

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**  
Date/time: Wednesday May 10, 2023 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster Chair  
Karen Buehrig  
Allison Boyd  
Dyami Valentine  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Chris Ford  
Bill Beamer  
Sarah Iannarone  
Danielle Maillard  
Jasia Mosley

**Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
Oregon Department of Transportation  
Community Representative at Large  
Community Representative, The Street Trust  
Community Representative, Oregon Walks  
Community Representative at Large

**Alternates Attending**

Jamie Stasny  
Sarah Paulus  
Dayna Webb  
Gregg Snyder  
John Serra  
Glen Bolen

**Affiliate**

Clackamas County  
Multnomah County  
City of Oregon City and Cities of Clackamas County  
City of Hillsboro and Cities of Washington County  
TriMet  
Oregon Department of Transportation

**Members Excused**

Judith Perez  
Tara O'Brien  
Gerik Kransky  
Laurie Lebowsky-Young  
Lewis Lem  
Ellie Gluhosky  
Indi Namkoong  
Jasmine Harris  
Katherine Kelly  
Steve Gallup  
Shawn M. Donaghy  
Ned Conroy  
Rian Sallee

**Affiliate**

SW Washington Regional Transportation Council  
TriMet  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
Community Representative, OPAL  
Community Representative, Verde  
Federal Highway Administration  
City of Vancouver  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Alicia Wood  
 Andrew Plambeck  
 Annie T.  
 April Bertelsen  
 Bryan D.  
 Chris Smith  
 Dan Bower  
 Francesca Jones  
 Jeff Owen  
 Jessica Engelmann  
 Kate Lyman  
 Katie Selin  
 Kelsey Lewis  
 Kiel Jenkins  
 Mauricio Leclerc  
 Max Nonnamaker  
 Michael Dohn  
 Nick Fisher  
 Shawn Canny  
 Tom Mills  
 Vanessa Vissar  
 Will Farley  
 One unidentified phone caller

**Affiliate**

Portland Bureau of Transportation  
  
 Portland Streetcar, Inc.  
 Portland Bureau of Transportation  
 HDR  
 City of Beaverton  
  
 SMART  
  
 Portland Bureau of Transportation  
 Multnomah County  
 TriMet  
  
 Portland Bureau of Transportation  
 TriMet  
 Oregon Department of Transportation  
 City of Lake Oswego

**Metro Staff Attending**

Alex Oreschak, Ally Holmqvist, Caleb Winter, Clint Chiavarini, Daniel Audelo, Eliot Rose, Grace Cho, John Mermin, Kim Ellis, Marie Miller, Matt Bihn, Matthew Hampton, Molly Cooney-Mesker, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster

**Call to Order and Introductions**

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. The link for providing ‘safe space’ at the meeting was shared in the chat area.

**Committee and Public Communications on Agenda Items** – none received

**Consideration of TPAC workshop summary, March 8, 2023** (Chair Kloster) Edits or corrections were asked to be sent to Marie Miller. No edits/corrections were received. Meeting summary approved.

**High Capacity Transit Strategy Update: Draft Report** (Ally Holmqvist, Metro) The presentation described the work done to finalize the corridor investment priorities, outline the actions and recommendations included in the draft report document, and review next steps for the report and for the strategy as the update merges with the 2023 RTP Update process.

Feedback from stakeholders has been gathered to refine the investment priorities and identify additional considerations for high capacity transit investment readiness. The high capacity transit network vision includes corridors collectively identified as of critical regional importance, making key connections between regional centers and town centers. Within the constraints of assumed funding

and agency capacity to advance these types of projects, the corridor tiers create a pipeline where the vision corridors with the greatest need and readiness for this highest level of transit service (taking frequent service to the next level) are advanced first – reflecting current regional priorities, leveraging opportunities and maximizing fiscal stewardship and community benefits in-line with regional goals. This creates the strategy for how high capacity investments will be guided in the future, informing the 2023 Regional Transportation Plan and future plan investment strategies.

Ms. Holmqvist referred to materials in the meeting packet that described developing the draft report, the high capacity transit supportive elements, recommended actions that regional partners can take to move corridors forward based on their tier status, and next steps. The final draft report will be included as part of the public review draft 2023 Regional Transportation Plan. TPAC will then consider making a recommendation to JPACT about releasing the 2023 RTP for public review in a 45-day comment period this summer.

