

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, September 18, 2019
Time: 10 a.m. – 12 p.m.
Place: Metro Regional Center, Council Chamber

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- | | | | |
|-----------------|-------------|---|-----------------------------|
| 10 am | 1. | Call To Order and Introductions | Tom Kloster, Chair |
| 10:10am | 2. | Committee and Public Communications On Agenda Items | |
| 10:15 am | 3. * | Regional Mobility Policy Work Plan
Purpose: Report back on scoping activities and seek feedback on draft work plan and engagement plan. | Kim Ellis, Metro |
| 11:00 am | 4. * | Resiliency Work Plan
Purpose: Inform and seek input on Metro's new Resiliency program work plan. | Sasha Pollack, Metro |
| 12 pm | 5. | Adjourn | Tom Kloster, Chair |

Next TPAC Meeting: October 4, 2019

Next MTAC Meeting: November 20, 2019

Next TPAC/MTAC Workshop Meeting: October 16, 2019

* Material will be emailed with meeting notice
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**2019 - 2020 MTAC meetings and MTAC/TPAC workshop meetings Work Program
9/4/2019**

<p>January 16, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2019 Schedule and Proposed Agenda Items • 2018 UGB Decision Debrief • 2019 Housing Bond Work 	<p>February 20, 2019 – TPAC/MTAC Workshop <u>No meeting called</u></p>
<p>March 20, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>April 17, 2019 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Designing Livable Streets & Trails Guidelines (McTighe) • Regional Emergency Transportation Routes Work Plan (Kim Ellis, Metro/Laura Hanson, RPDO)
<p>May 15, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>June 19, 2019 – TPAC/MTAC Workshop (9:30 a.m. start) <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Regional Growth Concept Refresh: update on work program development (Reid) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 60 min) • Oregon Household Travel Survey Overview (Chris Johnson; 30 min) • Jurisdictional Transfer Project Update (John Mermin; 30 min)
<p>July 17, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>August 21, 2019 – TPAC/MTAC Workshop <u>No meeting called</u></p>
<p>September 18, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Work Plan (Kim Ellis, Metro, 45 min) • Resiliency Work Plan (Sasha Pollack, 45 min) 	<p>Oct. 16, 2019 – TPAC/MTAC Workshop (9:30 a.m. start) <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Methodologies (John Mermin, Metro/ Brandy Steffen JLA/ Kirsten Pennington WSP; 90 min) • Replica Transportation Data Tool (Eliot Rose, 30 min) • Distributed Forecast Process Update (Ted Reid/Jeff Frkonja/Chris Johnson, 30 min)
<p>November 20, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Designing Livable Streets & Trails Guidelines (McTighe; 30 min) • Regional Emergency Transportation Routes Update (Kim Ellis, Metro/Laura Hanson, RPDO; 30 min) • State of Transportation Safety Within the Region (McTighe; 60 min) 	<p>December 18, 2019 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Framework – Application of Methodologies & Functional Classification Recommendation (John Mermin, Metro/ Brandy Steffen JLA/ Kirsten Pennington WSP; 90 min) • Regional Barometer (Cary Stacey, 30 min)

**2020 MTAC meetings and MTAC/TPAC workshop meetings Work Program
8/16/2019**

<p>January 15, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Missing Middle Housing/HB 2001 implementation (Oregon Department of Land Conservation & Development staff, TBD; 30 min) • Beaverton’s Housing Options Project (Presenter TBD; Tom Armstrong?, 40 min) • Portland’s Residential Infill Project (Presenter TBD; Brian Martin or Anna Slatinsky, 40 min) 	<p>February 19, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection (Metro Parks and Metro Planning Staff; 60 min) • <i>Air Quality Review</i> (Grace Cho, Metro/Anthony Barnack/Cory-Ann Wind/Karen Williams, DEQ; 60 min)
<p>March 18, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • <i>Growth Concept Refresh: Planning for our Future Economy work plan</i> (Jeffrey Raker/Ted Reid, Metro; 60 min) 	<p>April 15, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>
<p>May 20, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>June 17, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Framework update (John Mermin; 1 hour)
<p>July 15, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>August 19, 2020 – TPAC/MTAC Workshop MTAC/TPAC on recess, no meeting called.</p>
<p>September 16, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>October 21, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>
<p>November 18, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>December 16, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

MTAC meetings held every other month, starting January on the 3rd Wednesday of the month from 10:00 a.m. to 12 p.m.
 TPAC/MTAC workshops held every other month, starting February, 3rd Wednesday of the month from 10:00 a.m. to 12 p.m.
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Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop**
Date/time: Wednesday, June 19, 2019 | 9:30 a.m. to 12 p.m.
Place: Metro Regional Center, Council chamber

Members & Public Attending

Affiliate

Tom Kloster, Chair	Metro
Jae Douglas	MTAC - Mult. Co. Health Dept., Environmental Health
Beverly Drottar	TPAC – Community Member
Adam Barber	MTAC – Multnomah County
Katherine Kelly	MTAC & TPAC, City of Gresham
Nina Carlson	MTAC – NW Natural
Glenn Koehrsen	TPAC – Community Member
Laura Weigel	MTAC – City of Hillsboro
Bob Kellett	Portland Bureau of Transportation
Jennifer Campos	TPAC – City of Vancouver
Denny Egner	MTAC – City of Milwaukie
Ezra Hammer	MTAC – Home Builders Association
Jeff Owen	MTAC & TPAC – TriMet
Jennifer Donnelly	MTAC –DLCD
Glen Bolen	MTAC & TPAC – Oregon Department of Transportation
Anne Debbaut	MTAC – DLCD
Carol Chesarek	MTAC – Multnomah County
Steve Koper	MTAC – City of Happy Valley
Chris Deffebach	MTAC & TPAC – Washington County
Jeannine Rustad	MTAC – Tualatin Hills Park & Recreation District
Roseann Johnson	MTAC – Home Builders Association
Marlee Schuld	MTAC – City of Troutdale
Anna Slatinsky	MTAC – City of Beaverton
Don Odermott	TPAC – City of Hillsboro
Jerry Andersen	MTAC – Clackamas County Citizen
Rachel Dawson	Cascade Policy
Jessica Berry	TPAC – Multnomah County
Gerry Mildner	MTAC – Portland State University
Erik Hesse	TPAC – Portland Bureau of Transportation
Tom Armstrong	MTAC – City of Portland
Kay Durtschi	MTAC – Multnomah County Citizen
Karen Buehrig	TPAC – Clackamas County
Lidwien Rahman	Oregon Department of Transportation

Lynda David
Darci Rudzinski
Dayna Webb
Scot Siegel
Ryan Fannioms
Garet Prior
Brendon Haggerty
Sumi Malik
Melanie Ware
Michael Cerbone

TPAC – SWRTC
MTAC – Private Economic Development Organizations
TPAC – Oregon City
MTAC – Lake Oswego
Public Citizen
TPAC – City of Tualatin
Multnomah County Public Health
HDR, Consultant
TPAC – Oregon Department of Transportation
MTAC – Multnomah County

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Chris Johnson, Research Manager
Eliot Rose, Senior Tech & Trans Planner
Rebecca Small, Associate Regional Planner
Marie Miller, TPAC & MTAC Recorder

Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner
John Mermin, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Frankie Lewington, Associate Public Affairs Spec

1. Call to Order and Introductions

Chairman Tom Kloster called the workshop meeting to order at 9:40 a.m. Introductions were made.

2. Committee and Public communications on Agenda Items

Regional Growth Concept Refresh, update on work program development (Ted Reid, Metro)

Ted Reid presented information on the Regional Growth Concept Refresh work program which will seek to integrate a number of newer issues and trends affecting development in our region. Program goals and themes were explained.

With leadership on addressing climate change and racial equity as unifying motifs, this work program is, at least initially, organized around three themes:

- Planning for a New Economy: A focus on improving our understanding of disruptive economic trends to inform planning and investment and outline a more strategic approach to support a thriving regional economy – where industries and entrepreneurs flourish and workers gain access to family-wage jobs.
- Great Places: A focus on urban form typologies, housing opportunities, reducing carbon emissions from buildings, and access to parks and nature.
- Community Resilience: A focus on climate change adaptation, disaster resilience, gentrification and how to build and maintain social capital.

This effort will plan for the year 2070 since Metro’s Charter requires that an update to the Future Vision must look out at least 50 years. In recognition of nearer-term priorities and to enable broad-based public engagement, a four-year program will lead to Council consideration of an updated Growth Concept in summer 2023.

Phase I: Understand the trends. July 2019 – June 2020

Phase II: Update the Future Vision. July 2020 – June 2021

Phase III and IV: Growth Concept development and adoption. Summer 2021 – summer 2023

Metro has the opportunity to work with Portland State University this summer on collecting data with temperatures in the region, recording information on climate change. This project will provide a baseline of data on urban temperature changes, and volunteers are encouraged to contact Rebecca Small at Metro if interested in helping.

Glenn Koehrsen asked why the aging population was not included as part of the public engagement focus in phase I. Mr. Reid reported that Metro was taking a broad-based approach to the public engagement focus emphasizing youth and diverse communities. Data with aging demographics and trends would be not excluded. However, Metro Council gave clear direction on having youth of today having a voice in their future, which needs to be captured near-term in phase I. For further questions on the Regional Growth Concept Refresh the committees were encouraged to contact Mr. Reid directly.

3. Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, Oregon Dept. of Transportation)

Kim Ellis and Lidwien Rahman provided a brief update on the Metro/ODOT Mobility Policy Update, with small group discussion following to seek input on scoping questions with the project. This project was identified in the 2018 RTP implementation chapter (Chapter 8) as a necessary step to updating the RTP's 20-year old "interim" mobility policy to better align with the comprehensive set of goals and desired outcomes identified in the plan for use in the next RTP update (due in 2023). This work will be coordinated with planned updates to the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP).

Built around key values of equity, climate, safety, and congestion relief, the 2018 RTP recognizes that a growing and changing region needs an updated mobility policy for measuring performance of the transportation system and identifying the transportation needs of people and goods. Metro and ODOT have initiated the Regional Mobility Policy Update scoping process this spring. The scoping phase is expected to continue throughout fall 2019.

The early staff-level discussions along with feedback gathered through the stakeholder interviews, a community leaders forum, Metro Council briefings and local elected and public official briefings through JPACT and County Coordinating Committees will be used to develop a refined problem statement and project objectives to be addressed through this project as well as a scope of work and stakeholder engagement plan. Staff will bring a draft work plan and engagement plan for consideration by TPAC, JPACT and the Metro Council in the fall 2019.

