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**សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro**  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រសិនបើអ្នក ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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600 NE Grand Ave.  
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## **2019 MPAC Work Program** *as of 10/9/2019*

*Items in italics are tentative*

<p><b><u>Wednesday, October 9, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept: Employment Trends Panel (David Howitt, Meriwether Group, Lauren Golden Jones, Capstone Partners, Nita Shah, Micro Enterprise Services of Oregon and Stephen Green, Pensole Design Academy; 90 min)</li> </ul>	<p><b><u>Wednesday, October 23, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Mobility Policy Update (Kim Ellis, Metro; 15 min)</li> <li>• 2040 Growth Concept Refresh: Growth and Climate Change (TBD; 75 minutes)</li> </ul>
<p><b><u>Wednesday, November 13, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 min)</li> <li>• Housing Bond and Communications Update (Jes Larson and Emily Lieb, Metro; 45 min)</li> <li>• Transportation Regional Investment Measure Update (Andy Shaw and Tyler Frisbee, Metro; 20 min)</li> </ul> <p><u>November 19-21</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><b><u>Wednesday, November 27, 2019</u></b> – Cancelled</p>
<p><b><u>Wednesday, December 11, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Designing Livable Streets (Lake McTighe, Metro; 10 min)</li> <li>• Missing Middle Housing Legislation (HB 2001) Implementation Panel (TBD; 90 min)</li> </ul>	<p><b><u>Wednesday, December 25, 2019</u></b> – Cancelled</p>

**Parking Lot:**

- 2020 Census Follow Up
- Community Partnerships Program
- Regional Data Strategy
- Community Driven Planning and Development Panel

**4.1 Consideration of October 9, 2019 Minutes**  
*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, October 23, 2019  
Metro Regional Center, Council Chamber





600 NE Grand Ave.  
Portland, OR 97232-2736  
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**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

October 9, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Martha Schrader  
Susheela Jayapal  
Christine Lewis  
Juan Carlos Gonzalez  
Sam Chase  
Ed Gronke  
Don Trotter

Amanda Fritz  
Denny Dole

Theresa M. Kohlhoff

Gordon Hovies

Luis Nava  
Steve Callaway  
Kathy Wai  
Terri Preeg Riggsby

Mark Watson

Jerry Hinton  
Peter Truax  
Emerald Bogue  
Dick Schouten  
Mark Gamba  
Linda Glover

AFFILIATION

Clackamas County  
Multnomah County  
Metro Council  
Metro Council  
Metro Council  
Citizen of Clackamas County  
Clackamas County Fire District #1, Special  
Districts in Clackamas County  
City of Portland  
City of Beaverton, Second Largest City  
in Washington County  
City of Lake Oswego, Largest City in  
Clackamas County  
Tualatin Valley Fire & Rescue, Special Districts in  
Washington County  
Citizen of Washington County  
City of Hillsboro, Largest City in Washington County  
TriMet  
West Multnomah Soil & Water Conservation District,  
Special Districts in Multnomah County  
Hillsboro School District Board of Directors,  
Governing Body of a School District  
City of Gresham, Second Largest City in Multnomah County  
City of Forest Grove, Other Cities in Washington County  
Port of Portland  
Washington County  
City of Milwaukie, Other Cities in Clackamas County  
City of Vancouver

ALTERNATES PRESENT

Gretchen Buehner

Kirstin Greene

Jennifer Donnelly

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and Development

Oregon Department of Land Conservation and Development

OTHERS PRESENT: Jonathan Taylor, Kirstin Greene, Jeff Owen, Jennifer Donnelly, Malu Wilkinson, Charley Wheelock, Stephen Green, Lauren Golden Jones, Alisa Pyszka and Nita Shah

STAFF: Sara Farrokhzadian, Ted Reed, Marlene Guzman, Megan Gibb, Carrie MacLaren, Jeff Raker and Ramona Perrault

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

Chair Schrader called meeting to order at 5:01 PM.

**2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

*There were none*

**2. COUNCIL UPDATE**

Councilor Juan Carlos Gonzalez and Councilor Christine Lewis provided several updates to MPAC members. Councilor Gonzalez noted that the Oregon Court of Appeals released a ruling that upheld Metro’s 2017 urban and rural reserves designation. He noted that this ruling was relevant to Metro’s expansion of the urban growth boundary in the City of Wilsonville. Councilor Gonzalez invited MPAC members to the salmon homecoming event at Oxbow Regional Park on October 19<sup>th</sup> and 20<sup>th</sup>.

Councilor Lewis mentioned that the Oregon Zoo Foundation awarded more than \$25,000 through the Future For Wildlife grant program. She remarked that awardees included the Portland State’s project on American Bullfrog and the Turtle Survival Alliances’ project on pond turtle recovery. Councilor Lewis encouraged MPAC members to attend the October 23<sup>rd</sup> meeting on climate change.

**4. CONSENT AGENDA**

MOTION: Mayor Steve Callaway moved and Mayor Peter Truax seconded, to approve the consent agenda.

ACTION: With all in favor, motion passed.

## 5. INFORMATION/DISCUSSION ITEMS

### 5.1 2040 Growth Concept: Employment Trends Panel

Vice Chair Schrader introduced the panelists Lauren Golden Jones, Capstone Partners' Development Manager, Stephen Green, Pensole Footwear Academy's Director of Operations, Nita Shah, Micro Enterprise Services of Oregon's (MESO) Co-Founder and Executive Director and Charley Wheelock, Woodblock Chocolate's Co-Founder.

*Key elements of the presentation included:*

Ms. Malu Wilkinson, Investment Areas Manager, provided context for the panel. She noted that Council adopted an urban growth management decision which sought to refresh the 2040 Growth Concept and gain a better understanding of the changing economy.

Mr. Jeff Raker, Associate Regional Planner, discussed Metro's planning efforts in the 2040 Growth Concept Refresh. He explained that through the refresh Metro aimed to sustain the region's economic competitiveness and prosperity for current and future residents.

Mr. Raker noted that this project was directed by the Metro Council in recognition of the region's changing economy. He shared that under Council direction Metro created an Economic Value Atlas. Mr. Raker explained that the Economic Value Atlas aimed to build growing partnerships to better align planning and economic development in the regional economy. Mr. Raker explained that as part of the Economic Value Atlas Metro established shared economic values, which focused on business objectives, leveraging the region's work force and community assets.

Mr. Raker shared trends in the region's economy, such as the region's job growth and overall productivity. He noted the increasing divide between high wage earners and middle-wage earners. Mr. Raker reported a 13 percent decline in wages for the region's African American population, despite wage increases in other demographic groups. He mentioned that 86 percent of regional jobs originated from in-state startups and expansions.

Mr. Raker also emphasized Metro's efforts to develop new approaches to land use and planning for the region's future economy. He also shared potential economic disruptions, such as intense demographic shifts, e-commerce and remote working.

*Key elements of the panel included:*

Ms. Alisa Pyszka, Bridge Economic Development President, introduced the panelists and provided a brief overview of each panelist. She asked each panelist to share more about their business backgrounds. Ms. Jones noted that Capstone Partners was a commercial real-estate development company with offices in Portland and Seattle. Mr. Green shared that Pensole Footwear Academy trained people to be foot wear designers, developers, engineers and business owners. Ms. Shah stated that MESO provided business technical assistance and access to capital to underserved communities in Oregon. Mr. Wheelock owned a small chocolate making business with his wife in the Portland area.

Ms. Pyszka asked the panelists to discuss what the region was doing to support small businesses. Ms. Shah explained that Portland's business districts, such as Hawthorne and Portland city center, facilitated access to small businesses and services. She noted that within these districts housing and businesses were interconnected. Mr. Green noted that increased access to transit made an impact in addressing employee turnover rates.

Ms. Pyszka asked if Ms. Jones saw a competitive advantage from being in Portland. She noted that tenants were interested in living in Portland and near transit lines. Mr. Green added that transit was important in the region's suburbs to increase access to business outside of the city center. Mr. Wheelock noted that Portland's branding attracted customers to his chocolate business. Mr. Green raised concerns about the lack of resources for small business owners in the Portland region.

Mr. Green pointed to the growing popularity of e-commerce for small businesses. Ms. Pyszka asked Ms. Jones about Capstone Partners' experience using e-commerce. Ms. Jones noted that e-commerce was fairly new and Capstone Partners' was looking to utilize it to guide industrial development projects.

Ms. Pyszka asked Ms. Jones about vertical building construction trends. Ms. Jones noted that unlike other major cities Portland had not experienced vertical building constructions trends due to lower rent rates.

Ms. Pyszka inquired about potential suggestions to address permitting issues for small businesses. Ms. Shah explained that statewide uniformity would reduce barriers for small business owners. Mr. Wheelock noted that as a small business owner he had trouble keeping up with compliance costs.

*Member discussion included:*

- Mayor Callaway asked about the potential impacts of climate change on small businesses. Mr. Green noted that in order to mitigate climate change Pensole Footwear Academy aimed to develop local manufacturing techniques that limited transportation needs.
- Mr. Mark Watson raised concerns about the limitations to economic growth and asked the panel to share potential strategies. Ms. Jones shared that Capstone Partners needed to develop more sustainable building techniques. Mr. Green noted that Oregon houses more small businesses that are less focused on a growth mindset. Ms. Shah stated that clients lack proper information to plan for the potential impacts of climate change.
- Mr. Ed Gronke asked the panelists to make suggestions on how to address barriers to job access. Ms. Shah noted the Metro region's increased drive times and congestion. Mr. Wheelock raised concerns about the increased minimum wage and the potential economic strain on his company. Ms. Jones expressed that she wanted more efficient permitting procedures.
- Councilor Gonzalez mentioned strip malls and inquired about potential ways to repurpose them. Ms. Shah pointed to Portland's small business focus and that suggested strip malls should house small local businesses.
- Commissioner Amanda Fritz expressed her appreciation for the presentation. She asked about what Metro could do to share economic prosperity across the region. Mr. Green stated that Metro had to focus on true systemic change to properly address economic disparities. Ms. Shah noted that marginalized residents needed access to capital in order to build generation wealth.
- Councilor Lewis asked the panelists to suggest additional assets to town centers. Mr. Wheelock advised Metro to encourage small businesses instead of relying on franchise businesses. Mr. Green remarked that Metro should acknowledge the lack of trust with the public sector. Ms. Jones proposed that Metro should increase access to resources for new tenants.
- Ms. Terri Preeg Riggsby noted town centers need for local businesses and inquired about Metro's strategies to address housing concerns. Ms. Jones spoke about the barriers to increasing housing accessing in transit rich areas.
- Commissioner Dick Schouten asked Ms. Jones if there were concerns about Metro's urban and rural reserves designation. Ms. Jones stated that Capstone Partners was interested in developing land in jurisdictions that did not want to participate in the urban growth boundary.
- Commissioner Susheela Jayapal raised concerns about regulation inconsistencies and barriers to access. Ms. Shah stated that there was no regulation consistencies

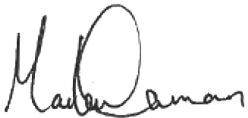
for small businesses. She also noted that permitting is set up for larger businesses despite the prevalence of small businesses throughout Oregon.

- Councilor Jerry Hinton asked about how the region's houseless population was affecting small and large businesses. Mr. Green expressed Metro's lack of commitment to ensuring that residents have access to housing. He remarked that as a community the Portland region needs to make housing more accessible.
- Ms. Kathy Wai pointed to decreasing ridership trends and inquired about how TriMet could incentivize transit use. Ms. Shah suggested lowering fare prices to reduce barriers to access. Mr. Green suggested wifi access on the bus, MAX and at transit spots.

## **6.0 ADIURN**

Chair Schrader adjourned the meeting at 7:01 PM.

Respectfully Submitted,



Marlene Guzman  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 9, 2019**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Presentation	10/09/19	2040 Growth Concept: Employment Trends Panel Presentation	100919m-01
5.2	Presentation	10/09/19	Get Moving 2020 Event Invitation	100919m-02
5.3	Presentation	10/09/19	2019 Build Small Live Large: An Innovative Small Housing Summit	100919m-03

**5.1 Regional Mobility Policy Update**  
*Information and Discussion Items*

Metro Policy Advisory Committee  
Wednesday, October 23, 2019  
Metro Regional Center, Council Chamber



# MPAC Worksheet

**Agenda Item Title** Regional Mobility Policy Update

**Presenter:** Kim Ellis, Metro Project Manager

**Contact for this worksheet/presentation:** Kim Ellis, kim.ellis@oregonmetro.gov

## **Purpose/Objective**

Introduce the project and seek feedback on the draft work plan and engagement plan that are proposed to guide the process for updating the regional mobility policy during the next two years.

## **Action Requested/Outcome**

1. From a policy perspective, does MPAC agree with the draft project objectives? Are there additional objectives MPAC would like this project to address?
2. Does MPAC have feedback on the stakeholders to be engaged in this project, particularly how MPAC would like to be engaged?

## **What has changed since MPAC last considered this issue/item?**

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local plan amendment process in the Portland area. The current 20-year old mobility policy is contained in the 2018 [Regional Transportation Plan](#) (RTP) and Policy 1F of the [Oregon Highway Plan](#) (OHP) and measures the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods to identify transportation needs.

This is MPAC's first consideration of this planning effort since the project was defined and adopted unanimously by the Joint Policy Advisory Committee on Transportation and the Metro Council in Chapter 8 of the 2018 RTP last year with MPAC support. Because this project will recommend amendments to the RTP as part of the next update, MPAC has an advisory role in this effort.

Throughout 2019, Metro and ODOT staff have worked closely together and with local, regional and state partners to scope the project. Comments and feedback received to date informed development of the draft work plan and draft engagement plan included in the packet. Additional background information is also provided in the packet.

## **What packet material do you plan to include?**

Project Staff Memo (10/11/19)

Attachment 1. Draft Work Plan (TPAC Review Draft 10/3/19)

Attachment 2. Draft Stakeholder and Public Engagement Plan (TPAC Review Draft 10/3/19)

Attachment 3. Key Scoping Meetings (10/4/19)

Project factsheet (Oct. 2019)

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 11, 2019  
To: Metro Policy Advisory Committee (MPAC) and interested parties  
From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager  
Subject: Regional Mobility Policy Update – Draft Work Plan and Engagement Plan

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## **PURPOSE**

This memo provides the draft work plan and engagement plan that are proposed to guide the process for updating the regional mobility policy during the next two years.

## **ACTION REQUESTED**

Staff seeks MPAC feedback on the draft project objectives, key work plan tasks and stakeholders to be engaged throughout the project. See **Attachment 1 (Draft Work Plan) and Attachment 2 (Draft Stakeholder and Public Engagement Plan)**.

## **BACKGROUND**

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local plan amendment process in the Portland area. The current 20-year old mobility policy is contained in the [Regional Transportation Plan](#) (RTP) and Policy 1F of the [Oregon Highway Plan](#) (OHP) and measures the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods to identify transportation needs.

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, ODOT agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F.

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods to serve planned land uses. The comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals will guide to this work.

## **STATUS OF PROJECT SCOPING ACTIVITIES**

Throughout 2019, Metro and ODOT staff have worked closely together and with local, regional and state partners to scope the project. In April, the project team began seeking feedback on draft project objectives and a proposed approach for the project. A schedule of key scoping meetings is provided in **Attachment 3**.

Comments and feedback have been received since mid-April through:

- a **Metro Council work session**;
- more than twenty **discussions with local and regional policy and technical advisory committees**, including county-level coordinating committees, **and local, regional and**

**state agency staff** aimed at understanding the intersection of the mobility policy and land use and other transportation issues;

- one **forum with community leaders**;
- **interviews with more than sixty stakeholders** from across the greater Portland region representing state, regional and local government, transit, business, freight movement, commuter, public health, environmental, affordable housing and racial equity perspectives, among other stakeholders; and
- one **consultation meeting with Oregon Department of Land Conservation and Development** staff.

Briefings of the county coordinating committees will be completed the week of October 14.