Comments from the committee:

- Dyami Valentine noted that a slight edit on Figure 16 in the report (HCT regional vision corridors by tier map) that the C9 Hillsboro to Forest Grove LRT extension align with the Council Creek Regional Trail.
- April Bertelsen noted it looked like the project development pathway graphic on the slide was possibly the old version. Will an updated version be included in the report? Ms. Holmqvist confirmed it would.
- Sarah Iannarone noted the Governor’s pause on tolling. It was asked if any news could be shared with coordination between ODOT and regional transportation planning and how funding of projects may be impacted. Ms. Ellis noted we are proceeding with the RTP with projects going through the NEPA work. This spring/summer we may learn more about implications and make adjustments if needed. Chris Ford added ODOT looks forward to guidance from the commission on transportation planning, but at this point there is a lot we don’t know.
- Karen Buehrig noted the challenge of reading the Regional Transit map that included employment areas and suggested this category be removed. Multiple transit networks all in the vision map make it inconsistent between existing lines and future lines. It was suggested to work with TriMet to make sure the information is accurate and reflect what you want it to reflect. In the last revision how the FX lines interface with the HCT, and reference to future work on BRT priorities it was unclear if this was the same work from the UPWP under Better Bus. Ms. Holmqvist noted the Vision Map goes beyond Forward Together with more Vision Enhancement Plan included. Comments are appreciated and will be included in the update. Regarding the FX lines we did include the corridor-based rapid bus. Definitions were discussed around corridor-based plan and high rapid bus which are included in the HCT mode. The Better Bus is different than BRT described in Chapter 8. The UPWP question will need to be checked on, since chapter 8 of the RTP is a 5-year work plan.
- Mike McCarthy suggested consideration of the people outside the region coming into the region on routes not reflected in the modeling and analysis. This results in underestimated demands on the corridors. Hwy 99 corridor with past designation tier 1 (2009) and I-5 traffic challenged to get people on transit and away from vehicle mode to make a significant difference in our climate goals should be considered. Ms. Holmqvist noted regarding Hwy 99 this time was focused on 2014 modeling numbers which have changed performance levels to tier 4. The same was true with SW corridor analysis.

- John Serra acknowledged the plan to update the transit vision map. TriMet continues to have issues with the current version and wishes to work with Metro on reflecting transit service plans moving forward.
- Karen Buehrig noted some initial concerns with the HCT strategy was making sure we can achieve our climate and carbon reduction goals with transit for a faster, more reliable ridership. It was noted that in some parts of the region transit requires much more time for travel. Other studies such as FX and being able to connect our town centers and places not available in the near-term, HCT can be looked at closer. The HCT strategy with investments goes 20-30 years. Ms. Holmqvist noted that using the priorities/tiers matched with investments in opportunities to advance projects to achieve these goals can make them achievable in more near-term time.
- Eric Hesse noted that there is a whole range of projects in the RTP and transit which are all related to land use issues in the region. There are challenges in perspectives with geographic disparities and using the right tool for the right task to provide the best solution. The land use connection in corridor planning and transit strategies and investments should be used together.
- Allison Boyd appreciated having the built-in stepping stone pieces with this plan. Having various project tiers identified and gaining coordination to better connect transit is looked forward to.
- Jaimie Lorenzini added to comments on the stepping stone approach but noted that different levels of readiness affect portions of the region.

**2023 Regional Transportation Plan: Draft system analysis results** (Kim Ellis & Eliot Rose, Metro) The presentation began with a review of the draft system analysis key findings. Expected growth in the region was shown to have impacts on our transportation networks. Draft results were summarized for the mobility, safety, equity and economy elements of the RTP. Further analysis are still underway.

