimating the health benefits related to active transportation, safety improvements in our transportation system and reduction in air pollution. It was noted MOVES does not give us this information in order to understand how air pollution reductions are impacting public health. Outputs of models were discussed in the past and was suggested to look at again, which can provide electeds and public better understanding of benefits from investments on the transportation system. It was noted Metro is looking at all the benefits these strategies bring, not just the climate benefits, while acknowledging the capacity limitations of tools and models.

It was asked if Table 1 provides recent data and shows where we are falling short. It was hard to tell if any of the indicators have moved more in the wrong direction. Ms. Ellis noted some strategies have fallen short of anticipated goals, as an example with parking based on assumptions. Staff is working more with strategies on how we can make up these gaps. Additional data is coming from DEQ with their work on the extended length of time people own their vehicles contributing to longer times to transition to cleaner air.

- Jamie Stasny acknowledged this is part of the RTP update but asked for clarity regarding the land use factor as a big contributor issue with climate, which is now working off our 2040 plan. It appeared backward to update the climate smart strategy and then going back to update our whole original vision for land use after the RTP. Ms. Ellis noted this work will help inform the land use plan, and in addition provide direction with strategies growth, household planning,

codes and zoning, development and available lands, access to transportation and others. Much of the information will be relevant to each update.

- Eryn Kehe noted the plan updates were not in logical sequence perhaps, but related. The land use work ahead first is a UGB decision process. This will be the focus of the committee in 2023-24. The hope is to next update the 2040 growth concept.
- Jamie Stasny noted pricing among top factors the could give benefits from investments. In Clackamas County they are in the middle of the NEPA process with the I-205 program. This is providing an understanding of the impacts on the modeling systems and impacts with transportation. It was asked how decreases from divergences look like and is modeling showing this. How does this decrease model to VMT? And are roadway pricing vs road usage charges under discussion. Ms. Ellis noted specific modeling on decreases with the data have not been done yet. Assumptions on carbon pricing changes and information from the pricing study have shown potential for decreasing emissions, but more needs to be evaluated. The full system analysis will be made next year.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:55 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

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

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/16/2022	11/16/2022 MTAC Meeting Agenda	111622M-01
2	MTAC Work Program	10/13/2022	MTAC Work Program as of 10/13/2022	111622M-02
3	Slide	11/16/2022	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	111622M-03
4	Minutes	9/21/2022	Draft minutes from Sept. 21, 2022 MTAC meeting	111622M-04
5	Memo	11/9/2022	TO: MTAC members and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 Regional Transportation Plan Policy Framework and Process for the RTP Call for Projects	111622M-05
6	Attachment 1	10/22/2022	2023 Regional Transportation Plan call for projects An overview of the policy framework and approach	111622M-06
7	Attachment 2	11/8/2022	DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects	111622M-07
8	Attachment 3	11/8/2022	Process Overview for the 2023 Regional Transportation Plan Call for Projects	111622M-08
9	Memo	11/9/2022	TO: MTAC members and interested parties From: Kim Ellis, RTP Project Manager RE: Climate Smart Strategy Update – Kick-off Discussion	111622M-09
10	Appendix A	December 6, 2018	2018 Regional Transportation Plan - Climate Leadership Policies	111622M-10
11	Appendix B	December 6, 2018	New State clean vehicle and fuel strategies since 2018	111622M-11
12	Appendix C	October 2022	2023 Regional Transportation Plan Update Climate Smart Strategy Update Jurisdictional Partner Comments	111622M-12
13	Presentation	11/16/2022	Policy Framework and Process for RTP Call for Projects	111622M-13
14	Presentation	11/16/2022	Climate Smart Strategy Overview	111622M-14