Staff prepared the draft work plan and draft stakeholder and public engagement plan in Attachments 1 and 2, addressing comments and feedback provided throughout the scoping phase.

#### **NEXT STEPS**

A summary of key themes from comments and feedback received to date will be provided at the MPAC meeting. A report summarizing the stakeholder interviews will be available in mid-October. A report summarizing all scoping engagement activities and feedback received is being prepared and will be available by the end of October. All reports will be posted on the project website at: [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility).

The work plan and engagement plan are expected to be further refined as the Transportation Policy Alternatives Committee (TPAC) finalizes its recommendation to the Joint Policy Advisory committee on Transportation (JPACT) in November for further discussion and consideration by JPACT and the Metro Council in November and December, respectively. The Metro Council is scheduled to discuss the draft work plan and engagement plan at their November 5 work session. MPAC's feedback will be presented to the Metro Council at the work session.

/attachments

**Attachment 1.** Draft Work Plan (TPAC Review Draft 10/3/19)

**Attachment 2.** Draft Stakeholder and Public Engagement Plan (TPAC Review Draft 10/3/19)

**Attachment 3.** Key Scoping Meetings (10/4/19)

TPAC REVIEW DRAFT 10/3/19



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## Metro/ODOT Regional Mobility Policy Update DRAFT Work Plan

*A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.*

This Work Plan defines the project purpose, objectives, background and major tasks to be completed by Metro and the Oregon Department of Transportation (ODOT) with the support of a Contractor in the time period between January 1, 2020 and Fall 2021.

[Add reference to PSU/TREC work to be completed this year]

### Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

### Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.
3. Address growing motor vehicle congestion in the region and its impacts on statewide travel as well as transit, freight and other modes of travel.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes to serve planned land uses. The updated policy will:
  - a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
  - b. Address all modes of transportation in the context of planned land uses.
  - c. Be innovative and advance state of the art practices related to measuring multimodal mobility.
  - d. Help decision-makers make decisions that advance multiple policy objectives.
  - e. Address the diverse mobility needs of both people and goods movement.
  - f. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.<sup>1</sup>
  - g. Distinguish between throughway<sup>2</sup> and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
  - h. Consider system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
  - i. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of statewide importance.
  - j. Be financially achievable.
  - k. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
  - l. Be legally defensible for implementing jurisdictions.
  - m. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

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<sup>1</sup> 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.

<sup>2</sup> The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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**Project requirements and considerations**

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated [congestion management process](#) and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept.
5. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
6. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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**Background**

The greater Portland area is 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 be living in the region by 2040, the significant congestion we experience today is expected to grow. As congestion grows, vehicle trips take longer and are less predictable, which impacts our quality of life and the economic prosperity of the region and state. It’s vital to our future to have a variety of safe, equitable, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking, or walking. Moreover, congestion in the Portland area is affecting the ability of businesses statewide and out of state to move goods through the region and to state and regional intermodal facilities and in the Portland area.

In December 2018, JPACT and the Metro Council adopted a significant update to the Regional Transportation Plan (RTP) following three years of extensive engagement with community members, community and business leaders, and state, regional and local partners. Through the engagement that shaped the plan, Metro heard clear desires from policymakers and community members for safe, equitable, reliable and affordable transportation options for everyone and every type of trip.

Reasons Metro and ODOT are working together to update the current mobility policy include:

- **The greater Portland region cannot meet the current mobility targets and standards as they are now set in the 2018 RTP and Oregon Highway Plan (OHP).** As the region continues to grow in population, jobs, travel and economic activity, and continues to focus growth in planned mixed-use and employment centers and urban growth boundary expansion areas, there will be increasing situations in which the current RTP and OHP mobility targets and standards cannot be met.
- **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 transportation system adequacy under state law.
- **Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments.** This is especially true in planned urban growth areas and in new urban growth boundary expansion areas that require plan amendments and zoning changes. The OHP establishes the volume-to-capacity (v/c) measure as a standard for plan amendments.
- **The current policy focuses solely on motor vehicles** and does not adequately measure mobility for people riding a bus or train, biking, walking or moving goods, nor does it address important concepts such as reliability, system completeness or access to destinations.
- **The current policy has led to planned and constructed transportation projects that are increasingly more expensive and that may have undesirable impacts** on land use, housing, air quality, climate, public health and the natural environment, conflicting with local, regional and state goals.
- **ODOT will begin updating Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) next year** – this provides an opportunity to coordinate both efforts and to help inform the statewide efforts.

The development of alternative mobility targets and standards must address the requirements of the Oregon Highway Plan, Policy 1F, Action 1F3, consistent with the guidance provided in Operational Notice PB-02, Alternative Mobility targets.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

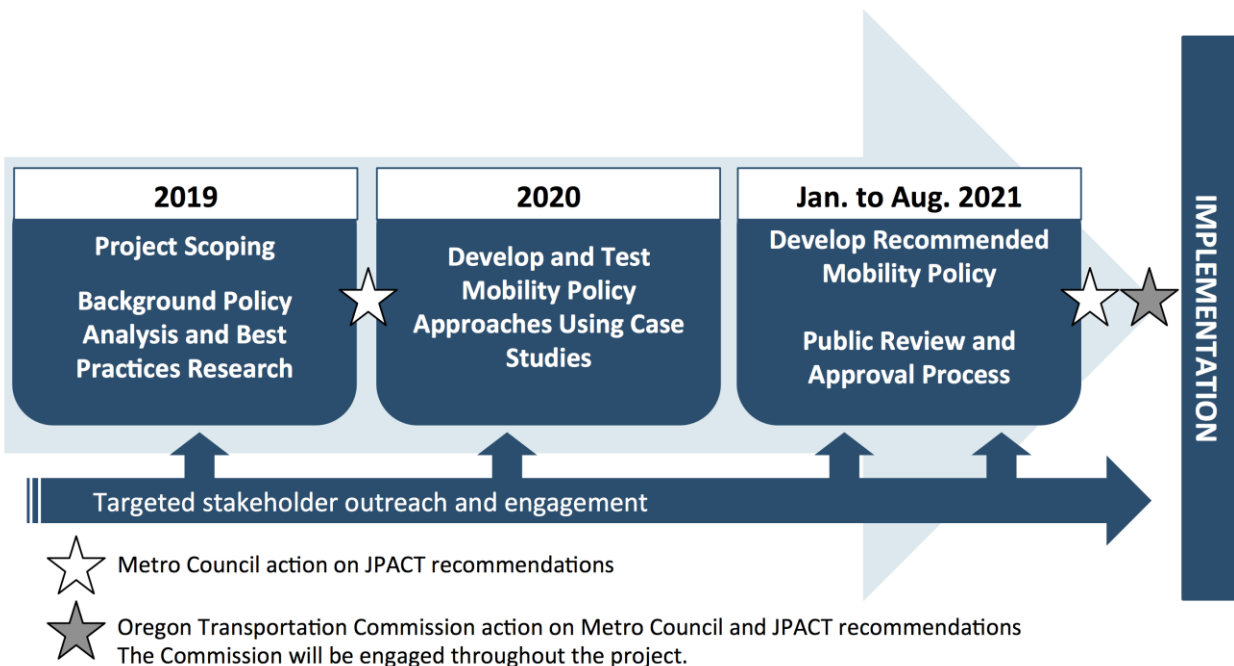
Excerpt from OHP Policy 1F, Action 1F.3

*“In the development of transportation system plans or ODOT facility plans, where it is infeasible or impractical to meet the mobility targets in Table 6 or Table 7, or those otherwise approved by the Oregon Transportation Commission, ODOT and local jurisdictions may explore different target levels, methodologies and measures for assessing mobility and consider adopting alternative mobility targets for the facility. While v/c remains the initial methodology to measure system performance, measures other than those based on v/c may be developed through a multi-modal transportation system planning process that seeks to balance overall transportation system efficiency with multiple objectives of the area being addressed...”*

Adoption of alternative mobility targets by the Oregon Transportation Commission constitutes a major amendment to the Oregon Highway Plan and as such must follow the requirements in the State Agency Coordination (SAC) program under “Coordination Procedures for Adopting Final Modal System Plans.” This effort will address all required consultation, coordination, public involvement and documentation requirements.

**Project timeline**

The planning effort started in 2019, and will be completed between January 2020 and Fall 2021.

**Anticipated timeline for updating mobility policy for Portland region**

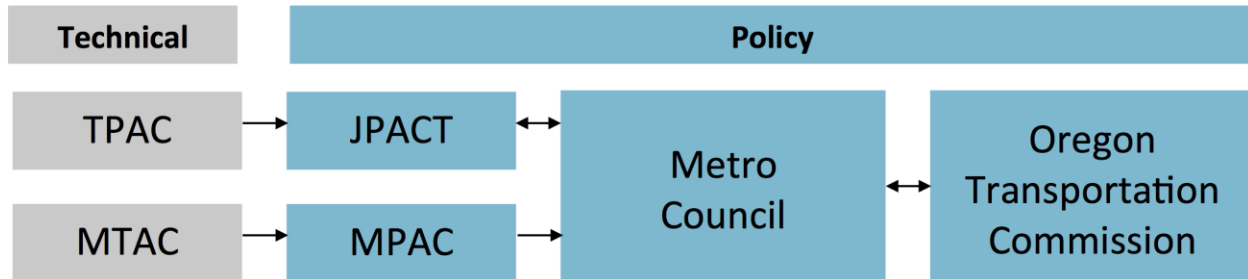
[Expand description of project phases]



## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan****Decision-making process and roles**

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

**Metro Technical Advisory Committee (MTAC):** Makes broader technical recommendation to MPAC

**Transportation Policy Alternatives Committee (TPAC):** Makes technical transportation recommendation to JPACT

**Metro Policy Advisory Committee (MPAC):** Makes broader policy recommendation to Metro Council

**Decision-makers**

**Joint Policy Advisory Committee on Transportation (JPACT):** Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

**Metro Council:** Considers MPAC and JPACT policy recommendations and must concur with JPACT in reaching final action

**Oregon Transportation Commission (OTC):** Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and 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. More information about stakeholders and planned engagement activities can be found in the Regional Mobility Policy Update Stakeholder and Public Engagement Plan.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**Decisions (and direction) anticipated

☆	<b>December 2019</b>	Metro Council and JPACT consider approval of work plan and public engagement plan
	<b>June 2020</b>	Metro Council and JPACT provide policy direction on measures to be tested
	<b>March 2021</b>	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
☆	<b>June – Aug. 2021</b>	Metro Council and JPACT consider approval of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	<b>TBD</b>	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process <sup>5</sup>

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<sup>5</sup> Oregon Revised Statutes [197.180](#)

## TPAC REVIEW DRAFT 10/3/19

## Metro/ODOT Regional Mobility Policy Update Work Plan

## Summary of Key Tasks and Anticipated Schedule

Task		Anticipated Schedule
<b>Task 1</b>	<b>Project Administration and Management</b> Project management activities necessary to implement this Work Plan and supporting Stakeholder and Public Engagement Plan, manage project organization and delivery of products in a timely and effective manner and enable effective coordination and collaboration.	Jan. 2020 to Aug. 2021
<b>2020</b>		
<b>Task 2</b>	<b>Illustrate Current Approaches (Strengths and Weaknesses)</b> Illustrate “on-the-ground” examples of applications of the current mobility policy and consideration of other transportation performance measures using the initial background research and policy assessment completed by the PSU TREC researchers during the project scoping phase. The examples will be identified in collaboration with agency partners and cover a range of regional facilities, geographies, demographics and 2040 Growth Concept land use types to identify strengths and weaknesses to be addressed with the updated regional mobility policy. There will be coordination between this task and the planned update to the Oregon Highway Plan.	Jan. to March 2020
<b>Task 3</b>	<b>Report on 2018 RTP Mobility Performance</b> Document performance of 2018 RTP (2015 base year and 2040 Constrained) for all modes to identify where the region is meeting its mobility goals or falling short and it is why not feasible to meet current mobility targets in OHP and RTP consistent with ODOT Operational Notice PB-02. The performance documentation will describe existing and future performance at the system plan and mobility corridor levels, distinguishing between arterials and throughways designated in the 2018 RTP. Performance measures will include: traffic conditions, duration of congestion, system completeness (gaps), fatal and serious injury crashes, mode share, transit reliability/delays, average travel times across modes, accessibility to jobs and community places across modes (comparing households in equity focus areas and households outside of equity focus areas) and average trip length. The documentation will also qualitatively describe other trends that may affect travel in the region, but are not able to be modeled or quantitatively estimated, such as autonomous vehicles, use of ridehailing and other new modes/mobility services and teleworking.	Jan. to March 2020
<b>Task 4</b>	<b>Report on Best Practices Assessment (approaches and measures)</b> Use the best practices review information compiled by the PSU TREC researchers in scoping phase to prepare communication materials for policymakers and other project stakeholders that illustrate “on-the-ground” examples of the most promising “best practices” and measures for consideration and key lessons learned from their application in other states and regions, considering Oregon’s unique legal framework.	Jan. to March 2020

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

Task		Anticipated Schedule
<b>Task 5</b>	<p><b>Identify Case Study Locations</b></p> <p>Work with TPAC and MTAC to identify and select case study locations. The case study locations may draw from examples identified in Task 2. The case study locations will use the 2018 RTP mobility corridor geographies and distinguish between arterials and throughways designated in the RTP. The case studies will test potential measures identified in Task 6 at system plan, mobility corridor and plan amendment scales and consider their applicability at the development review and project design scales.</p>	April to June 2020
<b>Task 6*</b>	<p><b>Develop Criteria and Select Potential Mobility Measures for Testing</b></p> <p>Use the initial policy assessment and best practices review and inventory of measures compiled by the PSU TREC researchers to develop and select criteria to evaluate the inventory of existing and potential measures identified in Task 2 and Task 4, considering technical feasibility and other criteria. The assessment of measures in this task will inform selection of measures to carry forward for testing in Task 7 (Conduct Case Study Analysis and Prepare Findings). The project team will seek feedback and direction from JPACT, the Metro Council and the Oregon Transportation Commission on the draft criteria and measures selected for testing.</p>	April to Sept. 2020
<b>Task 7</b>	<p><b>Conduct Case Study Analysis and Prepare Findings</b></p> <p>Evaluate case study locations identified in Task 5 that apply potential mobility measures identified in Task 6 to illustrate potential approaches for application at the system plan, mobility corridor and plan amendment scales. The case study analysis will include a comparison of the current mobility policy approach and other new potential approaches and measures being tested. The analysis may include a sensitivity analysis to estimate the number of auto trips or vehicles that would need to shift to other modes or times of day to meet the current v/c thresholds. Assemble findings. The findings will describe consistency with the Project Objectives.</p>	Sept. to Dec. 2020
<b>2021</b>		
<b>Task 8*</b>	<p><b>Develop Recommended Mobility Policy for the for RTP and Proposed Amendment to OHP Policy 1F</b></p> <p>Use the findings prepared in Task 7 to develop a recommended mobility policy for the RTP and proposed amendment to Policy 1F of the OHP, including measures, targets, data, methodologies and process (e.g., documentation of findings) for the Portland metropolitan planning area. This work will be transferrable to local governments and ODOT and will support planning and analysis for future RTP updates, plan amendments subject to 0060 of the TPR, system performance monitoring activities and other relevant planning activities in the Portland region.<sup>6</sup></p>	Jan. to May 2021

<sup>6</sup> A Discussion Draft will be prepared for review by Metro's regional technical and policy advisory committees, the Metro Council and the Oregon Transportation Commission. A Public Review Draft will be prepared that

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

Task		Anticipated Schedule
Task 9	<p><b>Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy</b></p> <p>Develop matrix of actions and proposed timeline recommended to implement the updated mobility policy through local, regional and state plans, standards, guidelines and best practices. This task will include identifying data needs to support analysis tools and monitoring activities. This task will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place. This task will recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design. <sup>5</sup></p>	Jan. to May 2021
Task 10*	<p><b>Conduct Public Review and Refinement Process</b></p> <p>Seek feedback on Discussion Drafts developed in Tasks 8 and 9. Following review and comment on the Discussion Drafts by regional technical and policy committees, the Metro Council and the Oregon Transportation Commission, the recommended policy and implementation recommendations will be revised and published as a Public Review Draft for a 45-day public review and comment period and for presentation to the public and project stakeholders. Additional refinements will be recommended to address feedback received during the public comment period.</p>	June to Aug. 2021
Task 11*	<p><b>Conduct Approval Process</b></p> <p>Prepare final documents and findings for consideration by JPACT and the Metro Council, including a Metro resolution and ODOT staff report, with updated regional policy, including recommended alternative performance measures and targets, recommended analysis data and methods, recommended plan amendments and updates needed to implement new policy in state, regional and local plans and codes. The project team will seek approval of final recommendations for updating the mobility policy by JPACT and the Metro Council. If approved by JPACT and the Metro Council, the recommended amendments to Policy 1F of the Oregon Highway Plan for the Portland metropolitan planning area and supporting ODOT staff report will be forwarded to the OTC for consideration.</p>	June to Aug. 2021

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

incorporates feedback received on the Discussion Draft. The Public Review Draft will be available for broader public and stakeholder review during the 45-day public comment period in Task 10.