Comments from the committee:

- Jaimie Lorenzini noted that it appeared the approach to the economy matrix was more oriented toward economic hubs that already exist. Would it be possible to also look at projects that help open more industrial areas, such as with the 2040 growth plan, so we are preparing our region for expected population and jobs. Mr. Rose noted the analysis was set up for corridors in both current and planned centers of the region. The 2040 industrial areas are included.
- Bill Beamer noted the challenge of bike/pedestrian transit in industrial areas with safety concerns. It was suggested to have van service or electric transport for employees considered. Mobility options for low-income populations for employment should be considered. Ms. Holmqvist noted that in the RTP Chapter 8 future work will include the Active Transportation Study that builds on the HCT strategy vision work, emerging travel modes and technology in micro transit, shuttles and transit services more broadly. Mr. Beamer noted that working with employers in destination areas and have them contribute to this participation and investment would help with operating costs as well.
- Eliot Rose noted Counties also operate shuttles to some of these areas, and those are included in the RTP transit network.
- Dyami Valentine noted Washington County supports access to job shuttles operated by Ride Connection and has conducted a shuttle analysis related to future needs for other employment areas <https://www.washingtoncountyor.gov/lut/planning/washington-county-transit-study>. Washington County is also currently preparing a transit vision thinking longer-term, <https://www.washingtoncountyor.gov/lut/planning/washington-county-transit-study>,

- Allison Boyd noted Multnomah County provides job connector shuttles to industrial areas (<https://www.multco.us/transit>) We are also interested in vanpools and other ways to connect with the employers.
- Tom Mills noted TriMet provides STIF funds to the counties to operate the shuttles in the region. There are currently 8 shuttles operating in the region with more to come in FY24-25. It's also important to note that TriMet gives SMART STIF funds to operate service to Tualatin and will provide additional STIF funds in FY24-25 to operate trips from Wilsonville to Clackamas Town Center. Finally, TriMet will provide FY24-25 STIF funds to Sandy Transit to operate service to Clackamas Town Center.
- Chris Ford noted in the memo table 4 *RTP prioritizes improving access to jobs within equity focus areas (relative to other communities)* % of regional jobs accessible by transit in equity focus areas unchanged from 5% base year to 2030 to 2045. *Table 2: Summary of draft system analysis results: mobility*, RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks 100% base year to 2030 to 2045. Are this draft and need fine tuning or actual target numbers? Mr. Rose noted the goals of the RTP policies are to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks.

The memo noted “The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035.” *Table 3: Summary of draft system analysis results: Safety* shows no data. Where do you draw conclusions for this? Mr. Rose noted the present data goes into the needs assessment <https://www.oregonmetro.gov/sites/default/files/2023/01/12/2023-RTP-Needs-Assessment-memo-nov-2022.pdf>. The performance analysis looks at the future. Safety is the exception because we can't forecast crashes.

In the mobility draft results it was noted the target was to triple transit, bike and pedestrian mode share. When looking at the 2045 targets the consequences add up to say non-auto trips to 45%. Is this the intended target? Ms. Ellis noted each RTP uses a base year, with this target based on the 2010 RTP adoption. The tripling effect comes over time.

- Karen Buehrig noted the pedestrian/bike investments and transit access and last mile investments in industrial areas. Clackamas County has been successful with last mile shuttle service implemented in their industrial area, including the need for business to business. The point of connecting with employers is a significant piece of work being done on the Mountain with ski resorts helping with employee transit coverage.

The fourth bullet on economy “Prioritize bike/ped facilities in employment and industrial areas” brings to mind recent RFFA investments where there wasn't a competitive application for these funds. It was suggested to think about how regional flexible fund policies connect with the outcomes we are finding in the RTP analysis. It was noted of the challenge to see the industrial areas connected to EFAs even with employees working there.

In the first bullet on economy “Decrease driving travel times along key corridors” it was asked how the tolling listed in the I-205 and regional mobility pricing in the RTP, with forecast investments in the I-205 corridor would show significant travel time decreases fits in with these draft results. Mr. Rose noted he is hearing the bike/ped may not be the preferred method to reach outcomes with access to industrial areas. Regarding travel time and congestion, more

information is coming. We have 24 mobility corridors with 4-6 corridors captured in tolling. The presented results with tolling proposed in the RTP shows only a limited number of corridors.