Comments from the committee:

- Gerry Mildner asked for clarification on spacing with limits for sizing and connectivity (slide 9 of the presentation). Why was there no mileage provided on spacing for throughways? Ms. Ellis commented on the lack of standards for freeway (throughways) systems in the current policy. The focus was on connectivity of local, collector, and arterial streets to spread out traffic on multiple streets and to serve shorter, community-based trips, leaving throughways for longer

length trips. ODOT is the agency responsible for planning for throughways, and is planning to update the Oregon Transportation Plan (OTP) and Oregon Highway plan starting sometime in 2020.

- Glenn Koehrsen asked for information on the growth report from the RTP. Ms. Ellis reported that data was obtained from the Research Center and was used in the 2018 RTP system performance analysis. With 500,000 more residents expected in the region by 2040, where will this new growth in population live? Issue regarding affordable housing and transportation options should be anticipated for the future, not reacted from current circumstances. Ms. Rahman encouraged more discussion on these issues at the workshop when feedback forms were to be filled in. Measures to reflect background traffic for this growth may be needed for different targets and measurements in different locations around the region.
- Garet Prior asked for more information on the Oregon City exception, noted on page 18 of Chapter 8, RTP. Dayna Webb addressed this the issue noting that a number of reasons led to planning alternate mobility targets. Lidwien Rahman added that some jurisdiction locations were not meeting TSP standards, with ODOT recommending deferring to refinement plans when alternate mobility targets cannot be met.

As stated in Chapter 8: The City of Oregon City has locally adopted the Highway 213 Corridor Alternative Mobility Targets plan, which includes alternative mobility targets at the intersection of Highway 213 and Beaver Creek Road. It will be imperative that any planning work done regionally related to the regional mobility policy update, shall either create a condition where the Oregon City amendment to the Metro area mobility targets in the OHP is no longer necessary, or shall explicitly state that the Oregon City amendment to the OHP shall remain in effect even when an updated regional policy is adopted.

- Don Odermott commented on the spacing between roadway classifications (slide 9 of the presentation). There are discrepancies when planning for sections of roadways where lanes cross green spaces, and enter other land use designations. The current mobility performance standards vary in how they are applied at the state and local level as well as different use cases, e.g., transportation system plan, plan amendment, development review and project design. This lack of consistency between ODOT and the local jurisdictions is problematic. A more coordinated effort needs to be created to plan and develop the process to achieve mitigating congestion and better management of signal timing.
- Ezra Hammer asked for clarification on the growth outside the Metro area identified in the forecast. It was confirmed this data was for reported for seven counties.

The committee then broke into small group discussions to provide input to the questions on the Regional Mobility Policy Update, Small Group Questions. Encouragement was given to provide further feedback on the materials to Kim Ellis and Lidwien Rahman. Attached to the meeting packet are the Regional mobility policy table notes from this June 19, 2019 workshop.

4. Oregon Household Travel Survey Overview (Chris Johnson, Metro)

Chris Johnson, Metro Modeling and Forecasting Manager, presented an overview of the Oregon Household Travel Survey. This survey represents a cross-section of households across the region that helps track changes in travel trends. Gathering of this data is more efficient now with electronic collections, real time progress and more usable data. The last survey was conducted between 2009 and 2011, and while this data is still in use, much has changed with travel modes more recently.

A collaborative approach has been developed with shared partners and costs for the survey. Key scoping outcomes include a needs assessment, identification of cost savings and opportunities, plan to streamlining access to the data, pilot testing, refined cost estimates and the data collection timeline. Benefits to this approach includes shared “fixed” costs, shared access to technical expertise, consistent timeframe and data collection methods, flexibility for regions via supplemental questions, and increased ability to optimize limited resources.

The draft RFP for review is nearly complete and is planned to be released in July 2019. Later this year the contractor will be hired, with nearly a full year for scoping and pilot testing of the survey. Initial surveys might be ready in fall 2020.

Comments from the committee:

- Chris Deffebach commented on the quickly changing technology with travel and importance for travel investment with this survey. It was asked why Clark County was not shown on the map in the presentation. Mr. Johnson reported that they are considered part of the modeling purposes, and residents in Clark County will participate in the survey also. Funding for this effort is being provided from this region as well.
- Beverly Drottar how the survey would avoid bias since participants know they are providing answers and may lean toward preferred data. Mr. Johnson acknowledged that bias is possible and would be reviewing methods to avoid this, among which is weighing factors in responses from participation.
- A question was asked on length of time with the survey diary. There are different lengths possible, from 1 or 2 days to a week, which is still being determined as part of the scoping process.
- Glen Bolen asked to what degree is the data to be used in the survey. Did it reach local levels to assist in land and transportation planning? Mr. Johnson reported that his goal was to broaden accessibility to the data, so that several accessible points are available. The budget drives the size of the data sample, and only ½ - 1% of the regions households will be surveyed. It's important to get a fair representation that can benefit local planning. The scoping process could include specific questions on these issues if interested.
- Scot Siegel asked what the pros/cons were to using big data. Mr. Johnson commented on the different values from survey sizes and wanting to find the best resources for meaningful results. Metro is participating in a big data pilot now, which can provide the ability to add to this effort.

The committee was reminded to contact Mr. Johnson with further questions and interest in the survey. More discussion at upcoming committee meetings will be scheduled.

5. Jurisdictional Transfer Project Update (John Mermin, Metro)

John Mermin provided an overview of the Jurisdictional Transfer Project; an assessment identified in the RTP as a necessary step to help our region meet its equity, safety and multi-modal goals. In the Metro region, ownership patterns of streets, roads and highways reflect historical patterns but do not necessarily reflect current transportation uses, land use and development patterns. Changes in the character of the roadway may warrant a change in ownership.

The purpose of the project is to identify which state-owned routes in the Portland Metro region should be evaluated and considered for jurisdictional transfer. The process will provide an opportunity to address issues related to classifications, cost estimates and mechanisms for transfers. However, it does not commit funds or commit a jurisdiction to transfer. Given Metro Council direction to use an equity lens on the project, and capture all benefits and risks associated with potential transfers, the maps shown report 56% of ODOT non-limited access facilities are located in historically marginalized communities. Less than 3% of roads in the region are ODOT non-limited access facilities, and 23% of fatal and serious crashes are on ODOT non-limited access facilities.

Metro is kicking off the Jurisdictional Transfer project in June of 2019 and the work will continue throughout 2020. Metro staff is in the process of hiring a consultant to help with the technical work. Further information on the project will be provided to the committees at key decision points.

Comments from the committee:

- Chris Deffebach asked if a cost estimate on upgrades to facilities was being built in with the project. Mr. Mermin commented on this project creating a methodology that will inform cost estimates for possible jurisdictional transfers. It is not creating a final cost estimate for any specific transfer.
- Nina Carlson suggested that stakeholders need to be called in for input with issues such as right-of-way, underground utilities and other issues as this project moves forward.
- Scot Siegel asked why Metro and not ODOT undertaking this effort? Mr. Mermin commented that this project was called out in the RTP to address many issues in the region. It was also helpful to have Metro be a neutral facilitator between jurisdictions, since it does not own any of the roadways.
- It was commented that the linkage between the Jurisdictional Transfer and Region Mobility Policy Update, both presented at this workshop, complimented each other. It appears there are many trade-offs that might need to happen between cities and counties. How might policies change as roadways change from existing classifications to new ownerships? Does the transfer itself change policy? More research can help provide framework for future transfers.

Further updates will be provide to the committees, with encouragement to add feedback and questions on the project to Mr. Mermin.

6. Adjourn

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

Respectfully submitted,

Marie Miller, TPAC & MTAC Recorder

Attachments to the Public Record, MTAC & TPAC workshop meeting, June 19, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	6/19/2019	6/19/2019 TPAC & MTAC Workshop Agenda	061919T-01
2	TPAC/MTAC Work Program	5/22/2019	TPAC/MTAC Work Program, as of 5/22/2019	061919T-02
3	2019 TPAC Work Program	6/12/2019	2019 TPAC Work Program, as of 6/12/2019	061919T-03
4	Minutes, April 17, 2019 MTAC/TPAC workshop	4/17/2019	Minutes from April 17, 2019 MTAC/TPAC workshop	061919T-04
5	Handout	6/5/2019	Regional Growth Concept Refresh: Overview of work program	061919T-05
6	Memo	6/12/2019	TO: TPAC & MTAC Committees and interested parties From: Kim Ellis, Metro/Lidwien Rahman, ODOT RE: Regional Mobility Policy Update	061919T-06
7	Handout	N/A	Regional Mobility Policy Update: June 19 TPAC/MTAC workshop small group questions	061919T-07
8	Memo	06/12/2019	TO: TPAC & MTAC committees and interested parties From: John Mermin, Metro RE: Regional Framework for Highway Jurisdictional Transfer	061919T-08
9	Handout	N/A	Regional Framework for Highway Jurisdictional Transfer: Oregon Highway Plan vs Regional Transportation Plan functional classifications	061919T-09
10	Workshop Table Notes	6/19/2019	6/19/2019 TPAC/MTAC workshop Regional Mobility Policy Table Notes	061919T-10
11	Presentation	6/19/2019	Metro/ODOT Mobility Policy Update	061919T-11
12	Presentation	6/19/2019	Oregon Household Travel Survey Overview	061919T-12
13	Presentation	6/19/2019	Regional Framework for Highway Jurisdictional Transfer	061919T-13



Regional mobility policy update

This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.

Project overview

The purpose of this project is to update the policy on how the region defines mobility and measures success. The updated policy will guide development of regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

What is the current regional mobility policy?

As the primary way of measuring vehicle congestion on roads and at intersections, the current mobility policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

This current mobility policy is centered on vehicle-based thresholds adopted in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP). These thresholds are referred to as the volume-to-capacity ratio (v/c ratio).

Nationally, this measure of mobility was originally developed and used to guide the sizing and location of the Interstate System in the 1960s. Over time, the measure has been applied to all roads for different purposes as determined in the RTP, OHP and local plans.

Why update the policy now?

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.



Key terms

Policy: a statement of intent and direction for achieving desired outcomes at the regional and system level.

Measure: a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

Target: a specific level of performance that is desired to be achieved within a specified time period. The RTP defines v/c-based targets to implement the current mobility policy.

Standard: a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

This project to update the Regional Transportation Plan's 20-year old "interim" mobility policy was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the regional mobility policy now:

- The current policy focuses solely on vehicles and does not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The current policy has led to transportation projects that are increasingly more expensive than we can afford and that may have undesirable land use, housing, air quality, public health and environmental impacts, conflicting with local, regional and state goals.
- Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments. This is especially true in planned growth areas including urban growth boundary expansion areas.
- The 2018 RTP failed to meet the current policy, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- ODOT will begin updating the Oregon Transportation Plan and Oregon Highway Plan next year – this project provides an opportunity for the region to help inform those efforts.