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## Metro/ODOT Regional Mobility Policy Update DRAFT Stakeholder and Public Engagement Plan

*A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.*

The stakeholder and public engagement plan supporting the Regional Mobility Policy update guides the strategic engagement approach to be used and identifies desired outcomes for sharing information with and seeking input from identified stakeholders and the public throughout the process. This engagement plan describes project engagement objectives, key stakeholders, the decision-making process and activities that will be implemented to ensure identified stakeholders and the public have adequate opportunities to provide meaningful input to the update. This plan also describes the timeline and milestones and an evaluation strategy to measure success.

The regional advisory committees and county coordinating committees will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and, focused engagement with other potentially affected and/or interested individuals, communities, and organizations are also important elements of the engagement plan. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

### Engagement objectives

1. Communicate complete, accurate, accessible, and timely information throughout the project.
2. Provide meaningful opportunities for key stakeholders and the public to provide input and demonstrate how input influenced the process.
3. Actively seek input prior to key milestones during the project and share information learned with Metro Council, regional advisory committees and the Oregon Transportation Commission in a manner that best supports the decision-making and adoption process.
4. Provide timely notice of engagement opportunities and reasonable access and time for review and comment on the proposed changes.
5. Build broad support by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
6. Share information and improve transparency.
7. Comply with all public participation requirements.<sup>1</sup>
8. Seek out and consider the mobility perspectives of diverse key stakeholders, including local jurisdictions businesses, freight industries, providers of intermodal facilities and distribution centers, transit providers, historically marginalized communities and those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services, such as low-income households, communities of color, youth, older adults and people living with disabilities.
9. Coordinate engagement efforts with relevant Metro and ODOT initiatives, including planned updates to the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP).

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<sup>1</sup> This includes Metro's Public Engagement Guide, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon's Statewide Planning Goal 1 for citizen involvement, the Oregon Transportation Commission Public Involvement Policy and ORS 197.180, ODOT State Agency Coordination Program and the process set forth in Oregon Highway Plan Policy 1F3 and associated Operational Notice PB-02.

## Key stakeholders

To date, the project team has identified a number of key stakeholders that will be the focus of engagement efforts throughout the process:

- **Community leaders and community-based organizations** through community leaders forums (at two key decision/information points)
- **Business, economic development and freight groups**, including statewide freight and economic perspectives (4-6, with touch points at two key decision/information points in coordination with OTP/OHP updates, as appropriate and considering staff and committee availability)
- **Local jurisdictions and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees, as appropriate and considering staff and committee availability)
- **Special districts**, including TriMet, SMART, Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings)
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **State advisory committees**, including the Region 1 Area Commission on Transportation (R1ACT) and and State Modal committees (through briefings conducted in coordination with planned updates to the OTP and OHP)
- **Federal agencies**, including the Federal Highway Administration and Federal Transit Administration (through TPAC and consultation activities)
- **Practitioners**, including consultants involved in the development of transportation system plans, transportation modeling and impact studies and plan amendments in the Portland region (through Oregon Modeling Steering Committee Modeling Subcommittee briefings, technical workshops and expert panels at two key decision/information points)

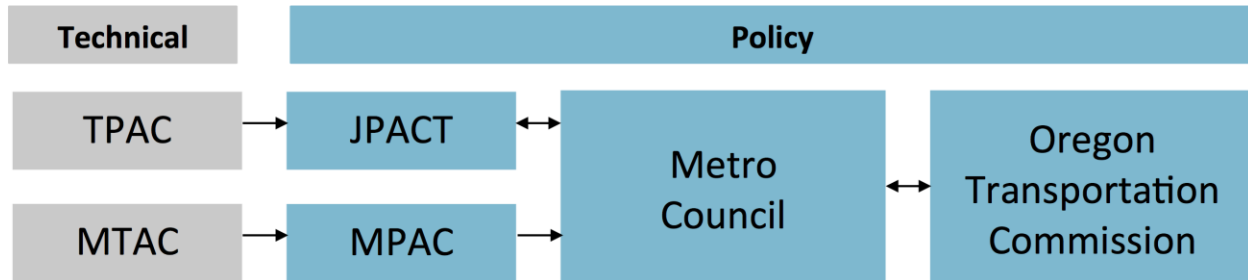
Opportunities for other potentially affected stakeholders and the public to provide input will also be provided as part of regular TPAC, MTAC, JPACT, MPAC and Metro Council meetings, and during the 45-day public comment period.



## TPAC REVIEW DRAFT – 10/3/19

**Decision-making process and roles:**

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

**Metro Technical Advisory Committee (MTAC):** Makes broader technical recommendation to MPAC

**Transportation Policy Alternatives Committee (TPAC):** Makes technical transportation recommendation to JPACT

**Metro Policy Advisory Committee (MPAC):** Makes broader policy recommendation to the Metro Council

**Joint Policy Advisory Committee on Transportation (JPACT):** Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

**Metro Council:** Considers MPAC and JPACT recommendations and must concur with JPACT in reaching final action

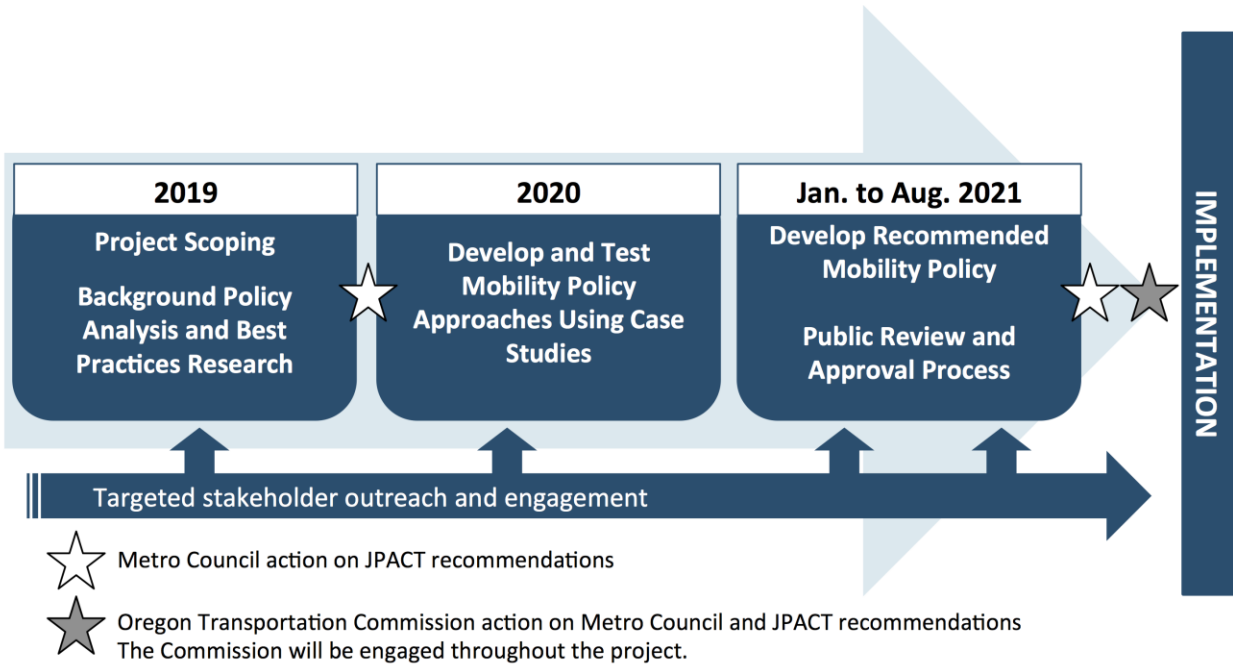
**Oregon Transportation Commission (OTC):** Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy.

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and 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.



**TIMELINE AND DECISION MILESTONES**

The Regional Mobility Policy update will be completed from January 2020 to Fall 2021.



Decisions and direction anticipated

☆	<b>December 2019</b>	Metro Council and JPACT consider approval of work plan and public engagement plan
	<b>June 2020</b>	Metro Council and JPACT provide policy direction on measures to be tested
	<b>March 2021</b>	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
☆	<b>June – Aug. 2021</b>	Metro Council and JPACT consider approval/adoption of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	<b>TBD</b>	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process <sup>2</sup>

<sup>2</sup> Oregon Revised Statutes [197.180](#)

## TPAC REVIEW DRAFT – 10/3/19

**Communications timeline** to support decision milestones

Phase 1 (Jan – Mar 2020): Prepare materials to explain the issue/problem.

Phase 2 (April-June 2020): Collect feedback to form criteria, pick proposed local case study locations and select measures to test. Technical expert panel(s)/workshop(s)/Forum to develop options.

Phase 3 (Jan-Mar 2021): Share what was learned, opportunities to shape recommended mobility policy and implementation recommendations and the public process for review/approval. Technical expert panel(s)/workshop(s)/Forum to understand impact of options.

**Decision and communications coordination timeline** concept:

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
<b>Who</b>	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT
		OTC and LCDC	OTC		OTC and LCDC
	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts
		CBO Leadership	CBO Leadership		
		Business & Freight groups	Business & Freight groups		
	R1ACT, OMPOC, OMSC and State modal committees <sup>3</sup>	R1ACT, OMPOC, OMSC and State Modal committees <sup>3</sup>			
<b>Materials</b>	Handout/fact sheet(s)	Handout/fact sheet(s) on proposed criteria and case study locations	Handout/fact sheet(s) on case study analysis and findings	Staff recommendation (discussion draft)	Revised staff recommendation (public review draft)
	Video (explaining issue & purpose)		Case study findings report	Handout/fact sheet on staff recommendation	Legislation, including staff report and findings
	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)
<b>How</b>	Website information	Panel of technical experts	Panel of technical experts/policymaker forum	Website information and comment tool	Website information
	Regional technical and policy committees meetings	Community leadership forum	Community leadership forum	Hearing(s)	Legislative hearing
		Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings



<sup>3</sup> Briefings will be coordinated with briefings to support planned updates to the Oregon Transportation Plan and Oregon Highway Plan.

## TPAC REVIEW DRAFT – 10/3/19

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
		County coordination committees' briefings	County coordination committees' briefings		County coordination committees' briefings
What	Explain the issue  What we learned in background research	Criteria for selecting measures to test  Case study: proposed local locations	What we learned  Key things for implementation  Process for review/approval	Staff recommendation /Discussion Draft	Final recommendation /Public Review Draft
Decision		Direction on measures to be tested (~June 2020)	Direction on development of updated policy and implementation recommendations (~March 2021)		Consider approval/adoption

**Public engagement tools and materials:**

These tools and materials will be used and timed to best leverage the needs of the project and inform technical advisory committees and decision-makers:

- **Public Engagement Plan (December 2019)** Details public engagement and decision-making framework, key audiences, schedule and engagement tools and activities.
- **Website (ongoing)** Maintained by Metro staff, the project website will be the primary portal for sharing information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will be used to host an interactive web tool to seek input from the broader public during the 45-day public comment period. At any time, members of the public may submit comments through the project website. Metro and ODOT staff will receive and track comments, and coordinate responses as needed. 
- **Video (Jan-March 2020)** – Develop video to explain the purpose of project, what the mobility policy is, how it is used, what the policy affects (and how) and its strengths and weaknesses. The video will be hosted on the project website to serve as a key information piece throughout 2020 and 2021. It will also be shown in advance of and at briefings and meetings to help explain the update.
- **Technical expert panels/workshops/forums** – A focused effort will be made to engage topical experts, practitioners and key stakeholders to provide input on updating the mobility policy, selecting measures to test and developing implementation recommendations through:
  - TPAC/MTAC workshops (~quarterly)
  - Two expert panels/forums (~June 2020 and Feb. 2021)

## TPAC REVIEW DRAFT – 10/3/19

- One policymaker forum (~March '21, possibly combined with technical expert panel)
- Oregon Modeling Steering Committee Modeling Subcommittee (~Jan. 2020, April 2020 and April 2021)
- **Equity engagement activities (ongoing)** A focused effort will be made to engage historically underrepresented populations. The project team will conduct outreach to leaders of these communities, and seek input on principles to guide updating the mobility policy, select measures to test and develop implementation recommendations through:
  - Two Community Leaders Forums (~June 2020 and Feb. 2021)

- **Hearings** At least two hearings will be jointly hosted by the Metro Council during the 45-day public comment period (~June 2021). The Metro Council will host at least one legislative hearing prior to their final action on the recommended policy (~Aug. 2021). Members of JPACT and the Oregon Transportation Commission will be invited to attend the hearings. A separate hearing before the OTC may also be necessary prior to their action on the JPACT/Council recommendation.



- **Project newsfeeds and electronic newsletters (ongoing)** Metro staff will develop newsfeeds and e-newsletters to provide information about key milestones, and to invite key audiences and the public to participate in engagement opportunities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement plan.

It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project kick-off (Jan. 2020)
- Principles to guide refinement of mobility policy, measures and methods (Spring 2020)
- Release of case study analysis and findings (~Jan 2021)
- JPACT/Council direction to staff on development of recommended mobility policy and future local, regional and state implementation actions (~March 2021)
- Public notice and invitation to participate in the 45-day public comment period and release of recommended policy and implementation actions document (~June 2021)
- Announcement of Metro Council action on Regional Mobility Policy, proposed amendments to the Oregon Highway Plan (Policy 1F) and implementation next steps (~Fall 2021)
- **Publications (ongoing)** Fact sheets, project updates and other materials will be developed to describe the project and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and at meetings.
  - Series of fact sheets
    - Explain the policy, issue, and project purpose and process (~Jan. – March 2020)
    - Explain criteria and information about case studies (~Fall 2020)
    - Explain analysis of case studies and findings (~Winter 2021)
    - Explain mobility policy recommendation, effect and recommendations for how it will be implemented at local, regional and state levels (~June 2021)
    - Other topics may be identified through the process
  - Technical memorandums and meeting materials (ongoing)
  - Regional Mobility Policy Recommendations Reports – Discussion Draft and Public Review Draft (~spring 2021)

## TPAC REVIEW DRAFT – 10/3/19

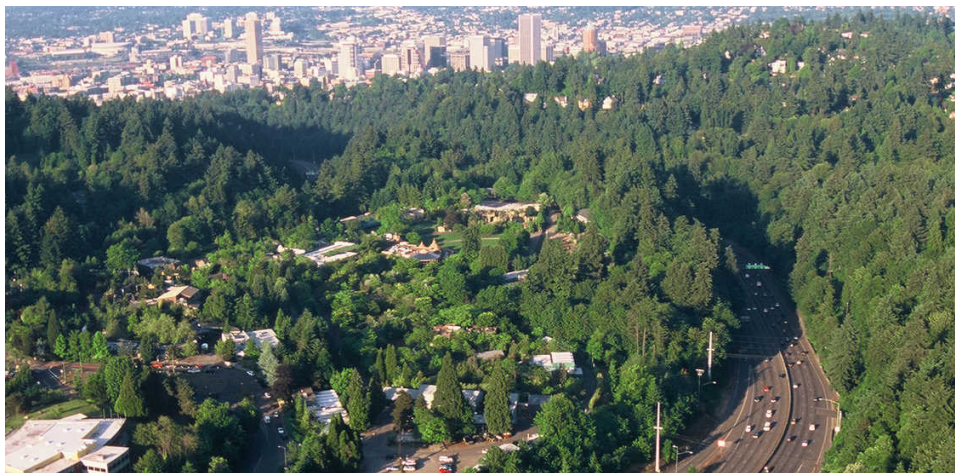
- Implementation Recommendations Reports - Discussion Draft and Public Review Draft (~spring 2021)
- Final report (~summer/fall 2021)
- Presentations (ongoing)
- **Consultation activities (ongoing)** The project team will consult with regulatory and other public agencies and stakeholders, including OTC, LCDC, DLCD, FHWA, FTA, OHA and others identified during the scoping process. Activities will include: email updates, in-person briefings, offering two group consultation meeting opportunities to provide feedback (~June '20 and March '21) and an invitation to provide feedback during the public comment period (June – July '21).
- **Public engagement reports (ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment log and stakeholder engagement report (~June 2021)** A public comment log and stakeholder engagement report will be compiled and summarized at the end of the formal 45-day public comment period. The public comment log will summarize comments received and recommended actions to address comments.