- Eric Hesse noted the equity disparities with safety and mobility in particular with investments, which underlines how big a gap there was historically but now offering more opportunities to correct this. The difference between transit access vs driving alone is striking. Opportunities to prioritize and strategize more carefully for outcomes with limited investments and leveraging/matching investments when possible is suggested. It was noted to be mindful of the number of projects and distribution of funds when deciding small and large projects regionally.
- Danielle Maillard noted on slide 8 “The vast majority of RTP spending goes toward serving the places where current and planned jobs are concentrated.” Development in industrial areas often to not include sidewalks which are requested. It was asked who makes the decisions on where these planned developments are located and what the jobs are. Chair Kloster noted Metro’s 2040 Growth Concept sets the building blocks in the region, with cities and counties planning zoning and comprehensive planning. More specific information will be provided directly from Mr. Hesse as a follow up to this question.
- Sarah Iannarone asked when the next 2040 Growth Concept Plan update was happening. It was noted this is upcoming, but no specific date known. Chris Ford noted maybe TPAC could consider sending a resolution or letter to JPACT recommending the Growth Concept needs to be updated prior to the next RTP update process beginning. Ms. Iannarone agreed. The 2040 plan update is long overdue, conceptually, technically, and demographically.

*The meeting took a 5-minute break before resuming.*

Part 2 of the presentation on 2023 draft RTP climate analysis provided results:

The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis. The State is working to identify new revenue sources to replace or supplement the gas tax. The ODOT Urban Mobility Office and ODOT Climate Office both provide relevant information. Staff has prepared scenarios to illustrate how these assumptions affect greenhouse gas emissions. Increased transit service, parking pricing and other Climate Smart strategies can also help meet targets.

Answers on how the climate analysis aligns with other plans and processes was described. State-provided cost-of-driving assumptions in the RTP was presented. Price + revenue assumptions by scenario was presented.

#### **RTP23 + Adopted state Plan and RTP + Statewide Transportation Strategy scenario assumptions**

##### **Transit service**

Consistent with 2023 RTP (includes HCT corridors, Forward Together, shuttles, C-Tran adjustments)

##### **Parking pricing**

Consistent with 2023 RTP (higher levels of pricing in some regional centers than in 2018 due to CFEC)

##### **Land use**

Consistent with 2040 Growth Concept and adopted growth distribution (38% of households are located in mixed-use areas)

##### **Demand management**

Consistent with 2023 RTP (~5% of employees and ~1% of households participate in travel options programs)

##### **Lane miles**

Consistent with 2023 RTP (39 new throughway lane miles, 266 new arterial lane miles)

Progress toward climate targets was shown from the scenarios. Only Statewide Transportation Strategy throughway pricing plus \$0.10-0.17 in additional gas tax equivalents meets targets.

Comments from the committee:

- Eric Hesse asked if it was possible to show some of the key elements and components of STS strategies that could be assumed, broken up per costs, so we can understand how they are contributing as opposed to other factors such as project readiness. Mr. Rose noted the STS hasn't been updated in quite a while but discussions with ODOT indicate the distribution among mechanisms at this point may be quite different now since many things have changed. It was noted the usefulness of the STS strategies may help with assumptions in their relative performance as levers and factors become updated and more known. It was noted work on the carbon program is being studied that could be included in the analysis.
- Karen Buehrig noted that what we are learning is that pricing on just throughways will not get us to reaching our targets or making less congestion. It was noted that what additional pricing assumptions should we be doing from the STS, leading to whatever we end up with assuming we should be pairing with a Chapter 8 project that digs deeper, especially on the road user charge, and being able to understand what's important in our region with specific application or width in our gas tax, in our road charge tax, and then how that money is spent. This helps to understand how we fund transit in relation to these actions.

Also - I am interested in how all of this relate to the VMT analysis. I didn't hear about VMT reduction in the Climate Smart presentation. Mr. Rose noted the charts I was showing had daily VMT/capita results. Per CFEC, our regional climate targets are equivalent to VMT reduction targets.

- Dyami Valentine echoed Mr. Hesse's comments and the need to consider a ch.8 item to focus on this topic.
- Chris Ford noted that ODOT does not know tolling rates yet with projected revenues still being discussed. It was suggested to include in chapter 8 climate strategy a section to update lane uses to differentiate travel patterns in terms of VMT and other climate goals.

**Annual Transit Agency Budget Process – Updates and Highlights of FY 24** (Kelsey Lewis, SMART and Michael Dohn, TriMet) An overview on the transit agencies' South Metro Area Regional Transit (SMART) and TriMet programming of federal revenues and local service investment recommendations from their annual budget process was given. Both TriMet and SMART shared information on their development of proposed budgets and the programming of federal funds in the upcoming fiscal year (fiscal year 2023-2024).