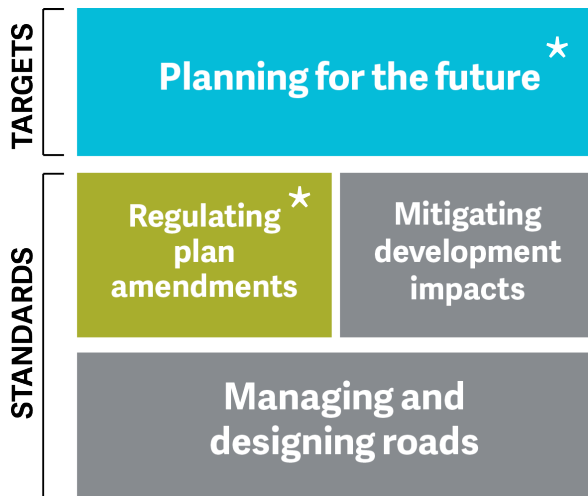
What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy and associated measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods for all modes to guide local, regional and state-decision-making.

The updated policy will be applied in the next update to the RTP (due in 2023) and incorporated in the highway mobility policy (Policy 1F) in the OHP, pending approval by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC).

The updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule during development review.

Current uses of the volume-to-capacity ratio



* focus of this update

Planning for the future

Who: Metro, ODOT, cities, counties and consultants

What: Evaluate traffic performance of roads and intersections as one of many measures to determine deficiencies given current and projected population and jobs

When: Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans

Why: Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities

Regulating plan amendments

Who: ODOT, cities, counties and consultants

What: Evaluate the potential impacts of land use zoning changes on roads and intersections as required by the TPR during development review

When: Amendments to land use zoning designations using thresholds defined in the OHP for state-owned roads and local codes for city- and county-owned roads

Why: Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation

Mitigating development impacts

Who: Cities, counties and developers.

What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals

When: Development approval process using thresholds defined in the OHP for state-owned roads and local codes for city- and county-owned roads

Why: Mitigate traffic impacts from new development

Managing and designing roads

Who: Cities, counties, ODOT and consultants

What: Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual

When: Operations and project design, including preliminary engineering

What: Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations

Potential new measures to be explored

The volume-to-capacity ratio has been the primary way to measure the region's mobility. Other ways to measure the health and success of the transportation system that will be explored, include:

- People and goods movement capacity and throughput, all modes (driving, riding a bus or train, biking, walking or moving goods)
- Vehicle miles traveled
- Travel time and reliability for motor vehicles, including freight and transit
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes.

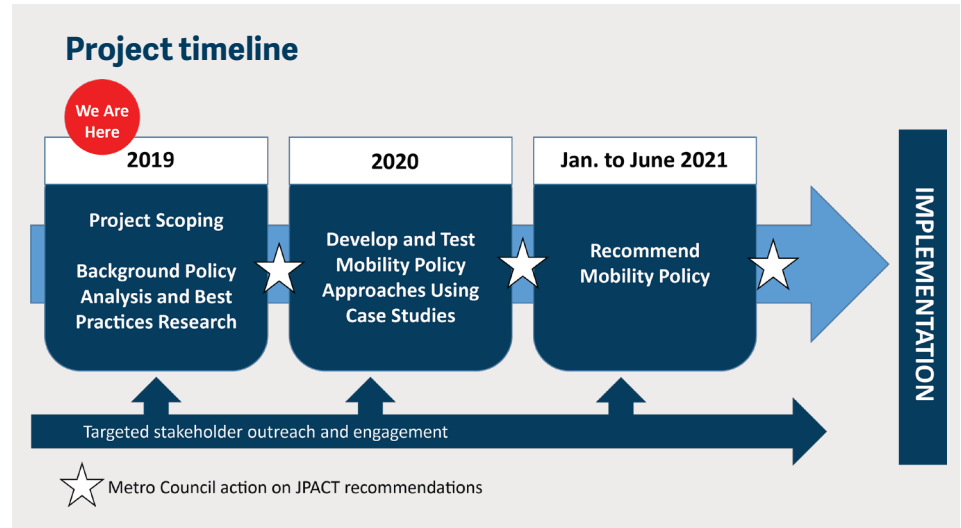
Scoping engagement activities

- Metro Council and JPACT briefings
- Coordinating committees' briefings
- TPAC/MTAC workshops
- Community leaders' discussion group
- Stakeholder interviews
- Project briefings

Where are we now?

This update will take place over the next two years. Project scoping is underway and expected to be complete by the end of the year. Scoping will be used to help develop a work plan and engagement plan that will guide the planning process. The plans will be presented to JPACT and the Metro Council for consideration in Fall 2019.

The project's multi-phase planning process will advance from Jan. 2020 through June 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.



Next steps for 2019

Summer

Stakeholder interviews and other outreach to shape approach and desired outcomes for update

August 21

TPAC/MTAC workshop to further shape approach and desired outcomes for update

Fall

Transportation Research and Education Center (TREC)/Portland State University begins background research

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration

October - December

JPACT and Metro Council discuss and consider approval of work plan and engagement plan

Sign up for project updates and learn more at oregonmetro.gov/mobility

Project contacts

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ODOT project manager
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503-731-8229

REGIONAL MOBILITY POLICY UPDATE
KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



Month	Who	When	What
April	CTAC	4/23	<ul style="list-style-type: none"> • Project update • Seek feedback on initial scoping questions
	PBOT	4/29	
May	EMCTC TAC	5/1	
	WCCC TAC	5/2	
	TPAC	5/3	
June	Portland Freight Committee	6/6	
	TPAC/MTAC workshop	6/19	
	Council WS	6/25	
July	Stakeholder interviews	All month	
	JPACT	7/18	
	County public health and transportation staff discussion	7/22	
August	Stakeholder interviews	All month	
	WCCC TAC	8/1	
	Community Leaders Discussion Group	8/2	
	CTAC	8/27	
September	Stakeholder interviews	through mid-month	
	EMCTC TAC	9/4	
	TPAC	9/6	
	Portland Pedestrian Advisory Committee	9/17	
	C-4 Metro	9/18	
	MTAC	9/18	
October	TPAC	10/4	<ul style="list-style-type: none"> • Project update • Seek feedback on draft work plan and engagement plan
	Portland Bicycle Advisory Committee	10/8	
	EMCTC	10/14	
	WCCC	10/14	
	JPACT	10/17	
	MPAC	10/23	
	Council	TBD	
November	TPAC	11/1	<ul style="list-style-type: none"> • Seek recommendation to JPACT on work plan and engagement plan • Seek recommendation to the Metro Council on work plan and engagement plan (by Resolution)
	JPACT	11/21	
December	Council	TBD	<ul style="list-style-type: none"> • Consider JPACT's recommendation (by Resolution)



METRO/ODOT MOBILITY POLICY UPDATE

September 2019

Project purpose

Update the policy on how the region defines mobility and measures success for our transportation system

Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Why Now? Our region is at a crossroads.



2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018

oregonmetro.gov/rtp

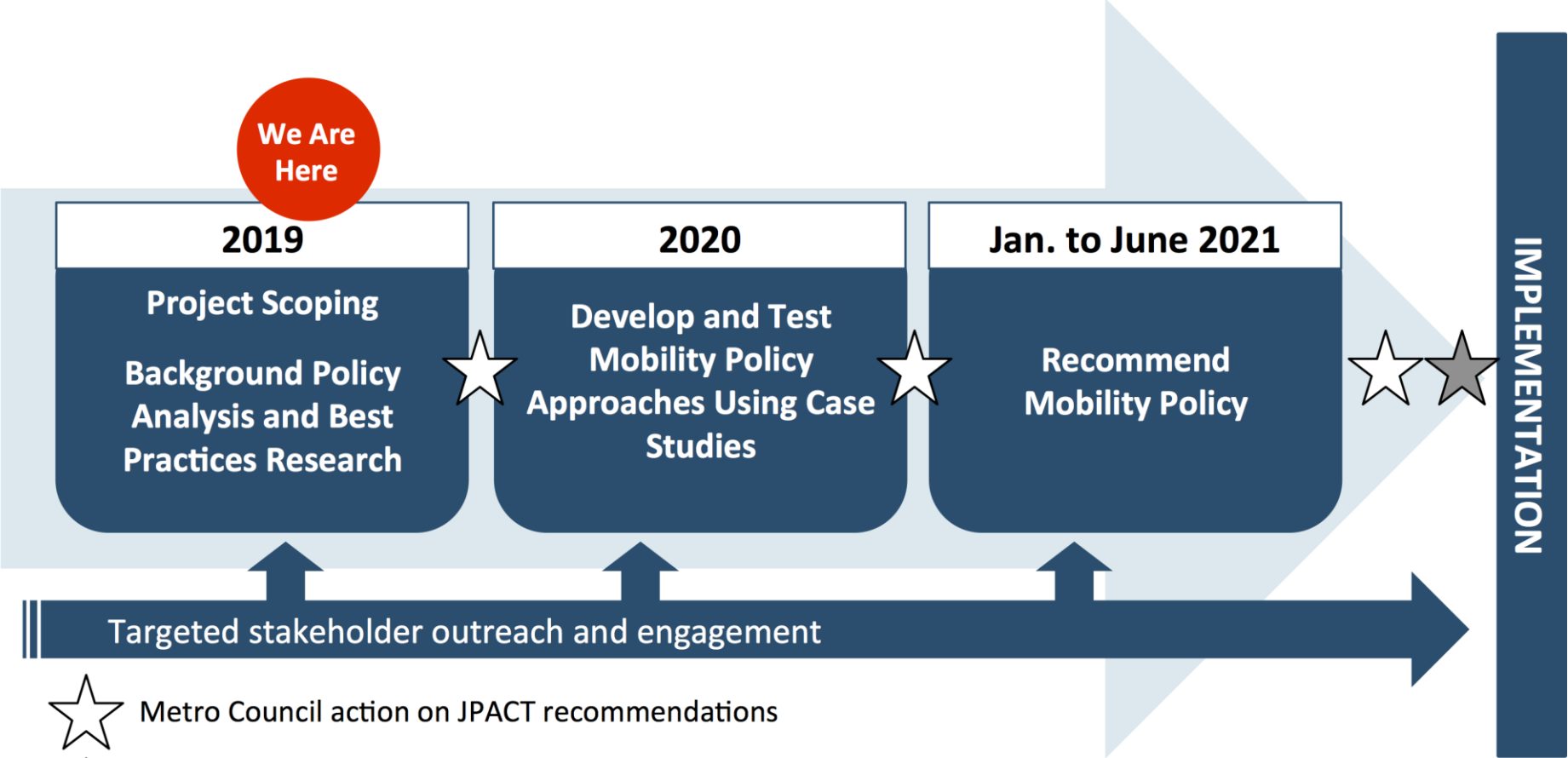
2018 RTP failed to meet current mobility policy

Cities and counties are increasingly unable to meet current mobility policy

Better align policy with regional values, goals and desired outcomes, as well as with state and local goals