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



The Regional Mobility Policy Update project is a joint effort of Metro and ODOT. Throughout 2019, Metro and ODOT staff have worked closely together with local, regional and state partners to scope the project. A report summarizing scoping engagement activities and feedback received will be available in mid-October.

Month	Who	When	What
April	CTAC	4/23	<ul style="list-style-type: none"> <li>• Project update</li> <li>• Seek feedback on initial scoping questions</li> </ul>
	PBOT	4/29	
May	EMCTC TAC	5/1	
	WCCC TAC	5/2	
	TPAC	5/3	
June	Portland Freight Committee	6/6	<ul style="list-style-type: none"> <li>• Project update</li> <li>• Seek feedback on project goals, approach and potential issues to address to inform development of work plan and engagement plan</li> </ul>
	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 Forum	8/2	
	CTAC	8/27	
September	Stakeholder interviews	All month	
	EMCTC TAC	9/4	
	TPAC	9/6	
	Portland Pedestrian Advisory Committee	9/17	
	C-4 Metro	9/18	
	MTAC	9/18	
October	DLCD/Metro/ODOT State Agency Coordination	10/2	<ul style="list-style-type: none"> <li>• Project update</li> <li>• Seek feedback on draft work plan and engagement plan</li> </ul>
	TPAC	10/4	
	Beaverton staff discussion	10/10	
	EMCTC	10/14	
	WCCC	10/14	
	JPACT	10/17	
	Portland Bicycle Advisory Committee	10/22	
	MPAC	10/23	
November	TPAC	11/1	<ul style="list-style-type: none"> <li>• Seek recommendation to JPACT on work plan and engagement plan</li> <li>• Seek feedback on draft work plan and engagement plan</li> <li>• Seek recommendation to the Metro Council on work plan and engagement plan (by Resolution)</li> </ul>
	Council	11/5	
	JPACT	11/21	
December	Council	TBD	<ul style="list-style-type: none"> <li>• Consider JPACT's recommendation (by Resolution)</li> </ul>



## 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 defining how the region defines mobility and measures success. 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 on the transportation system.

### **What is the regional mobility policy?**

As the primary way of measuring vehicle congestion on roads and at intersections, the current 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 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, equitable, 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. Moreover, congestion in greater Portland is affecting the ability of businesses statewide and outside of Oregon to move goods through the region and to key intermodal facilities within the region.





## 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 adequately measure mobility for people riding a bus or train, biking, walking or moving goods, nor does it address important concepts such as reliability, system completeness or access to destinations.
- The current policy has led to transportation projects that are increasingly expensive 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 transportation system adequacy under state law.
- ODOT will be updating the Oregon Transportation Plan and Oregon Highway Plan next year – this project provides an opportunity for the region to help coordinate with and help inform those statewide efforts.

## What are our expected outcomes?

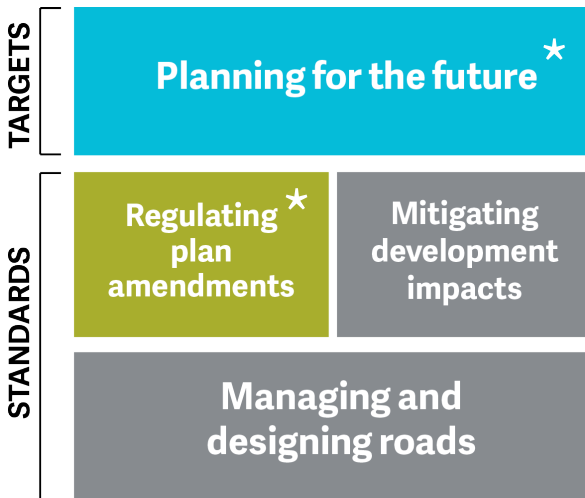
The project's primary outcome is to recommend a holistic mobility policy and associated measures and performance targets for the greater Portland region. The updated policy will clearly define mobility expectations for people and goods for all modes to serve planned land uses and guide local, regional 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:** Cities, counties and consultants, in coordination with ODOT

**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

**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, 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 fall 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.

## Next steps for 2019

### 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 discussions and consider approval of work plan and engagement plan

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

### October - December

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

Sign up for project updates and learn more at [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility)

### Project contacts:

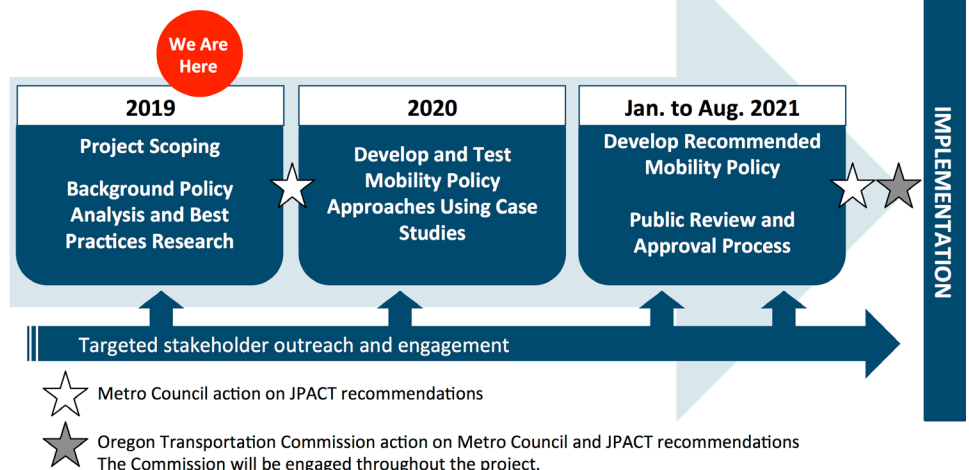
#### Kim Ellis

Metro project manager  
Kim.Ellis@oregonmetro.gov  
503.797.1617

#### Lidwien Rahman

ODOT project manager  
Lidwien.Rahman@odot.state.or.us  
503.731.8229

## Project timeline



***5.1 Climate Change in Greater  
Portland: Considerations for the  
2040 Growth Concept Refresh  
Information and Discussion Items***

Metro Policy Advisory Committee  
Wednesday, October 23, 2019  
Metro Regional Center, Council Chamber

# MPAC Worksheet

**Agenda Item Title:** Climate Change in Greater Portland

**Presenter(s):** Dr. Philip Mote, Dr. Vivek Shandas, Portland State University. (Facilitated by Rebecca Small (Metro)).

## **Purpose/Objective**

To provide MPAC with the best available information on the expected effects of climate change in greater Portland and the impact on its residents, in preparation for upcoming 2040 Growth Concept Refresh policy discussions.

Guest experts will offer MPAC members special insight into climate trends specific to this region and discuss where focused efforts are needed to ensure the safety and well-being of vulnerable populations, including low-income communities and communities of color.

**Dr. Philip W. Mote** is the director of the Oregon Climate Change Research Institute (OCCRI) and Vice Provost and Dean of the Graduate School at Oregon State University. He has served as a lead author for the Fourth and Fifth Assessment Reports of the Intergovernmental Panel on Climate Change (IPCC), on three US National Climate Assessments, and seven reports of the National Academy of Sciences.

**Dr. Vivek Shandas** is a faculty member of the Nohad A. Toulon School of Urban Studies and Planning at Portland State University; Research Director of the Institute for Sustainable Solutions; and founder of the Sustainable Urban Places Research (SUPR) Lab, working to connect environmental impacts and human behavior to improve decision-making.

## **Action Requested/Outcome**

None required.

## **What has changed since MPAC has considered this issue/item?**

N/A

## **What packet material do you plan to include?**

N/A

Materials following this page were distributed at the meeting.





# METRO/ODOT MOBILITY POLICY UPDATE

Metro Policy Advisory Committee Briefing | 10/23/19

Kim Ellis, Metro Project Manager

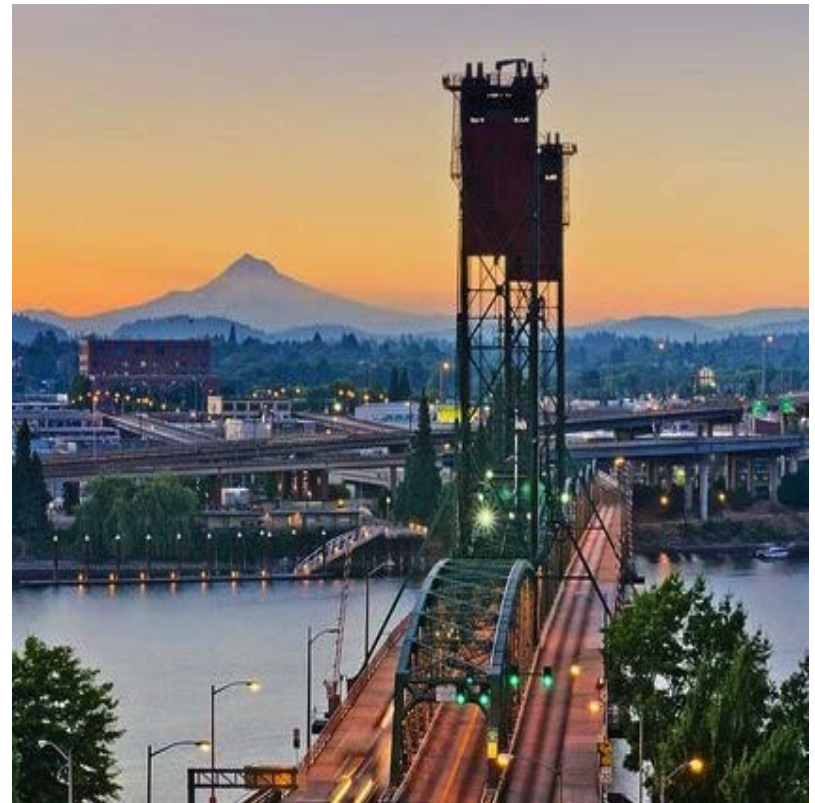


# Today's purpose

Introduce project

Seek feedback on:

- draft project objectives
- proposed approach



# 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?



## 2018 Regional Transportation Plan

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

Adopted December 6, 2018

[oregonmetro.gov/rtp](http://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