**Montgomery Park Streetcar Expansion Project** (Dan Bower, Portland Streetcar, Inc.) The presentation began with an overview of the Portland Streetcar Governance Structure. The system was described as:

- Three Routes Serving Portland's Central City
- 19 Vehicles and 70 Stations
- 50% of all housing built in the City of Portland since 2001 is within a ¼ mile of a streetcar including ~ 40% of all affordable housing.
- 80% of all TriMet frequent service bus & MAX routes connect within ½ mile of streetcar stops.

Significant development opportunities remain along existing alignments. New land uses in these places support continued ridership growth and importance of reliable streetcar service. Project details of the Montgomery Park expansion were provided:



- 1.3 mile (0.65 one-way) extension of Portland Streetcar, 100% off-wire, minimal operating costs to City and TriMet
- Coordinated reconstruction of NW 23rd from Lovejoy to Vaughn
- Rezoning of former ESCO site from Industrial/Employment to Mixed Use
- Zoning Adjustments to Montgomery Park and ESCO sites to leverage existing investment
- Value capture through negotiated agreement to ensure public benefits
- Estimated capital cost ~\$80m
- Metro Travel Demand Model – Estimated 3,100 boardings/day from 1.3 mile extension

Several potential funding sources were described to support the project. Next steps in the potential transit investment were provided.

Comments from the committee:

- Glen Bolen shared an inspiring story that provided a streetcar rider the ability to complete their education and gain employment. Mr. Bower noted the streetcar has 5 times the number of regional disabled riders in our transit system and appreciated the news.
- Gregg Snyder noted with just a one-mile extension that could generate that much ridership is a smart use of transit planning. The idea of using battery operated vehicles is good as well. Noted was the local improvement district with funding and agreed that if you have enough development that's a great way to go. Excited about the innovative project.
- Danielle Maillard appreciated the presentation and information. It was noted of the importance with zoning and tracking travel which this does transparently.
- Sarah Iannarone appreciated the focus on equity with many people in our community experiencing homelessness. The Streetcar is a real model of public safety on public transportation. I really wish we could replicate their successes for communities across Oregon.

**Committee comments on creating a safe space at TPAC** – none received

### **Adjournment**

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:01 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder



Attachments to the Public Record, TPAC workshop meeting, May 10, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/10/2023	5/10/2023 TPAC Workshop Agenda	051023T-01
2	2023 TPAC Work Program	5/2/2023	2023 TPAC Work Program as of 5/2/2023	051023T-02
3	Minutes	3/8/2023	Minutes for TPAC workshop, 3/8/2023	051023T-03
4	Memo	5/3/2023	TO: TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: High Capacity Transit Strategy Update: Report and Recommendations	051023T-04
5	Attachment 1	May 2023	HIGH CAPACITY TRANSIT STRATEGY UPDATE Key Meeting Dates and Engagement Activities for Project Milestones	051023T-05
6	Attachment 2	3/19/2023	Memo to Recap on HCT Vision and tiering, overview of Draft HCT Strategy Update report, next steps for the project and interaction with the ongoing RTP update	051023T-06
7	Attachment 3	3/26/2023	HIGH CAPACITY TRANSIT Strategy Update	051023T-07
8	Attachment 4	April 2023	DRAFT High Capacity Transit Strategy Update	051023T-08
9	Attachment 5	April 2023	Public and stakeholder engagement and consultation summary	051023T-09
10	Memo	5/5/2023	TO: TPAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: Draft 2023 Regional Transportation Plan system analysis results	051023T-10
11	Memo	5/3/2023	TO: TPAC and interested parties From: Grace Cho, Metro RE: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects	051023T-11
12	Presentation	5/10/2023	Portland Streetcar	051023T-12
13	Presentation	5/10/2023	High Capacity Transit Strategy Update: Report & Actions	051023T-13
14	Presentation	5/10/2023	2023 draft RTP system analysis results	051023T-14
15	Presentation	5/10/2023	2023 draft RTP climate analysis update	051023T-15
16	Presentation	5/10/2023	SMART: Metropolitan Transportation Improvement Program Coordination	051023T-16

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
17	Presentation	5/10/2023	TriMet Coordination with the Metropolitan Transportation Improvement Program (MTIP)	051023T-17