- Shift focus from vehicles to people and goods
- Can't afford what it would take to meet policy
- Impacts remain a top concern

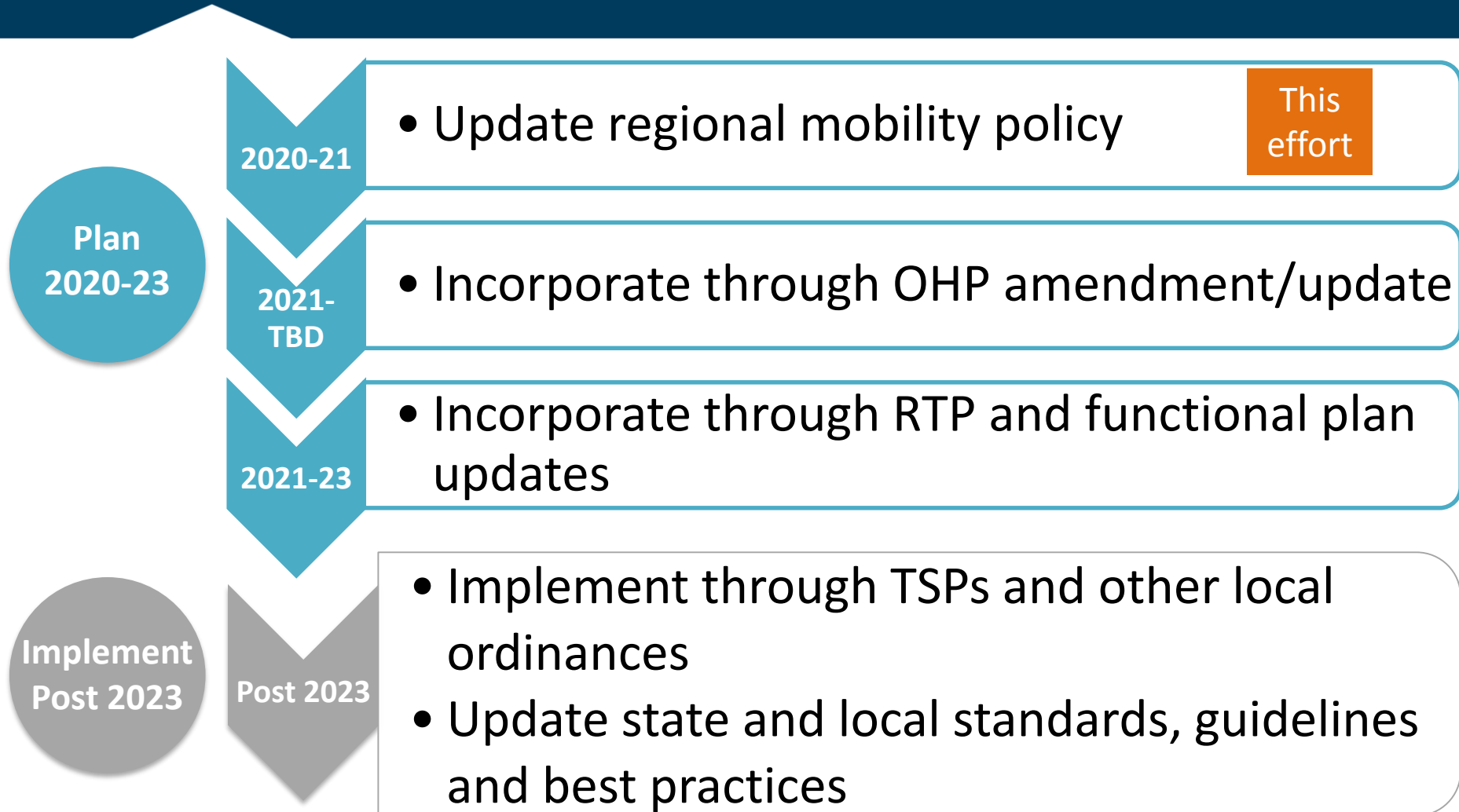
Two-year timeline for updating our policy



☆ Metro Council action on JPACT recommendations

★ Oregon Transportation Commission action on Metro Council and JPACT recommendations
The Commission will be engaged throughout the project.

Where is this headed?



Scoping engagement activities

- TPAC and MTAC
- Coordinating committees (TACs)
- Metro Council
- JPACT
- Community leaders' discussion
- Stakeholder interviews
- MPAC
- Coordinating committees (policy)



We've heard broad support for proposed approach and objectives



Mobility measures to explore



Vehicle miles traveled



Mode share



People and goods throughput



Trip length



Safety



Duration of congestion
(volume-to- capacity ratio)



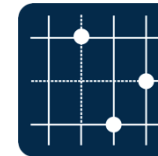
Access to jobs,
destinations and options



Travel time and
reliability



Vehicle hours
traveled



System completeness

DRAFT Key work plan tasks in 2020



Dates are tentative and subject to change

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key work plan tasks in 2021

Jan. to
May
'21

Develop Recommended Mobility Policy for RTP and Proposed Amendment to OHP Policy 1F*

Jan. to
May
'21

Develop Local, Regional and State Action Plan for Implementation*

Dates are
tentative and
subject to
change

June to
Aug.
'21

Conduct Public Review and Refinement Process*

June to
Aug.
'21

Prepare Metro Resolution and OTC Staff Report and Findings

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key engagement strategies



Metro Council, JPACT and Oregon Transportation Commission decision-making processes

Metro technical and policy advisory committees' meetings

County coordinating committees' meetings

Technical expert panels/workshops/forum(s)

Community leaders' forums

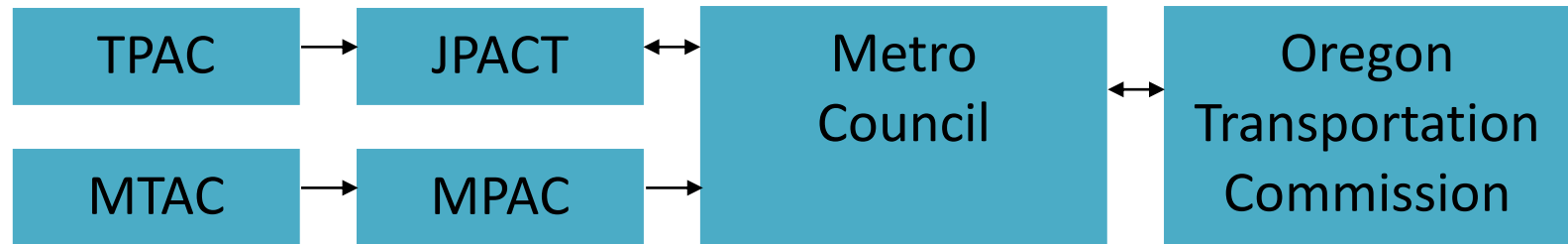
Factsheets, newsfeeds, E-newsletters

Consultation activities

Public comment period and hearings

Project website

Decision-making process



The information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

MTAC's role



Participate in regular committee meetings, joint TPAC/MTAC workshops and other events

Provide technical expertise and advise project team on implementing policy direction from JPACT and the Metro Council



Keep decision-makers informed of progress

Consider input received from stakeholders and the public

Make recommendations to MPAC

Next steps for 2019

MAY – SEPT.

Stakeholder interviews, existing committees and other outreach to shape approach and desired outcomes for update

SEPT.

TREC/PSU research begins through Dec.

Project team finalizes work plan and engagement plan for TPAC recommendation and JPACT and Metro Council consideration

OCT. – NOV.

TPAC reviews work plan and engagement plan **and makes recommendation to JPACT**

OCT. – DEC.

JPACT and Council discuss and consider approval of work plan and engagement plan

Questions and discussion

Kim Ellis, Metro

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Lidwien Rahman, ODOT

lidwien.rahman@odot.state.or.us



Visit
oregonmetro.gov/mobility

oregonmetro.gov



State, regional and local decisions are connected to the mobility policy

TARGETS

Planning for the future *

*

Transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan

STANDARDS

Regulating plan amendments *

*

Mitigating development impacts

Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads

Managing and designing roads

Development approval process to mitigate traffic impacts using thresholds defined in the OHP and local codes

Operational and road project designs as defined in the 2012 Oregon Highway Design Manual and local codes

* Focus of this effort

What is our current congestion policy?

Targets accept peak period congestion and aim to preserve off-peak mobility for freight

Locations	Targets		
	Mid-day	1 st hour*	2 nd hour*
Centers and main streets	.99	1.1	.99
Arterials outside of centers and main streets	.90	.99	.99
Throughways**	.99 or .90	1.1 or .99	.99

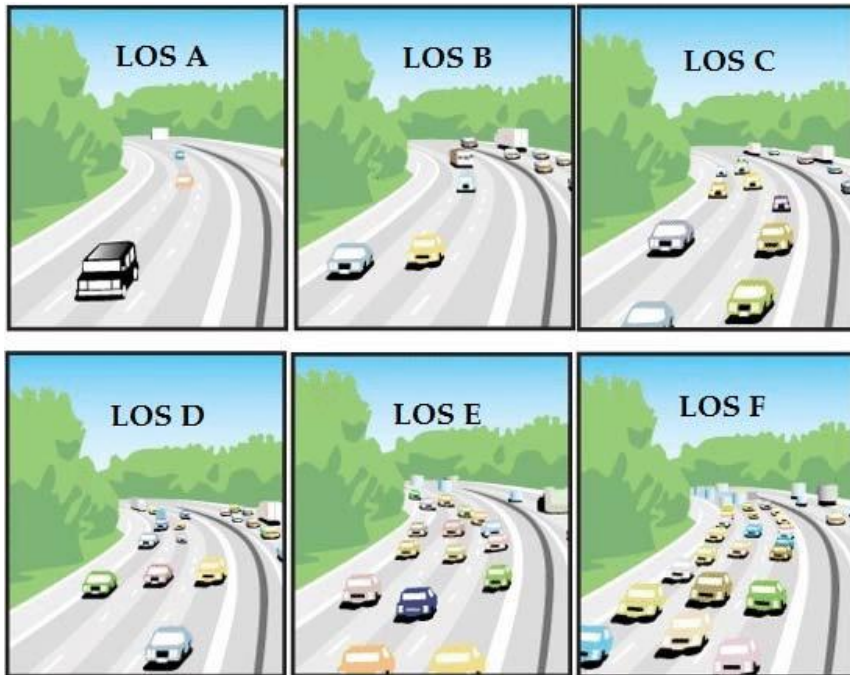
* = AM/PM 2-hour peak period

** = Varies by facility

See 2018 RTP Table 2.4 and OHP Table 7

Traditional measure of congestion | Volume-to-capacity ratio

What it looks like and how it's measured



LOS	V/C	Throughways
A	.50 to .59	More than 60 mph
B	.60 to .69	57 to 60 mph
C	.70 to .79	54 to 57 mph
D	.80 to .89	46 to 54 mph
E	.90 to .99	30 to 46 mph
F	1.0	Less than 30 mph
>F	>1.0	Demand exceeds capacity