# 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

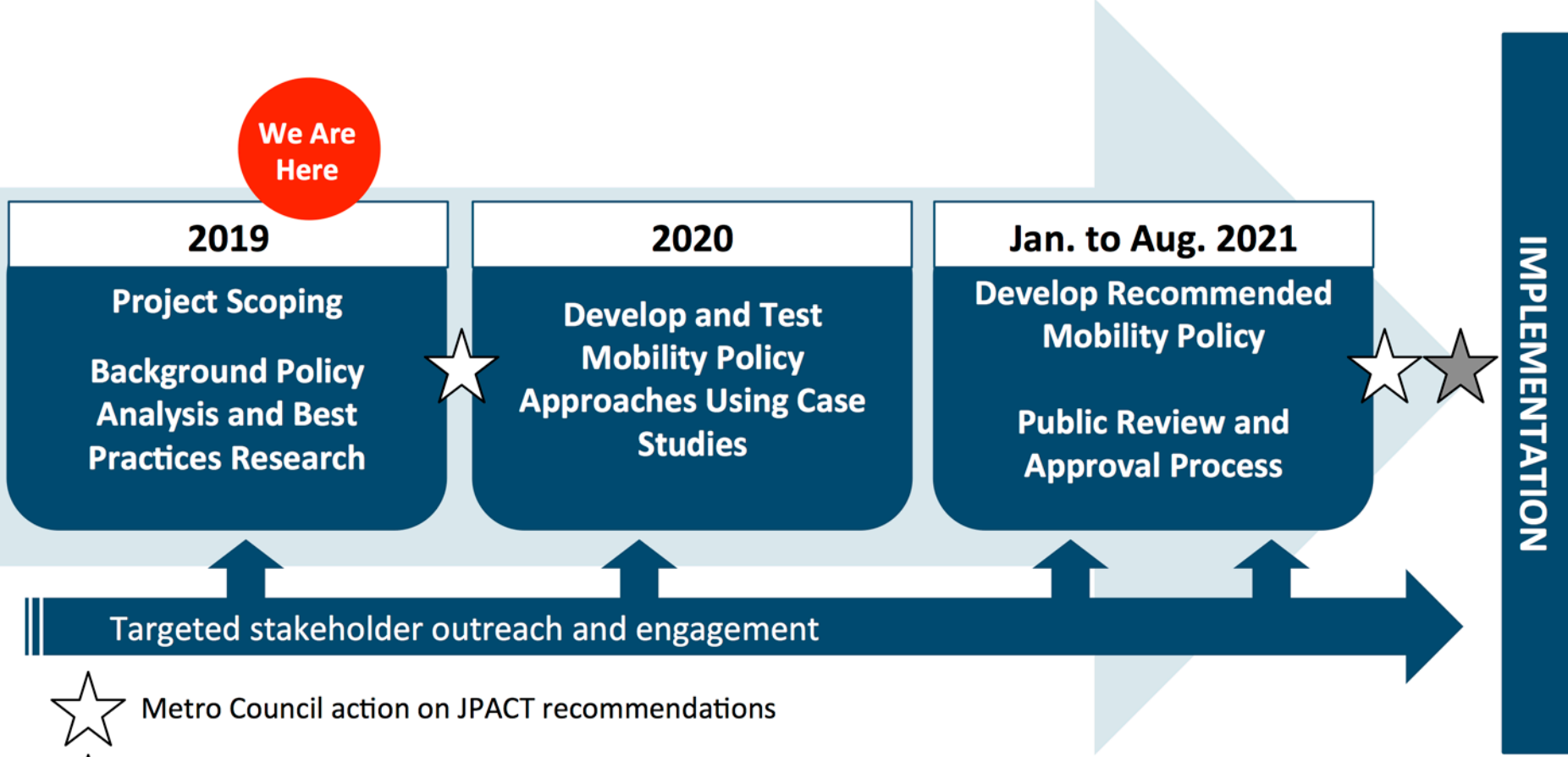
Managing and designing roads

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

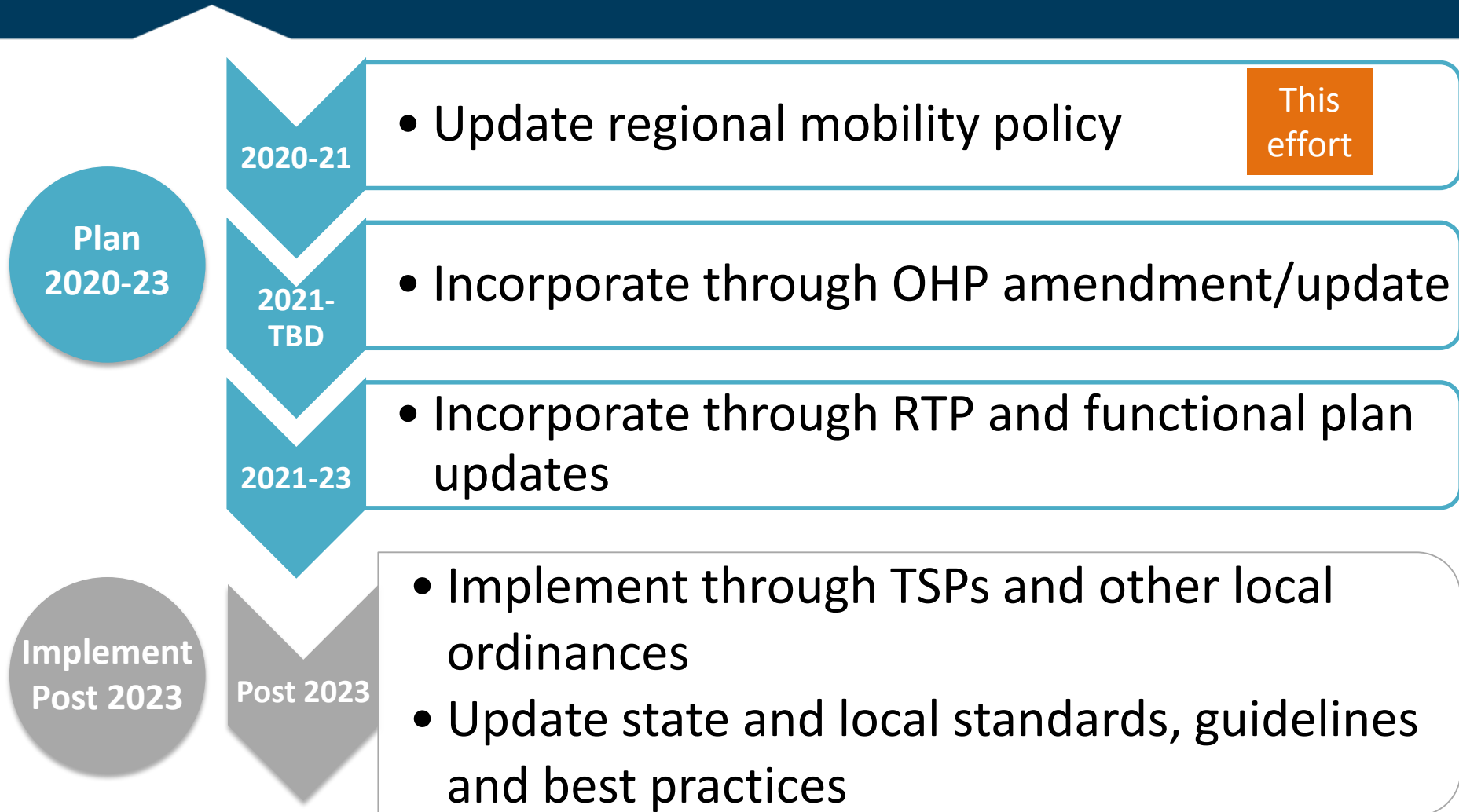
# Two-year timeline for updating our policy



☆ 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
- Coordinating committees (policy)
- MPAC



# We've heard broad support for proposed approach and objectives



# Mobility measures to explore



Travel time and  
reliability



Access to jobs,  
destinations and transit



System completeness  
and connectivity



Safety



Vehicle miles traveled



Duration of congestion  
(volume-to- capacity ratio)



Mode share



People and goods  
throughput



Vehicle hours  
traveled



Trip length

Note: This list is not exhaustive and will be updated to capture previous Metro, ODOT, DLCD and local government performance measure work and findings from the PSU/TREC best practices research that is underway.



# 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 the RTP and Proposed Amendment to OHP Policy 1F\*

Jan. to  
May  
'21

Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy

June to  
Aug.  
'21

Conduct Public Review and Refinement Process\*

June to  
Aug.  
'21

Conduct Approval Process\*

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 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), practitioner briefings**

**Community leaders' forums**

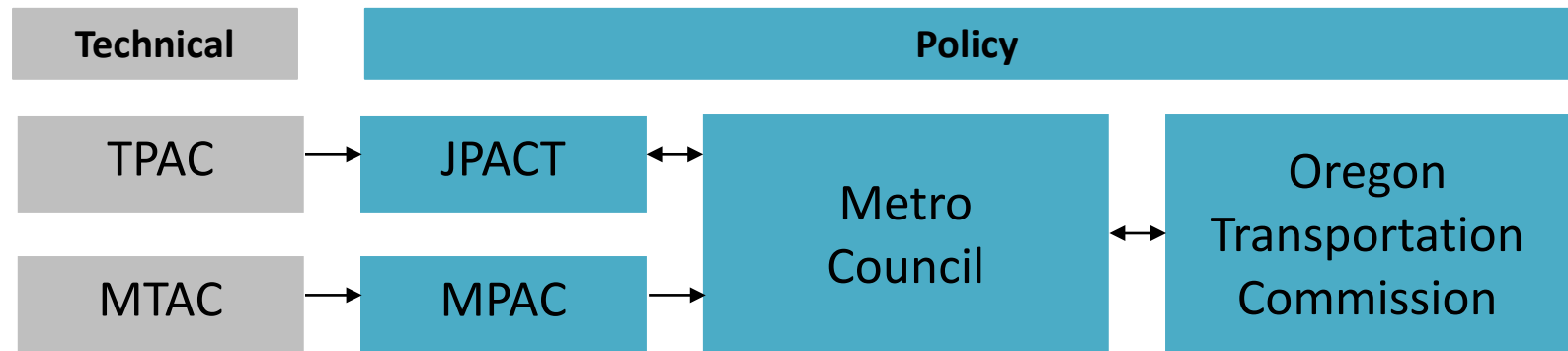
**Factsheets, newsfeeds, E-newsletters**

**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.

# Next steps for 2019

**MAY – OCT.**

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

**TREC/PSU research** begins in Sept. 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**

kim.ellis@oregonmetro.gov



**Lidwien Rahman, ODOT**

lidwien.rahman@odot.state.or.us



**Visit**  
**[oregonmetro.gov/  
mobility](https://oregonmetro.gov/mobility)**

**oregonmetro.gov**



# What is our current congestion policy?

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

Locations	RTP Targets		
	Mid-day	1 <sup>st</sup> hour*	2 <sup>nd</sup> 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

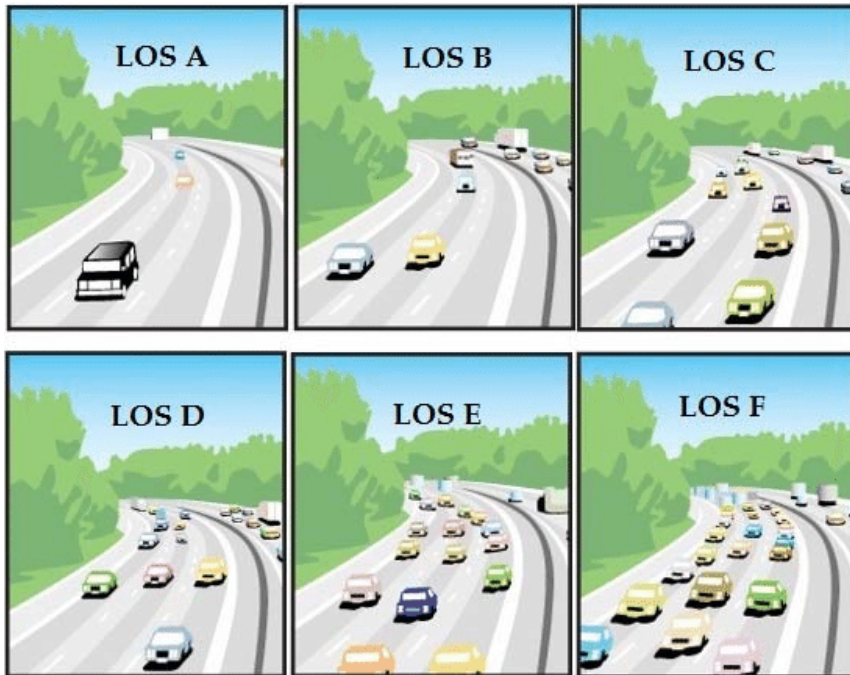
\* = AM/PM 2-hour peak period

\*\* = Varies by facility

See 2018 RTP Table 2.4 and OHP Table 7 for Portland region

# 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

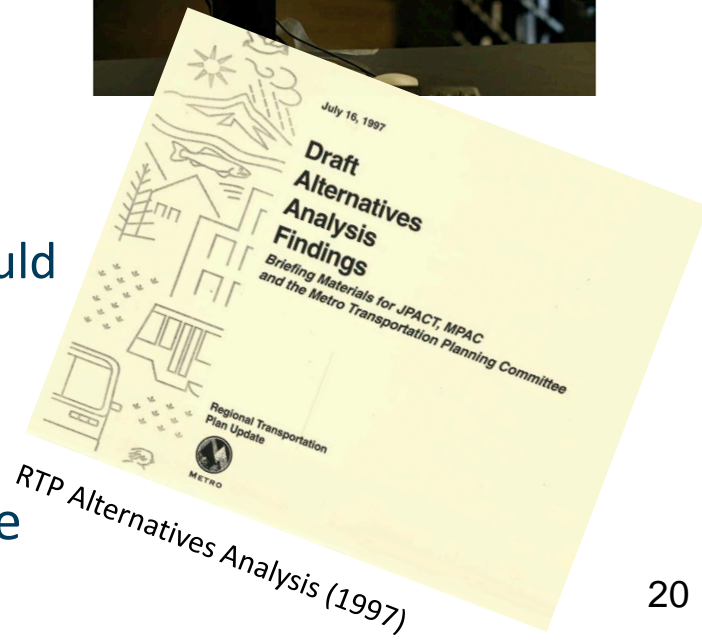
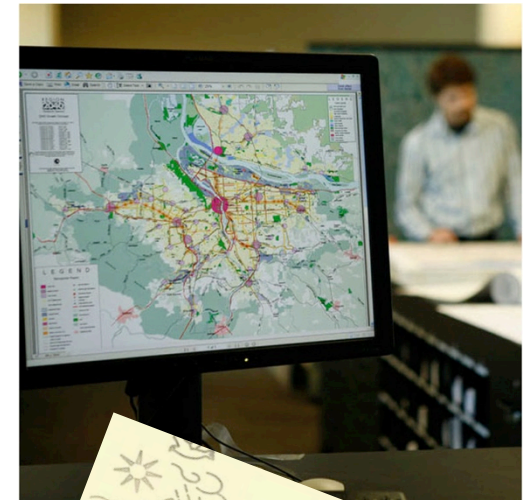
The most widely adopted metric for reporting transportation system performance in the U.S. since the 60's

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

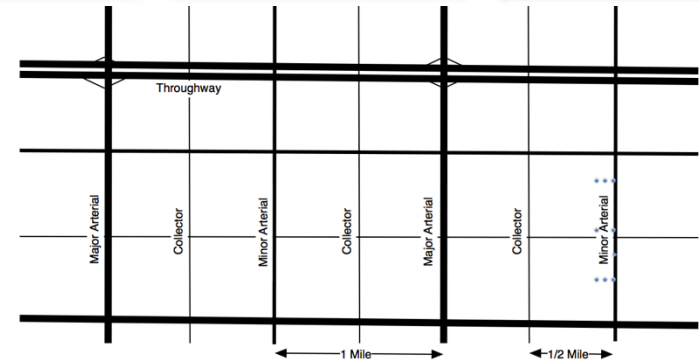
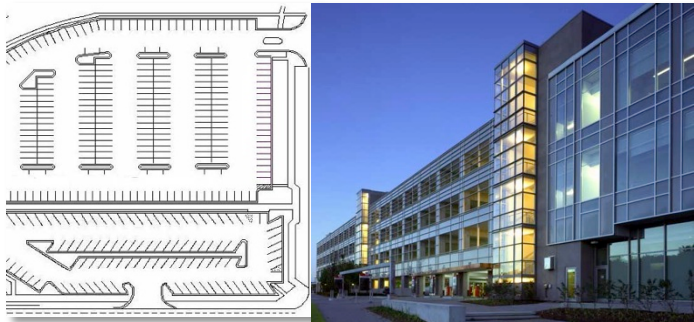
## Set targets to reduce driving alone



## 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'

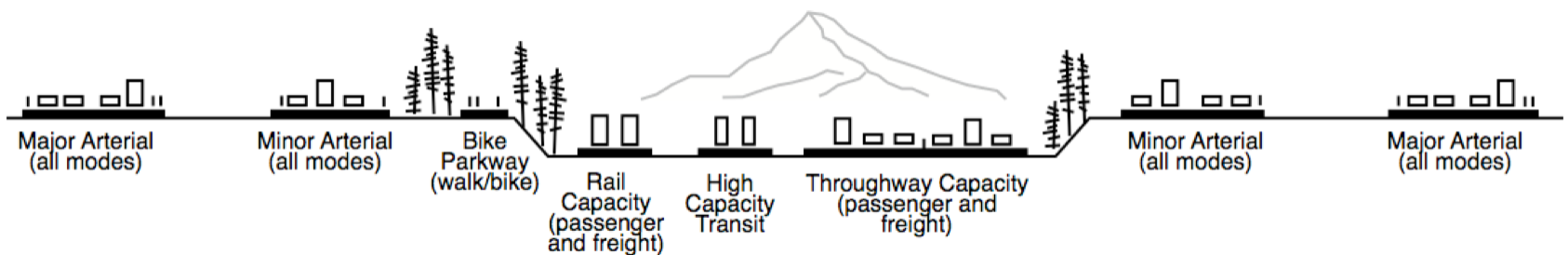
## Manage parking



# 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



# Climate Change in Portland



**Philip Mote**

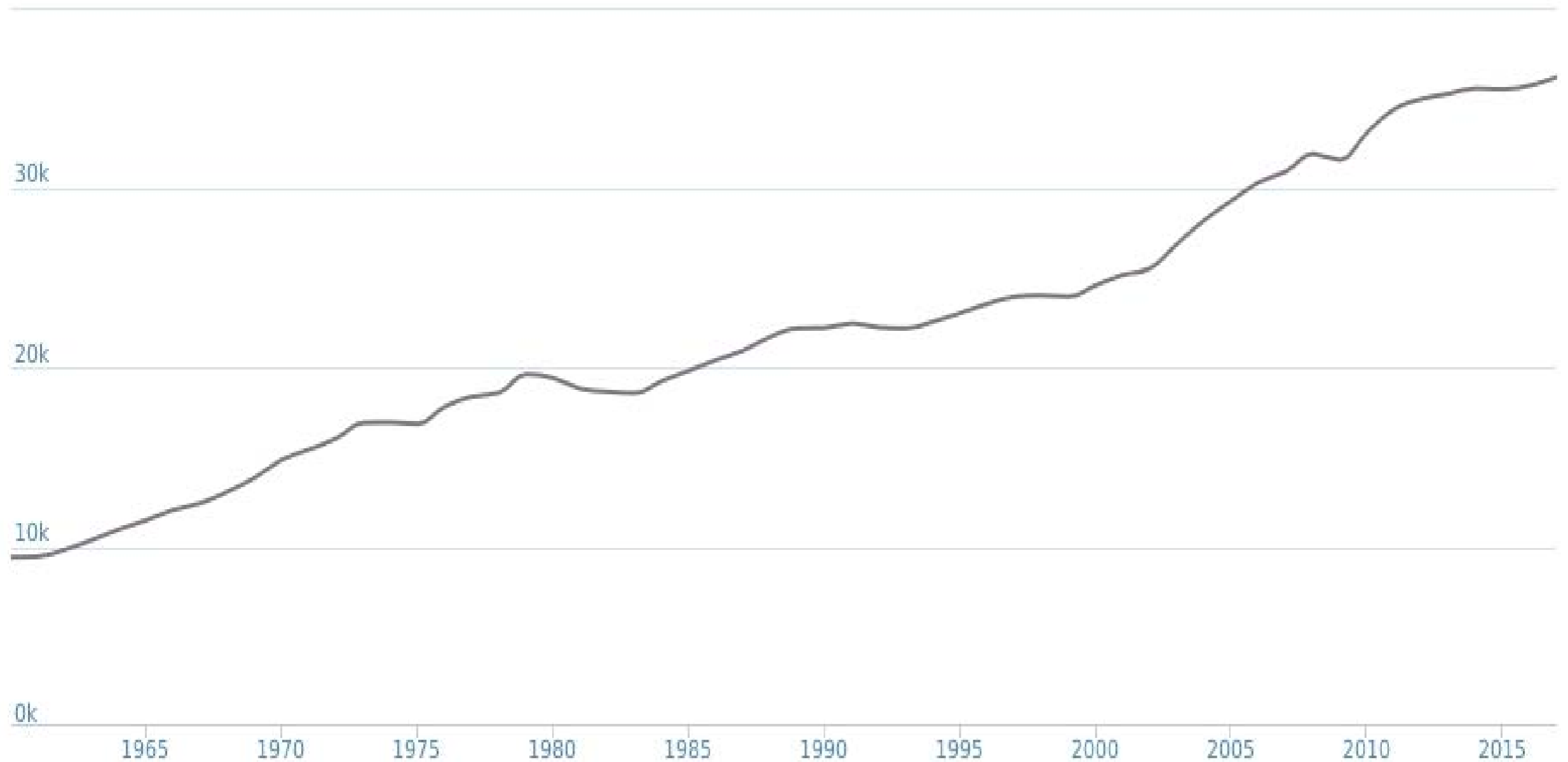
**Oregon Climate  
Change Research  
Institute**