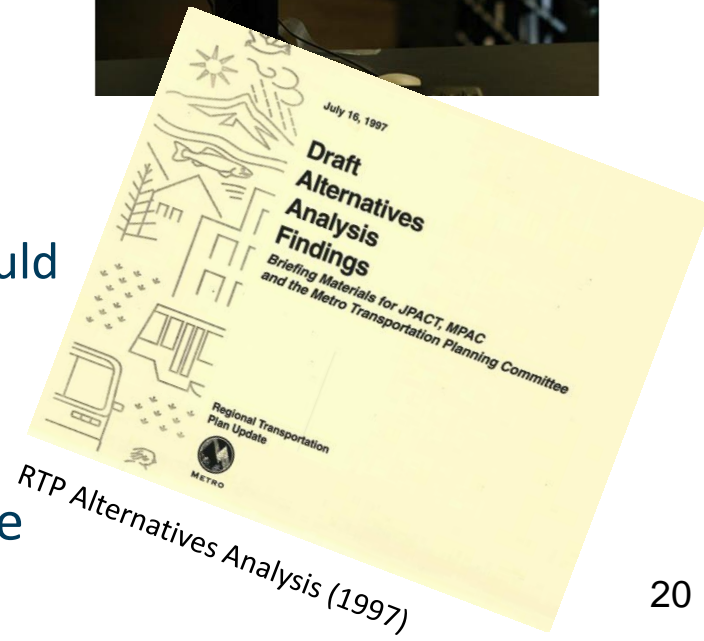
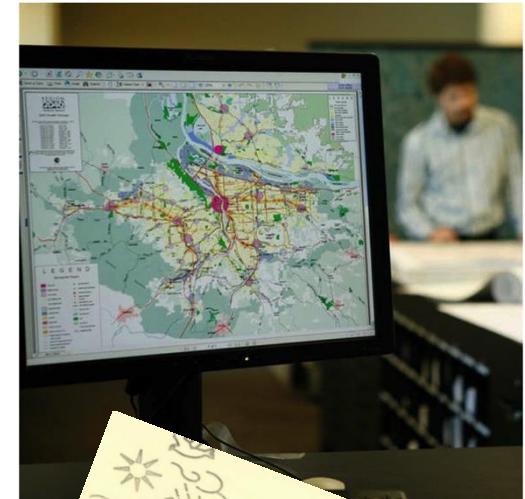
Source: Adapted from TRB Highway Capacity Manual

The most widely adopted metric for reporting transportation system performance in the U.S. since the 60's

Measures how full the road system is based on vehicle volumes, capacity of road and vehicle speeds.

2000 RTP tailored the mobility policy to support the 2040 Growth Concept

- New targets for vehicle traffic accept peak period congestion and aim to preserve off-peak travel flow for freight
- “Interim” policy represented a major shift in transportation policy
- Policymakers based new policy on political consensus that the public was:
 - (a) not expecting this level of mobility
 - (b) unwilling to pay for the road capacity it would require
 - (c) wary of the impacts of projects that would have to be built
- The policy was subsequently adopted in the Oregon Highway Plan in 2002



2000 RTP adopted new strategies for managing congestion

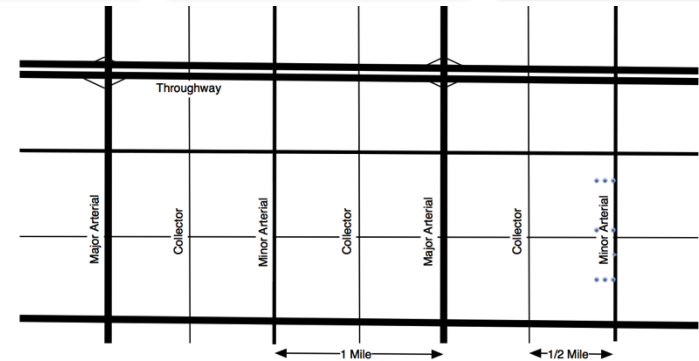
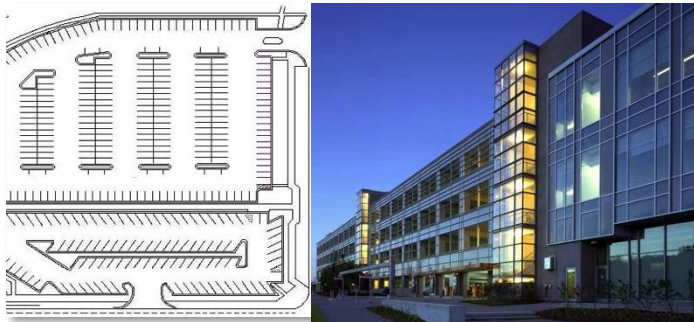
Set targets to reduce driving alone



Set targets for system sizing & connectivity

Class	Capacity	Spacing
Throughway	Up to 6 lanes	n/a
Arterial	Up to 4 lanes	1 mile
Collector	2-3 lanes	1/2 mile
Local	1-2 lanes	330 to 530'

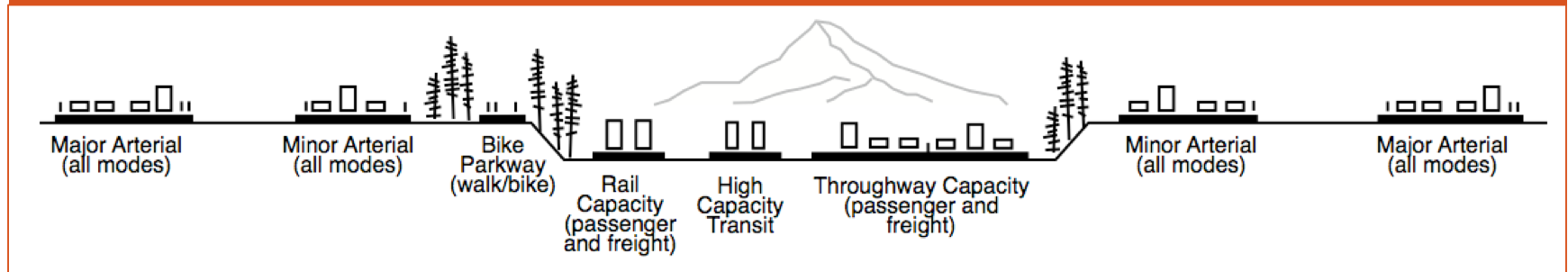
Manage parking



2010 RTP focuses on broader outcomes

- Begins transition to focus on broader desired **outcomes**
- Identifies the **need to update the region's mobility policy**
- Introduces concepts of **mobility corridors** and **system completion** to define a finish line for the regional system

Typical multimodal mobility corridor



2018 RTP further advances performance-based decisions

- New and updated system performance measures and targets reflect broader set of goals and desired outcomes
- Equity, safety, climate and congestion identified as priorities
- New federal MAP-21 targets that focus on reliability for people and freight



RESILIENCY WORK PLAN DRAFT PROPOSAL FOR MTAC DISCUSSION

Date: 9/03/19

Prepared by: Sasha Pollack, (503) 517-6907,
sasha.pollack@oregonmetro.gov

Department: COO's office

Presenter: Sasha Pollack,
Interim Resiliency Program Manager

Meeting Date: 9/18/19

Length: 45 minutes

ISSUE STATEMENT

Metro Council has proposed creation of an agency wide “Resiliency Program” to reduce vulnerability in the region from natural hazards, the growing impacts of climate change and a wide variety of other social and economic factors. After a few months of work the interim Resiliency Program Manager is proposing a first phase of this program. The Council Work Session on 9/17/19 will discuss this proposal.

ACTION REQUESTED

Staff comes to inform and gather feedback from MTAC on the proposed 2 year initial work plan for this program.

IDENTIFIED OUTCOMES

Proposed Outcomes (*as this is a new program and no specific outcomes have yet been determined by council*)

- Council members have a shared and agreed upon understanding of our regional resiliency and vulnerability, and they create a mutually agreed upon scope for Metro’s Resiliency Program.
- Any expanded Metro resiliency efforts fill identified regional gaps and are supported by local, state and federal partners and fit under well understood Metro expertise and authority.
- Regional investments in land, natural areas, affordable housing, solid waste management, and transportation infrastructure foster a region that can adapt to stresses and shocks created by natural hazards, a changing climate and social and economic factors.

POLICY QUESTIONS

- How can Metro support further work on both internal and regionally focused resiliency by your organization?
- Are there additional data sets that MTAC members believe could help create a fuller picture of regional vulnerability and resilience?
- In what other ways do you think Metro could expand our work to support regional resiliency?

BACKGROUND

Metro has been involved in Resiliency for many years. Historically our work was focused on regional mapping, landslides, earthquakes, other hazards, however the work dropped off as funding dried up in late 1990s.

Between 1996 and 1999 with the help of FEMA grant funds, Metro produced a number of publications related to natural hazards including seismic, flooding and landslide and some broader hazard mitigation policy and planning guides. Metro convened a “Natural Hazards Technical Advisory Committee made up of local public and private stakeholders. Metro staffed this work mainly from the Growth Management Services with support from the Data Resource Center and funded positions entitled “Natural Hazards Mitigation Program Coordinator” and “Senior Emergency Management Analyst. Since 1999 there has been limited work on Natural Hazard mitigation and though much of the work we continue to do could be considered “Resiliency” work it has not been classified as such till the decision in early 2019 to initiate this program.

Council indicated in budget amendments early in 2019 an interest in supporting increased resiliency and decreased vulnerability from natural hazards and impacts of climate change. Individual councilors have also indicated an interest in an expanded vision of what Resiliency could encompass, including increased economic resiliency, decreased social vulnerability, water availability and other indicators. Councilors have also expressed interest in exploring Metro’s role related to projects of regional significance with known vulnerability to natural hazards, such as the Critical Energy Infrastructure hub and/or the Columbia River Levee system.

PROPOSED WORK PLAN COMPONENTS

The proposed work plan over the next 18-24 months consists of three components, a regional resiliency assessment, an index of current resiliency impacting programs in the region plus a gap analysis of these programs, and finally, work to further integrate resiliency into the day to day work that Metro is already doing. The goal of the first two of these projects would be to create a common understanding of our current resiliency and vulnerability as a region and, with our local, state and federal partners, identify

opportunities for projects that would enhance our resiliency. By working between now and then to both better integrate resiliency into our current work and also build more consistency around any current resiliency work, Metro will be primed to help determine the future of resiliency work in the region and take on significant portions of that work moving forward.

Assessment:

To effectively and measurably increase resiliency in the Portland Metro Region we need to begin with a Resiliency Assessment – a clear picture of our current vulnerability. The goal of this assessment is twofold, with this assessment we can not only identify our current resiliency but also better understand the breadth of issues and data that impact resiliency which will allow Metro leadership to make better determinations on the scope of future Resiliency projects.

Because Resiliency is impacted by a number of factors, this assessment will provide a holistic view of our regional resiliency – not just based on our vulnerability to natural hazards but that also incorporates other components that impact our resiliency. A proposed list of data sets, studies and indices that should be drawn from to create a Resiliency Assessment should include (but may not be limited to):

- Social Vulnerability (RDPO led Social Vulnerability Mapping project)
- Economic Vulnerability ([GPI CEDS 2020-2025 assessment](#), [Economic Value Atlas](#))
- Vulnerability to Natural Hazards/ (Metro 2040 Growth Concept Refresh / RDPO regional natural hazard assessment)
- Vulnerability to Climate Change (Metro 2040 Growth Concept Refresh)
- Vulnerability of our Infrastructure & Transportation Routes ([DOGAMI Earthquake Regional Impact analysis](#), [Metro/RDPO Emergency Transportation Routes Update](#), Other TBD)

Much of the data needed to create a Resiliency Assessment is the same as that needed to guide investments to create “vibrant” communities. Therefore it’s proposed that much of the assessment be incorporated into the Regional Barometer project. This helps not only integrate the resiliency indices into a region and organization wide project but also adds value to the Barometer project by expanding the types of data we include to help inform our programs and measure our vibrancy and resiliency moving forward.

Index of existing Regional programs & Gap analysis:

Once an assessment of regional vulnerability is completed the next proposed action would be to determine what existing programs are already working to increase resiliency in the region, both those at Metro and beyond. Using both the snapshot of current resiliency provided by the Assessment and the Index of current programs, a Gap analysis can be created to determine where opportunities for new programs exist. The combination of these tools will provide a shared regional understanding of our current resiliency status and also help set measureable goals for current projects. It will also give Metro leadership sufficient information on which issues are already being addressed, where there are gaps, and help determine opportunities prime for additional efforts, by Metro and our partners, to increase resiliency.

Integrating Resiliency into existing Metro projects and programs:

Metro is already engaging in significant amounts of work that are explicitly or implicitly related to resiliency. An in depth look at how Resiliency is related to the various overarching planning documents that guide Metro work is attached in Appendix A. A final component of the first phase of the Resiliency Program will be to make this work more consistent, cohesive and coordinated. To this end the Resiliency Program Manager will continue to participate in projects with an identified Resiliency component, such as the Growth Concept Refresh, and work to provide cohesive vocabulary and concepts to support all the work identified in the index of current work (see above).

Additionally, a Resiliency Team made up of staff from various departments will come together monthly to help support the indexing of current Metro resiliency work and to help de-silo the Resiliency work and offer departmental colleagues support and insight as needed. This team would support the Resiliency Program Manager in compiling an annual report on Resiliency efforts to be presented to Council.

One component of Metro's current work that the Resiliency Program will engage with is the Emergency Management Planning effort. These two efforts should be integrated but separate. The Emergency Management effort is primarily focused on Metro operations – creating business continuity plans to be used in various emergency situations to ensure the safety of Metro staff, customers and assets, and to allow us to return to business as usual as quickly as possible. This includes the single regional disaster response role currently assigned to Metro – Disaster Debris Management. Conversely, the Metro Resiliency program is focused on how additional Metro efforts can increase regional resiliency with a focus on mitigation and recovery rather than preparedness and response. However, while these two programs are separate there will need to be significant coordination and integration, so the Resilience Program Manager will continue to support the Emergency Management effort as it moves forward.

STRATEGIC CONTEXT

- **How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?**

Metro is guided by **six outcomes characteristic of a successful region**: vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, clean air and water and equity. All of these rest on and presume the ability to anticipate, withstand and bounce back from, (or be resilient in the face of) long term stresses and unexpected shocks, whether from natural hazards or social and economic factors. Metro's current work includes significant obligations and objectives to consider and prioritize resiliency in the face of natural hazards and climate change, as well as day to day resiliency challenges. From the Regional Framework Plan to the Regional Transportation Plan and the Regional Waste Plan, Natural Hazard resiliency, Climate Resiliency and the components of day to day Resiliency are called out again and again. Of the three current components of the Regional Investment Strategies Resiliency is called out

in both the T2020 project (“Supports Resiliency” is one of the Council Direction: Outcomes), and the proposed Regional Parks Bond (“Make communities more resilient to climate change.”).

All of this shows Metro’s ongoing and longstanding commitment to incorporating Resiliency into its programs and planning. A resiliency assessment and an internal Resiliency index will allow Metro to do our own resiliency work more cohesively and put it in context of regional measurable goals. This way Metro can ensure any new resiliency efforts will increase resiliency in ways that are meaningful, targeted, and culturally appropriate and in line with Metro’s other desired outcomes.

- **How does this advance Metro’s racial equity goals?**

Resiliency at Metro should be deeply integrated with and reflective of the ongoing equity work overseen by DEI since numerous studies have shown that hazards disproportionately impact low income and minority communities, that they receive fewer resources to recover, and that disruptions often exacerbate inequalities to the point that white residents are often actually better off after a natural disaster than before while people of color become further disadvantaged. By including a Social Vulnerability Mapping component to our assessment, and by integrating Equity into the other components of our assessment we will ensure that the work we do will help reduce these disparities, which will in turn advance Metro’s racial equity goals.

- **Known Opposition/Support/Community Feedback**

News of the new Resiliency Program at Metro has received significant support from emergency preparedness partners who are eager for Metro to get more deeply involved in Resiliency work, in particular in the areas where our expertise and jurisdiction is well known, land use and transportation planning, data analysis and research, etc.

There is no known opposition at this time, however as in any instance where new work for Metro is proposed, there will likely be concern and opposition from a variety of sources. It is for this reason that it is critical to work with our partner jurisdictions and other stakeholders to establish both the index of current work being done and the gap analysis so that decisions to embark on new work come from a place of shared understanding and agreed upon needs.

There is the expectation that as we move forward in this process it will require community and stakeholder engagement – it is proposed that this happen primarily through the two proposed stakeholder engagement processes already planned for the regional barometer and the Growth Concept Refresh.

Appendix A

Foundational Resilience Direction:

- **Oregon Statewide Land Use Planning Goal 7: Areas Subject to Natural Disasters and Hazards**
NATURAL HAZARD PLANNING
 - Local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards.
 - Natural hazards for purposes of this goal are: floods (coastal and riverine), landslides, earthquakes and related hazards, tsunamis, coastal erosion, and wildfires. Local governments may identify and plan for other natural hazards.
- **Metro Charter - Section 6. Other Assigned Functions.** Metro is also authorized to exercise the following functions: ... (3) metropolitan aspects of natural disaster planning and response coordination;
- **Urban Growth Management Functional Plan**
Title 3: Water Quality and Flood Management 3.07.310 Intent to protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding. [Ord. 97-715B, Sec. 1. Ord. 98-730C, Sec. 1. Ord. 00-839, Sec. 1. Ord. 05- 1077C, Sec. 6.]

Resilience callouts in Metro foundational documents:

The **Regional Framework Plan** has an entire chapter dedicated to the ways in which Metro has and can continue to play an important role in regional resiliency and vulnerability reduction through planning where and how to build, and lists many other objectives concerning resiliency of regional transportation infrastructure, protection of important natural systems including watershed management for “multiple biological, physical and social values” (RFP Chapter 4 page 2)

In the newly adopted **2030 Regional Waste Plan** the underlying shared values include these, which relate to resiliency from acute shocks and chronic stresses:

Prepare for recovery after natural disasters.

Promote inclusive prosperity and living well for all residents of the region.

Increase access to economic opportunities for all communities.

Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment.

And one of the identified components of the “Vision” for the plan is “Preparedness and resiliency: The region’s garbage and recycling system is resilient and prepared to recover

quickly from disruptions like natural disasters, while minimizing harmful impacts to the most affected communities.”

One important component of Metro’s Regional Waste Plan, and Metro’s only designated disaster response role, is the implementation of a Disaster Debris Management Plan (DDMP). The DDMP outlines how Metro will prepare for, respond to and recover from a variety of debris-generating incidents from winter storms to a Cascadia Subduction Zone Earthquake. This work is done in conjunction with our regional partners and though it is not housed within the Resiliency program, coordination with this work is critical.

The **Regional Transportation Plan** also calls out and incorporates elements of resiliency in a variety of its objectives in a similar fashion. In particular, objective 5.2 Transportation Security, includes one of the few references in Metro documentation to human caused disaster – “Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.” It also includes Climate resiliency as a priority in objective 5.3 Preparedness and Resiliency – “Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.”

Materials following this page were distributed at the meeting.



Metro/ODOT Mobility Policy Update Scoping Agreement

April 18, 2019

The mobility policy update will take place over the next two years. This document describes the proposed project purpose, objectives and approach developed by Metro and ODOT staff for feedback during the project scoping phase. Stakeholder feedback will shape development of a work plan and engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in Fall 2019.

Project Purpose

Update the mobility policy framework for the Portland metropolitan area in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP) Policy 1F, including development of alternative mobility measures and targets. The updated policy will guide the development of regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) - 0060 during development review.

Project Objectives

Develop an alternative mobility policy and associated measures, targets, and methods for the Portland area that define mobility expectations for multiple modes users, and time periods, and that:

- Clearly and transparently communicate mobility expectations and provide clear targets for local, regional and state decision-making
- Address all modes of transportation
- Address both people and goods movement
- Distinguish between throughway¹ and arterial performance
- Are financially realistic
- Reflect and are consistent with adopted state, regional and community policy objectives.²
- Support implementation of the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and Climate Smart Strategy and related policies.
- Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel.
- Are coordinated with and supportive of other state and regional initiatives, including Value Pricing, Rose Quarter, and Jurisdictional Transfer.
- Are innovative and advance the state of the art beyond the current motor vehicle v/c-based measures and targets.
- Consider system and facility performance for all modes in the alternative mobility policy, as well as financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities.
- Are applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scale.

¹ The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan.

² Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan, and the Metro Congestion Management Process.

Approach

- **Phase 1 | Project Scoping | May to Dec. 2019** Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan. Engagement activities in this phase will include stakeholder interviews³, TPAC workshop(s), a Community Leader’s Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | Jan. 2020 to June 2021** Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop the alternative mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council, and the Oregon Transportation Commission.
- Work will be performed by Metro and ODOT (Region 1 and TDD) staff with targeted consultant support.
- ODOT and Metro roles and responsibilities and decision-making protocols will be set forth in a Memorandum of Understanding (MOU) or Intergovernmental Agreement (IGA).
- The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the Metro Council, OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities. The role of the Region 1 ACT needs to be clarified.
- The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.
- Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida and other states and MPOs will be conducted.
- Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility, trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput.
- Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.
- The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

³ Stakeholder interviews will include the Metro Council President, a Portland-area member of the Oregon Transportation Commission, city and county staff and elected officials, transit and other transportation providers, freight, business, port and economic development interests, community-based organizations representing historically marginalized communities, health and equity interests, youth, older adults, people living with disabilities, active transportation, environmental justice, environmental advocacy and land use issues, and transportation consultants with experience developing transportation system plans and conducting transportation impact analyses for plan amendments.