**Metro Policy Advisory Committee  
October 23, 2019**



**Oregon State  
University**

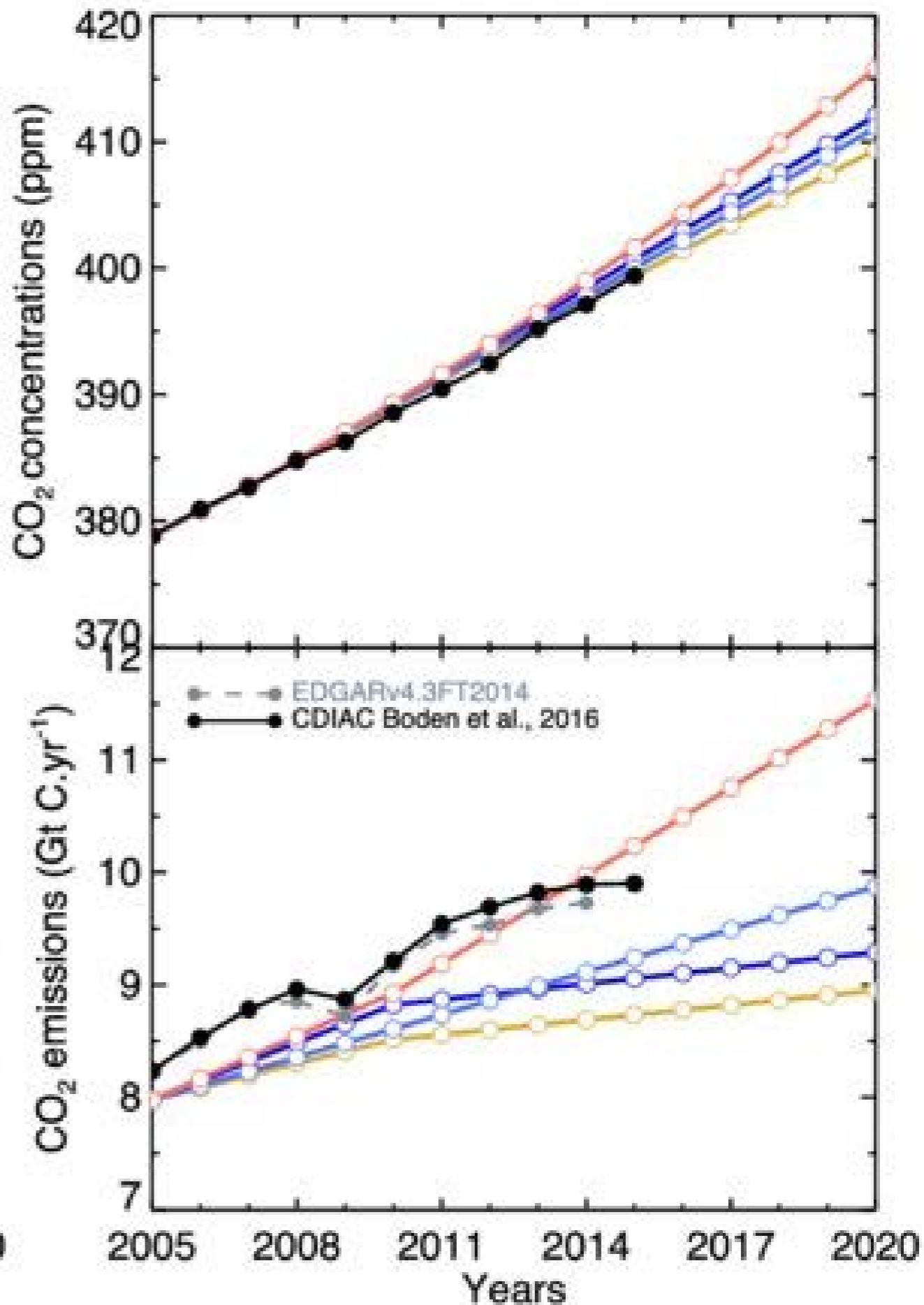
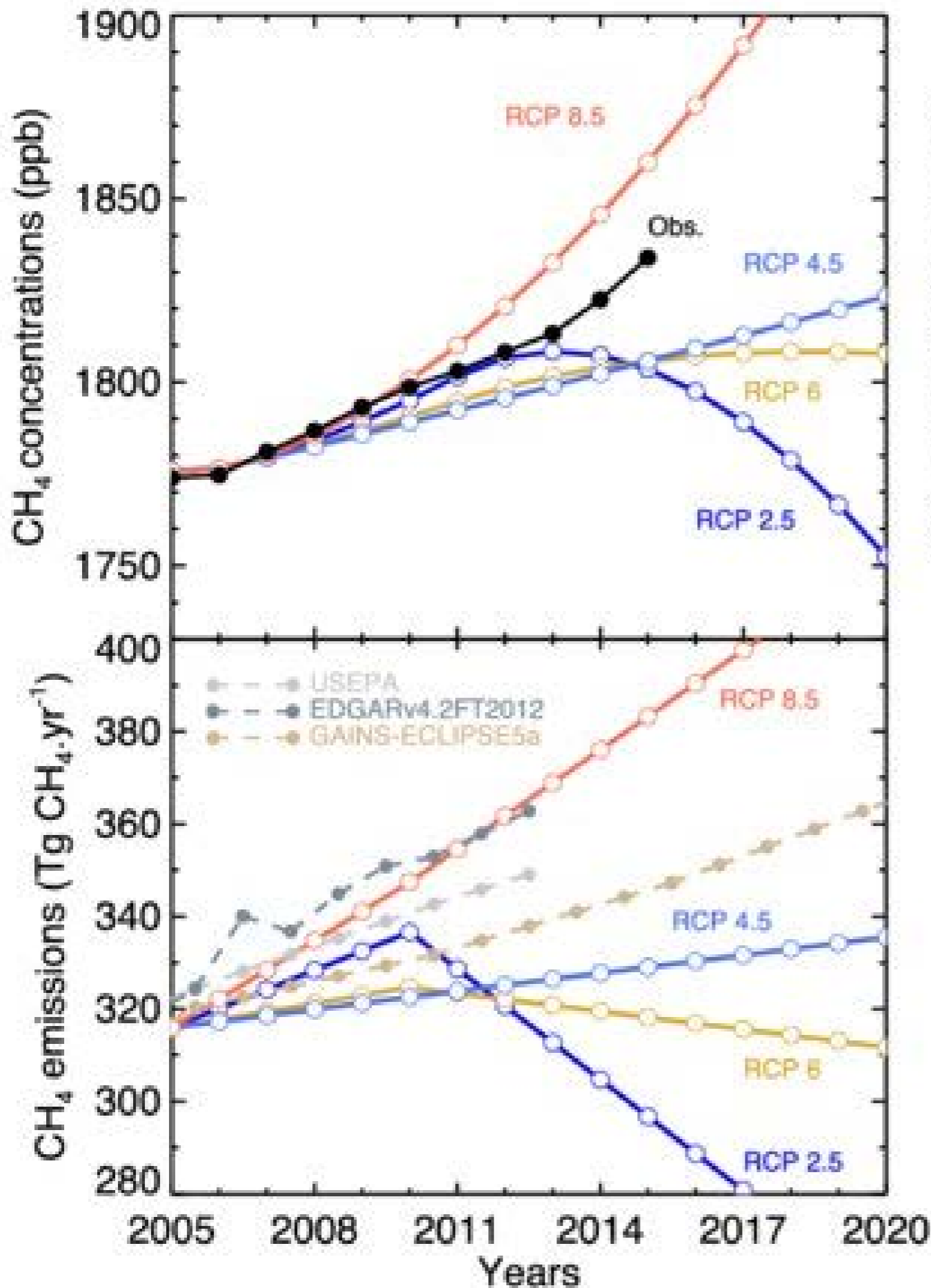
# Global carbon dioxide emissions

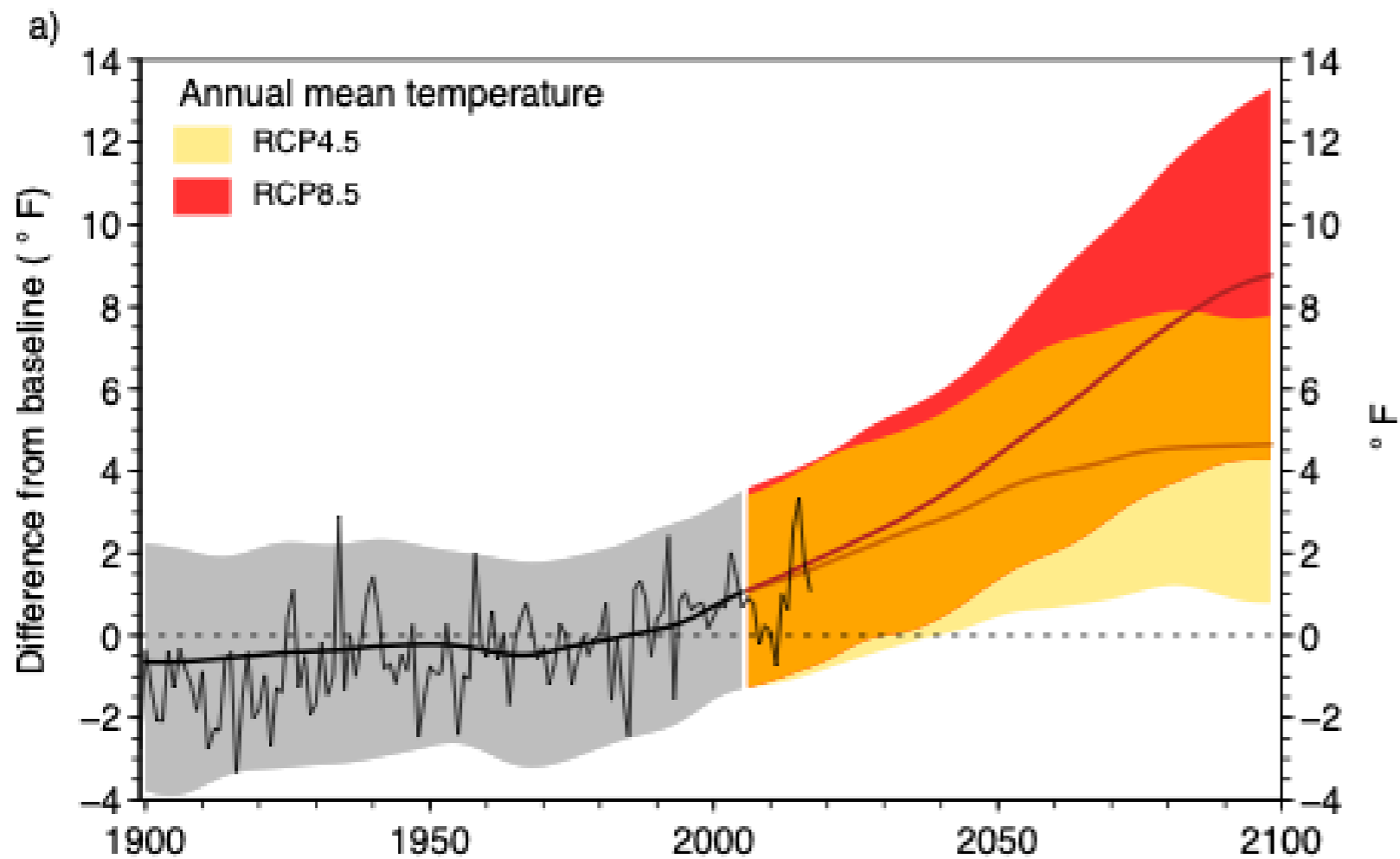




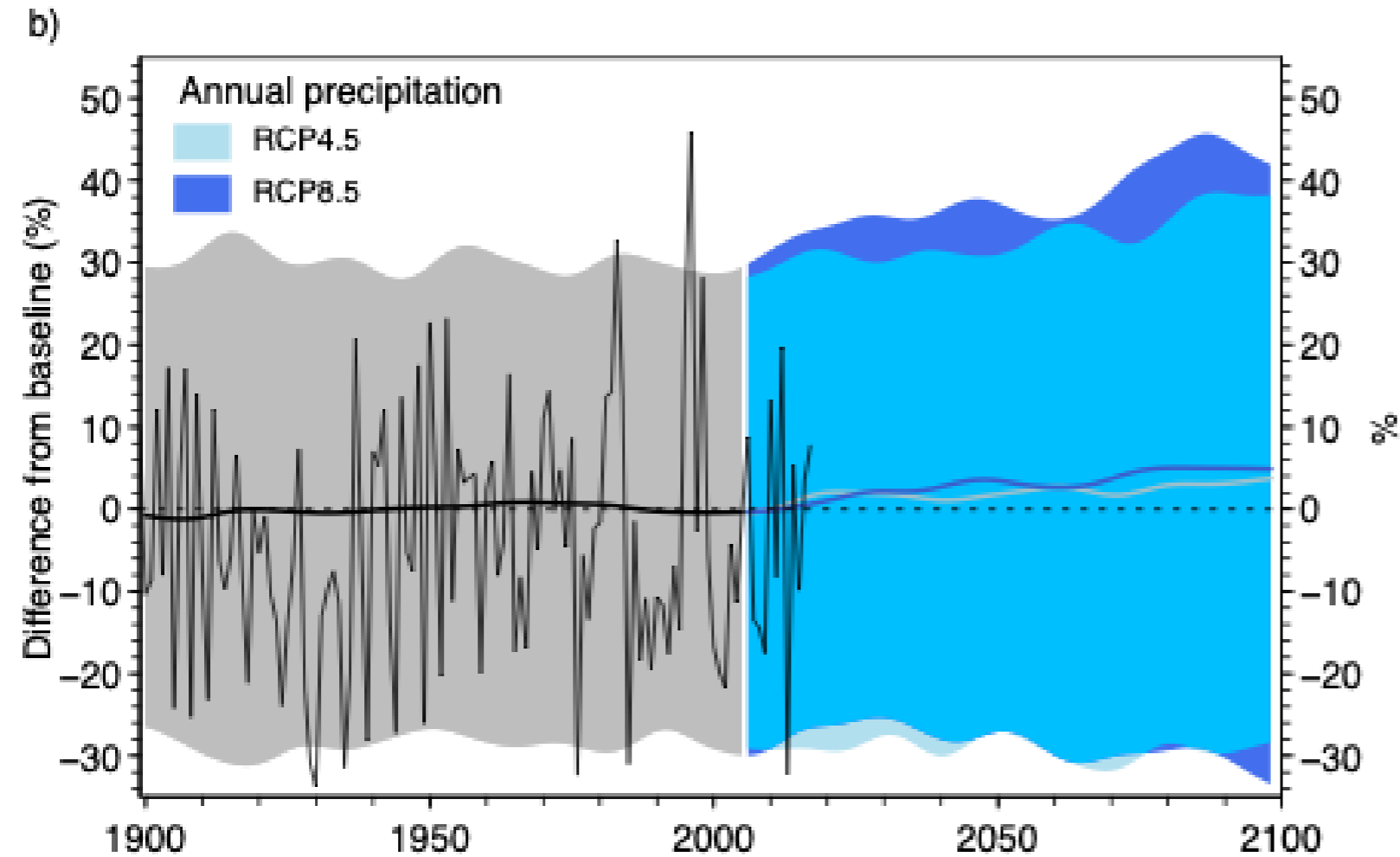
### Methane concentrations and emissions