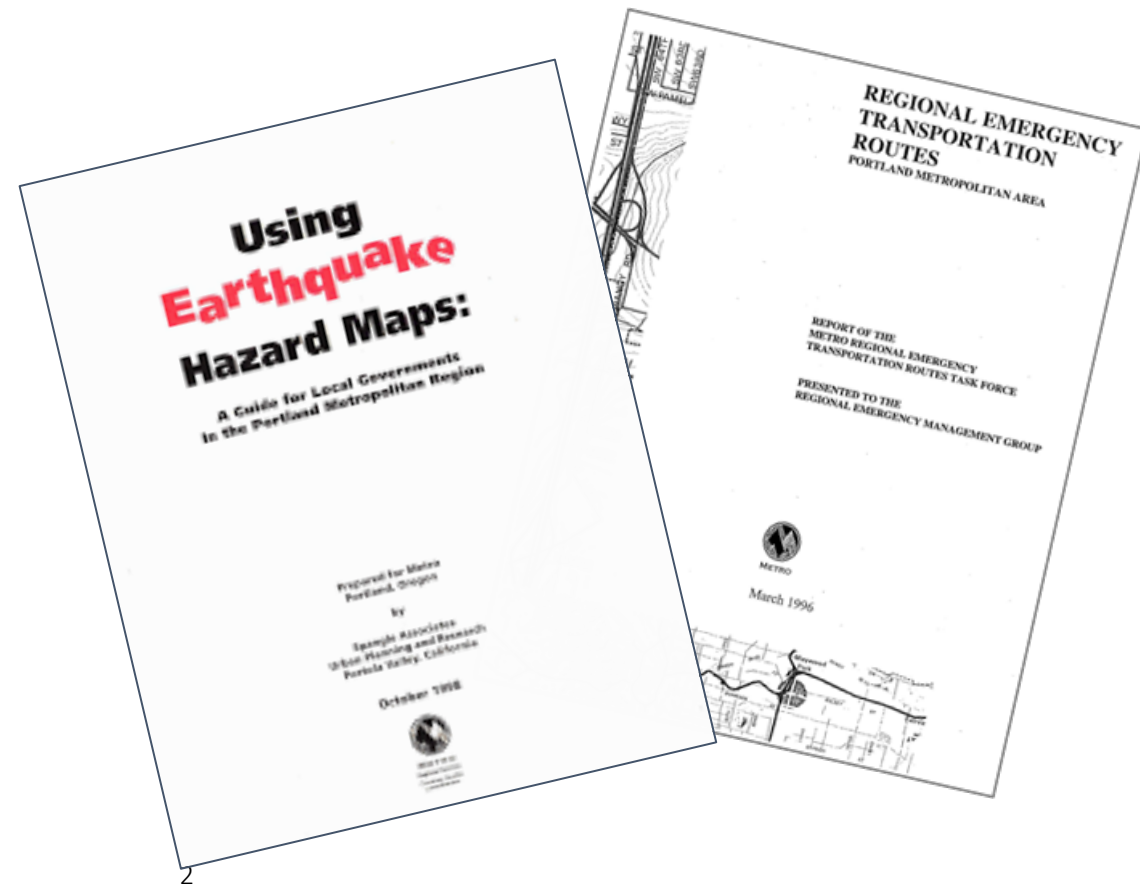
Metro

Resilience at Metro

September 18 MTAC

Context

- New Program initiated early 2019
- Metro's Foundational documents reference mitigating impact from disasters and other components of Resilience
- 1990's History of FEMA funded Resiliency work



What is Resilience?

Resilience is about surviving and thriving, regardless of the challenge. Urban resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

~100 Resilient Cities

Resilience is about planning with love for future generations.

~ Janice George, Squamish Nation

“The ability to anticipate, prepare for and adapt to changing conditions; and withstand, respond to and recover rapidly from chronic stresses and acute shocks.”

Resilience at Metro

Goal:

Give The Metro Council the information and tools to make policy decisions and investments in programs and projects that substantively make our region less vulnerable.



Shocks and Stressors that threaten the Metro Region

- Earthquakes
- Extreme Weather
- Volcanic Activity
- Economic Recession
- Aging Infrastructure
- Housing Affordability
- Systemic Inequities
- And more....



What is Resilience?



Natural
Disasters

What is Resilience?



What is Resilience?



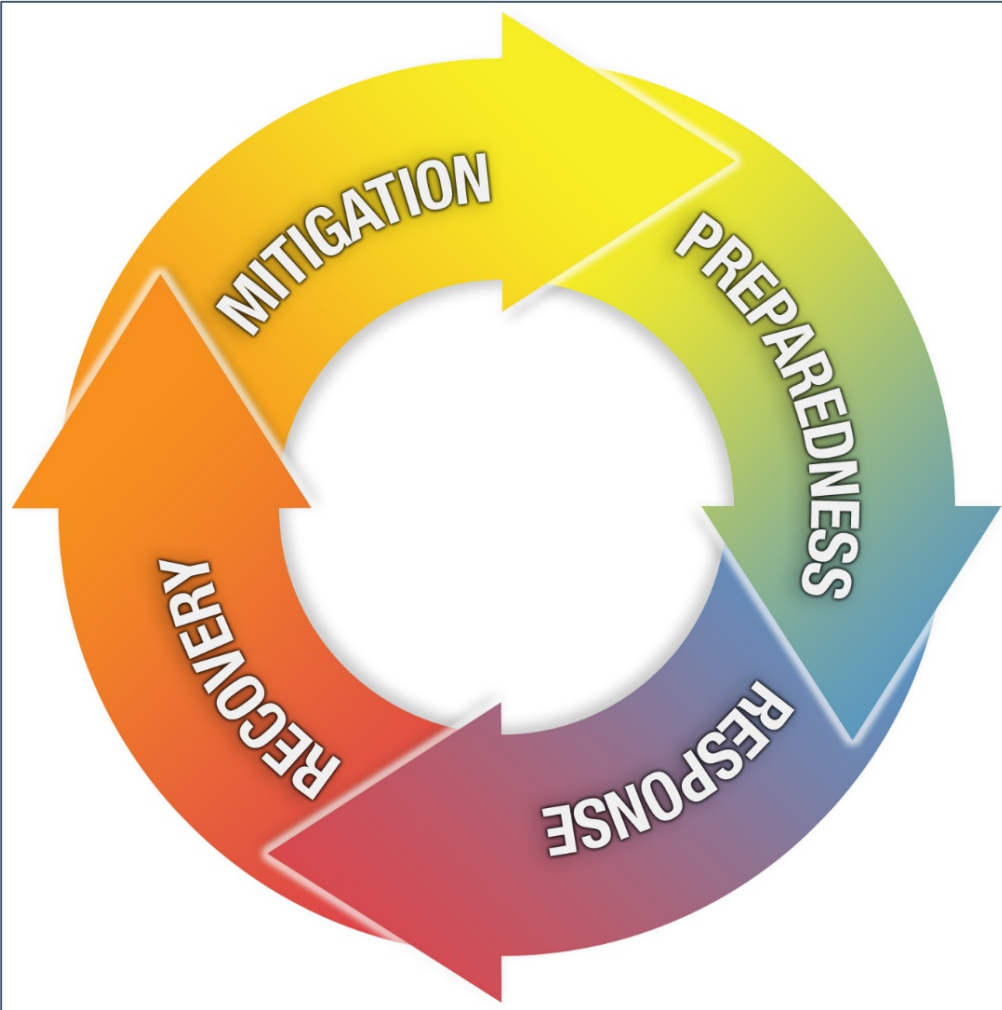
What is Resilience?



What is Resilience?



Four Phases of Disaster Planning



Mitigation (Pre-impact actions to reduce potential Hazard effects or Risk)

- Public Education,
- Hazard & Vulnerability Assessment,
- Improved infrastructure,
- GHG Reduction work

Preparedness (Pre-impact Actions that provide resources needed at time of action)

- Emergency Response Planning
- Business Continuity Planning
- Training and Exercises
- 72 hour kit building

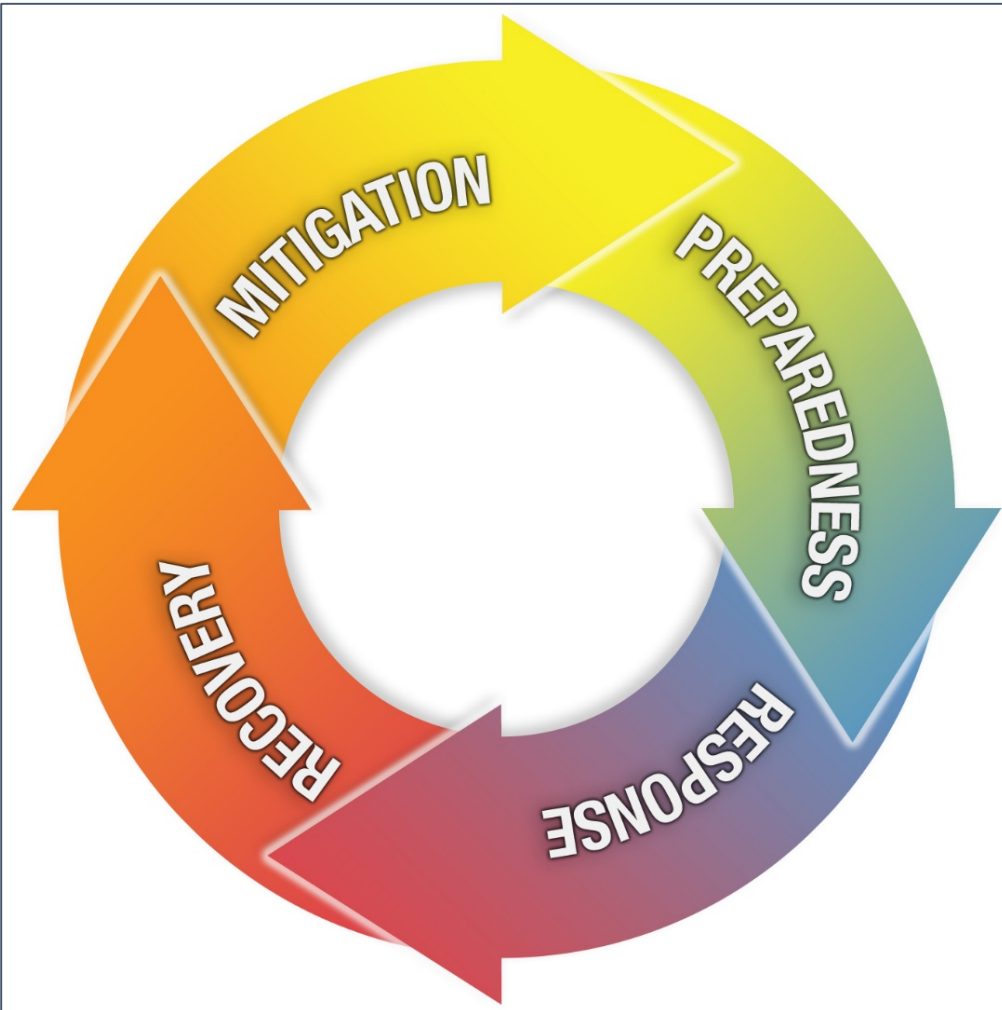
Response (Post-impact actions to stabilize the impacts – short to medium term)

- Life Safety
- Incident Stabilization
- Property & Environmental Preservations
- Evacuation panning specific to regional and local conditions, mass shelters & care

Recovery (Pre and Post-impact actions to plan to move forward from impacts and ideally “bounce back better”)

- Put people first and address underlying disparities
- Coordinate closely with state & federal partners
- Enact post-disaster repair and recovery standards to secure highest amount of federal assistance
- Includes Economic Recovery, debris management, temporary and long term housing, health and human services

Four Phases of Disaster Planning Mitigation & Recovery – METRO’S ROLE



Mitigation (Pre-impact actions to reduce potential Hazard effects or Risk)

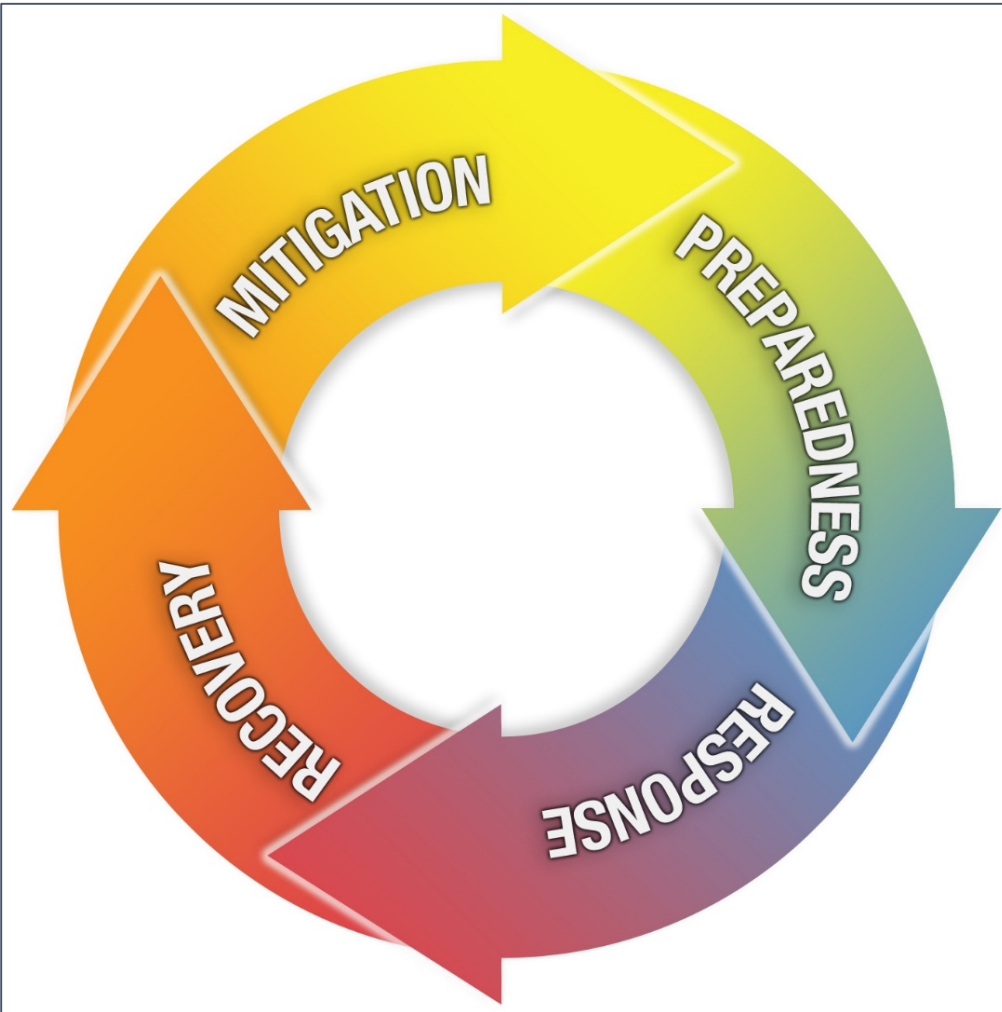
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Four Phases of Disaster Planning

Preparedness & Response – PROFESSIONAL RESPONDERS



Preparedness (Pre-impact Actions that provide resources needed at time of action)

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- Evacuation panning specific to regional and local conditions, mass shelters & care

Equity & Resilience

- Communities of Color and Low income communities are disproportionately affected by disasters.
- They are less likely to have the income or assets needed to prepare for a possible disaster or to recover after a disaster.
- White Americans, and those with more wealth, often receive more federal aid after a disaster than do people of color and those with less wealth.
- **Anything we do to reduce systemic inequities will also increase Resilience**



Cully Park Inter-Tribal Gathering Garden Land Blessing Ceremony (2012)

Resilience Program Components

- Resilience Assessment
- Gap Analysis of current regional programs
- Inventory of Metro's current Resilience Work & Resilience Team

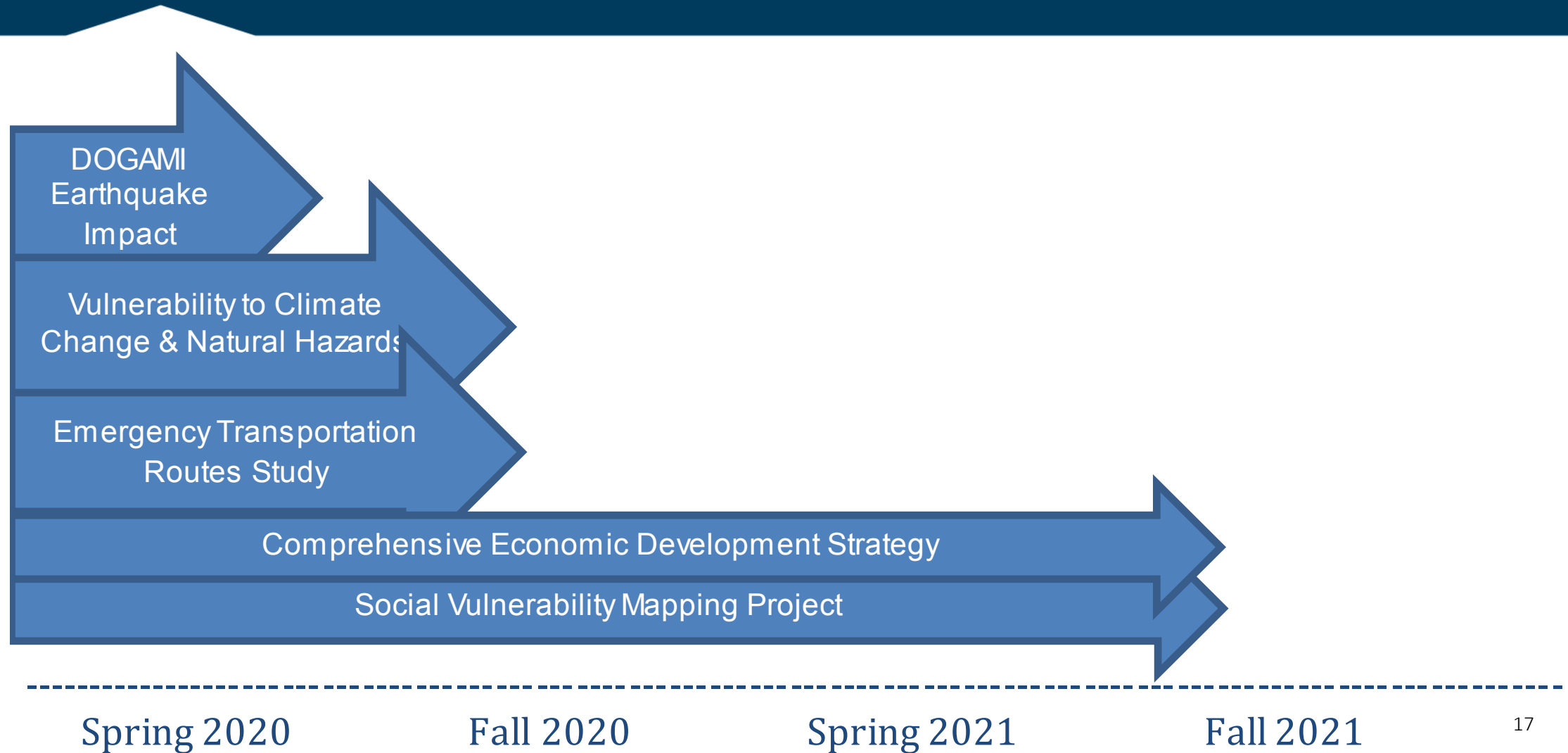


1. Resilience Assessment

- Clear Picture of Current Vulnerability
- Multi Faceted – wide variety of variables
- Using current or already proposed data work
- Integrate into existing Metro projects – Regional Barometer & Growth Concept Refresh



Resilience Assessment Timeline



2. Index and Gap Analysis of Regional Programs

- Determine what existing programs are already working to increase resiliency in the region
- Work with partners to help determine where new investments are needed to address gaps



Regional Partnership



“Metro can play a key role in resilience planning at the regional level, connecting local planning in a kind of hub and spoke approach. Metro has started to imbed resilience concepts into its transportation and solid waste management planning. Why not ensure it is cross-cutting in all its planning and investments?”

~ Denise Barrett, RDPO Manager



3. Index of Metro's current Resilience Work

Current Metro Work with Resilience Components:

- Climate Smart Strategy
- 2030 Regional Waste Plan
- Emergency Transportation Routes
- Regional Disaster Debris Plan
- Regional Framework Plan
- Regional Transportation Plan
- And more (housing, venues, parks...)



Resilience Team

- Metro Team representing all departments
- Meet to de-silo and coordinate current Resilience work
- Identify opportunities for new Resiliency work



Discussion

- How can Metro support further work on both internal and regionally focused resiliency by your organization?
- Are there additional data sets that could help create a fuller picture of regional vulnerability?
- In what other ways do you think Metro could expand our work to support regional resilience?



Thank you!

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