### CO<sub>2</sub> concentrations and emissions





# Northwest climate change



Rupp et al 2017, updated



### Local Projections: Heat Indices

Lower Emissions (RCP 4.5)

Portland, OR (45.5051° N, 122.6750° W)

1990s

APR-OCT



HI≥90F / HI≥100F

5days / 0days

HI≥105F

0days

2025s

APR-OCT



HI≥90F / HI≥100F

12days / 1days

HI≥105F

0days

2055s

APR-OCT



HI≥90F / HI≥100F

21days / 3days

HI≥105F

1days

2085s

APR-OCT



HI≥90F / HI≥100F

28days / 5days

HI≥105F

2days

### Local Projections: Heat Indices

Higher Emissions (RCP 8.5)

Portland, OR (45.5051° N, 122.6750° W)

1990s

APR-OCT



HI≥90F / HI≥100F

5days / 0days

HI≥105F

0days

2025s

APR-OCT



HI≥90F / HI≥100F

14days / 2days

HI≥105F

0days

2055s

APR-OCT



HI≥90F / HI≥100F

31days / 6days

HI≥105F

2days

2085s

APR-OCT



HI≥90F / HI≥100F

57days / 18days

HI≥105F

9days

NW Climate Toolbox, Data: gridMET & MACAv2-METDATA



# Extreme 1-day precipitation Western Oregon/western Washington

From a large ensemble with a regional climate model

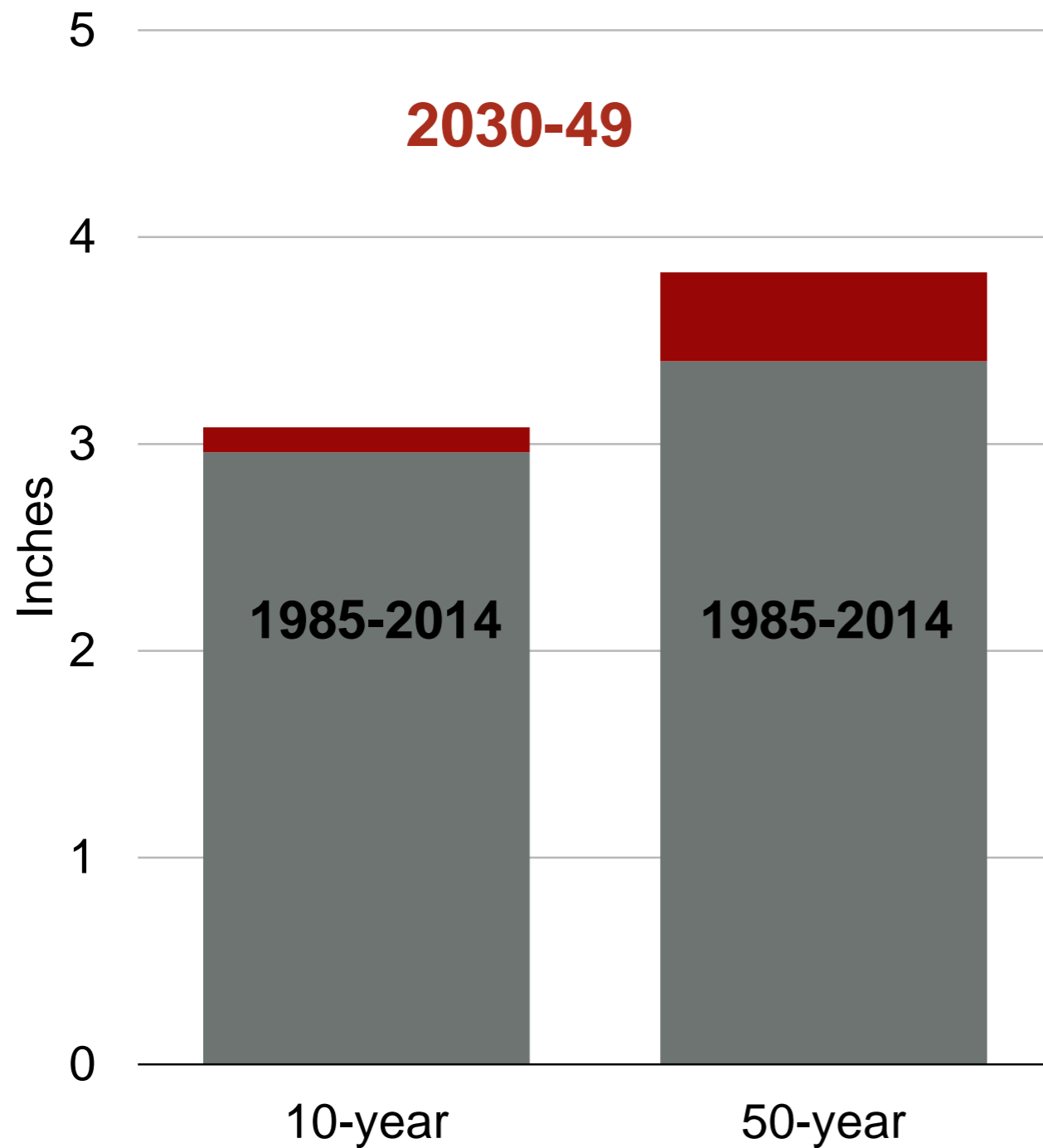
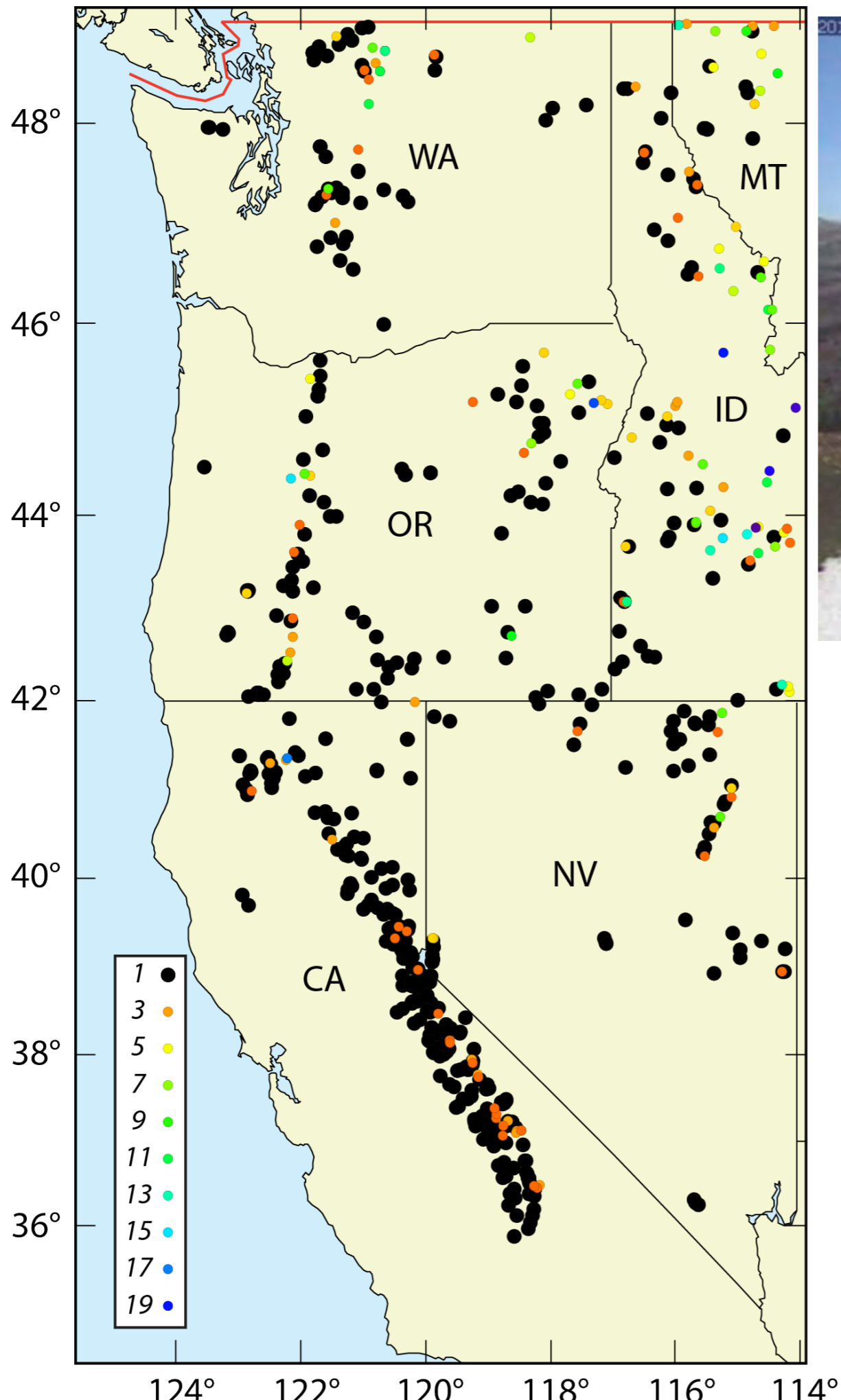


Photo: The Oregonian



2015 Snow drought:  
 Normal precipitation,  $\sim 3^{\circ}\text{C}$   
 warmer than normal

Record low April 1 snow at  
 $\sim 80\%$  of sites

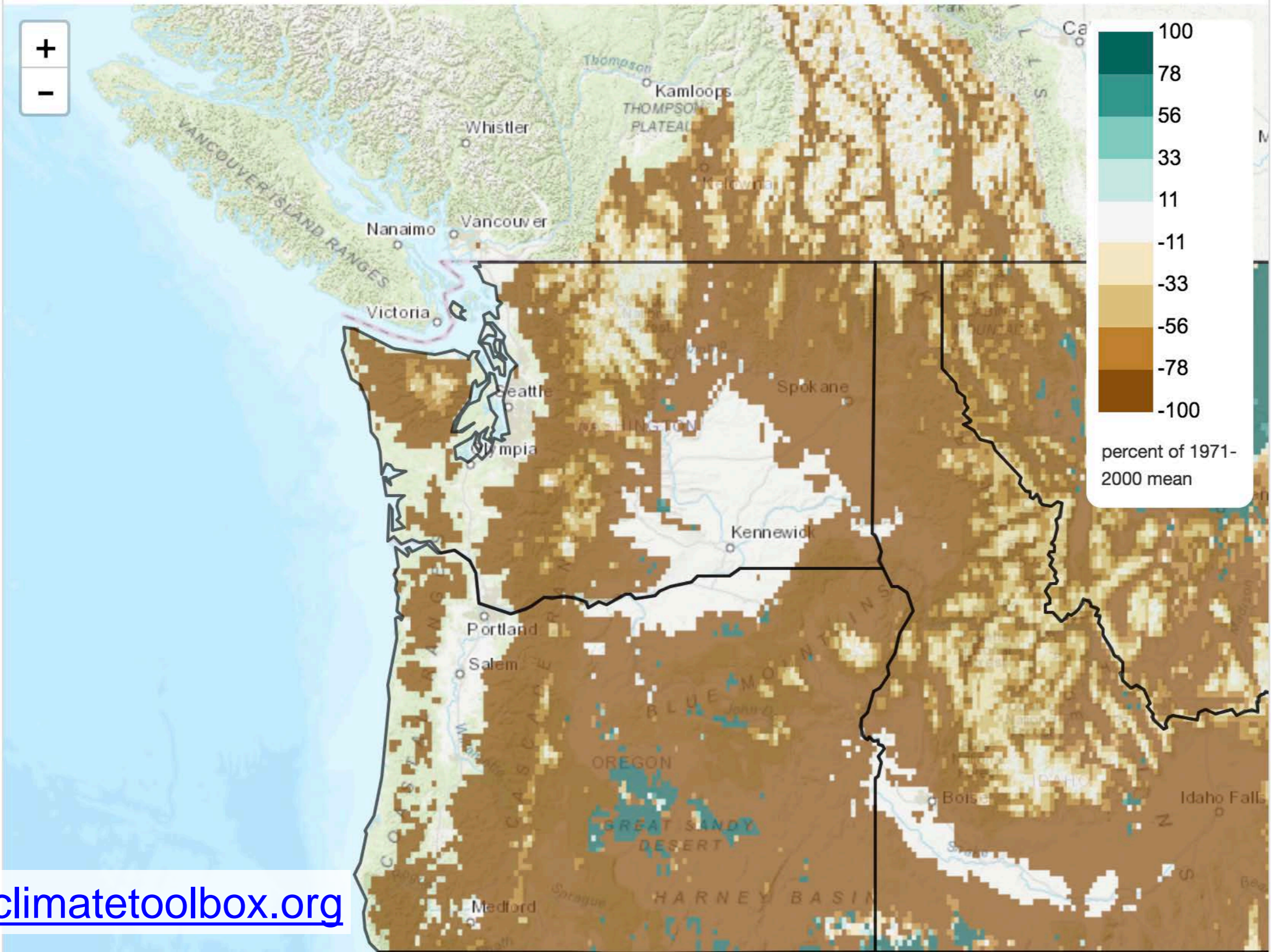
Mote et al. GRL 2016



# Projected Change in Snow Water Equivalent, April 1st

RCP8.5 2070-2099 vs. historical simulation 1971-2000, mean change

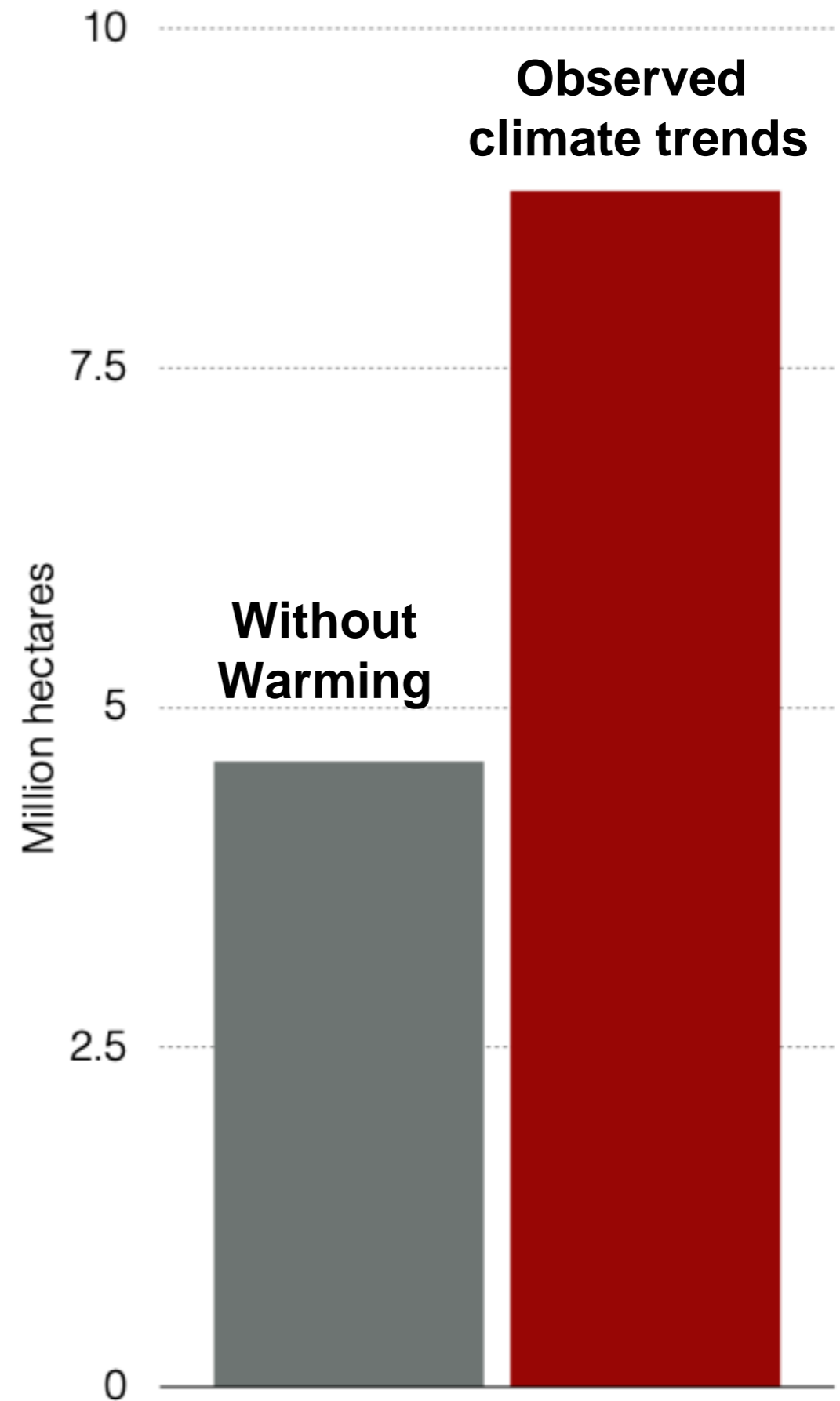
Multi-model (10 models) mean from VIC forced by downscaled models





Human-caused climate change doubled the area burned in western US since 1985

Abatzoglou and Williams (2016) redrawn by P Mote

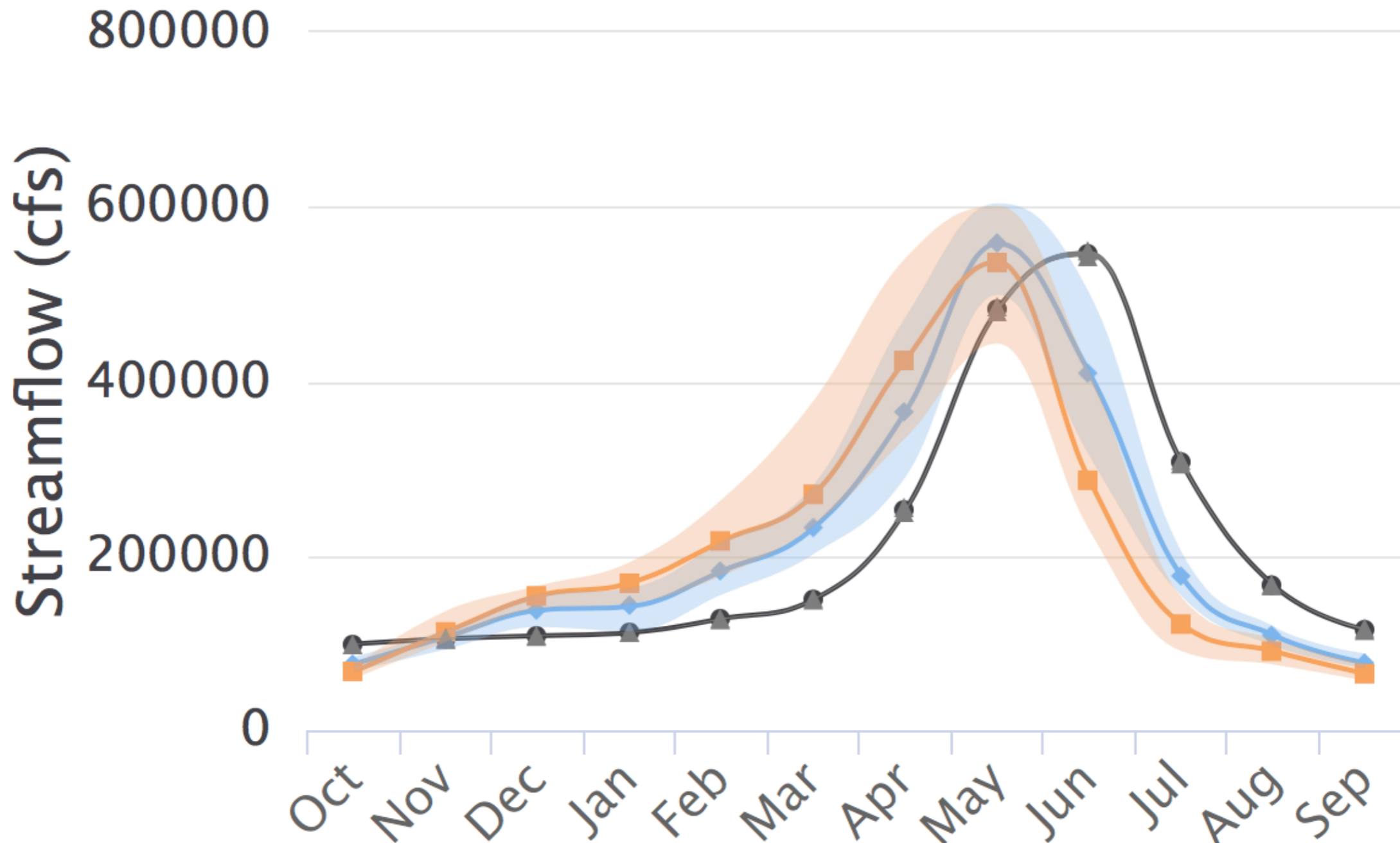


# Projected Streamflow (2070–2099)



## Columbia River at Bonneville, OR

Source: Integrated Scenarios CMIP5–MACAv2LIVNEH–VIC Bias–Corrected



[climatetoolbox.org](http://climatetoolbox.org)

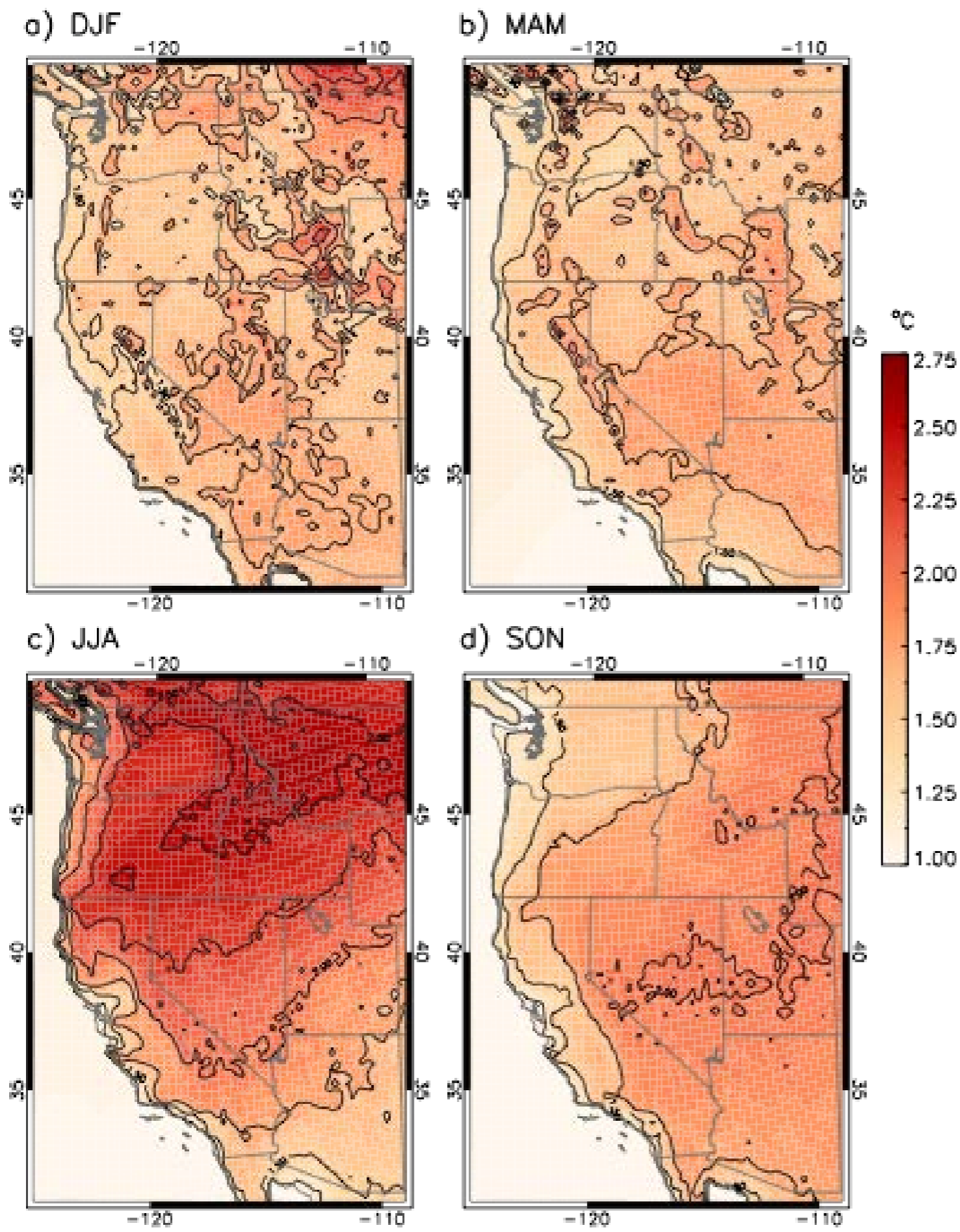
- Historical
- RCP 8.5 Avg
- RCP 4.5 Range
- Historical Range
- RCP 8.5 Range

# Conclusions

A map of the Pacific Northwest and Great Basin regions, showing climate change impacts. The map includes labels for major cities like Nanaimo, Vancouver, Victoria, Seattle, Portland, Boise, and Idaho Falls. It also shows geographical features like the Fraser Island Ranges, Willamette Mountains, and Great Sandy Desert. A large, semi-transparent text box is overlaid on the map, containing the title 'Conclusions' and a list of bullet points.

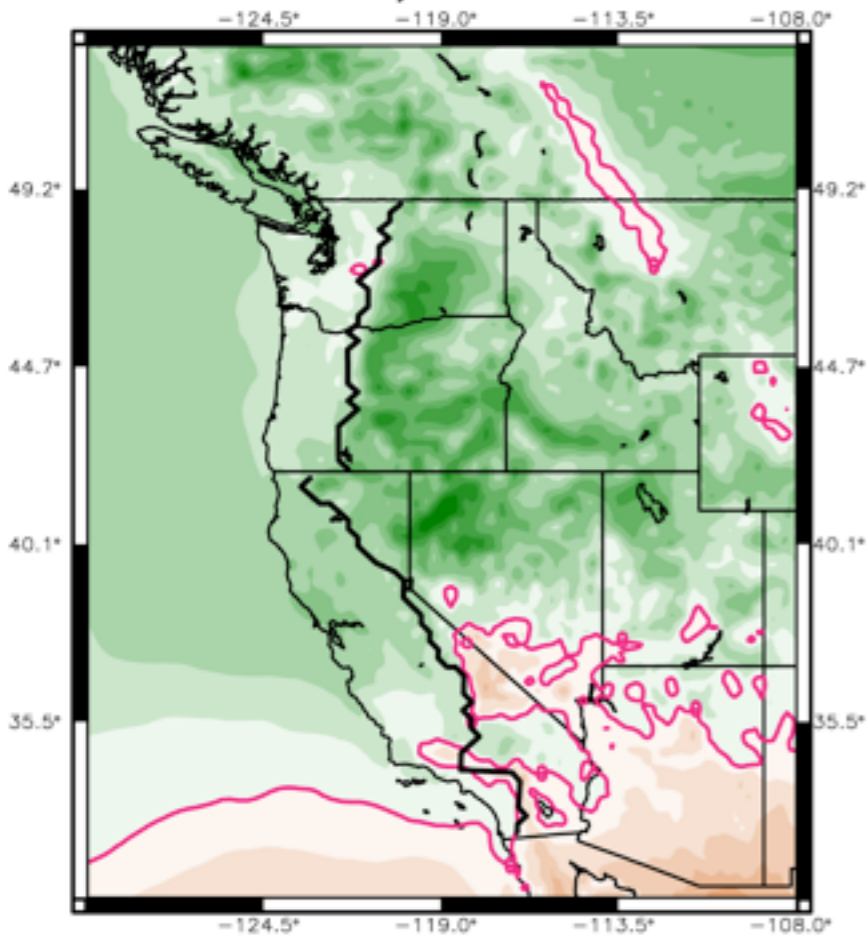
- **Global changes set the context: inexorably rising temperatures**
- **Impacts of climate change on the Portland area include: increased heat waves, modest increases in heavy rainfall, reduced mountain snow, lower summer streamflow, more Willamette floods, increased risk of fire**
- **Proactive adaptation actions may reduce impacts**



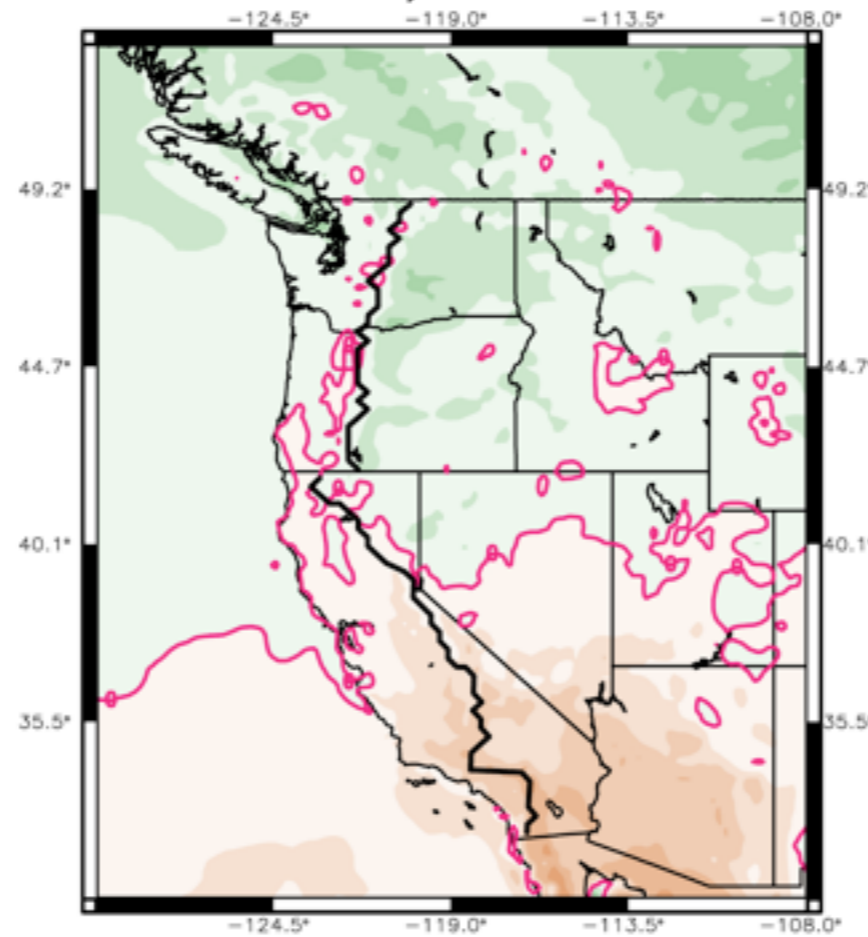


Change in ensemble mean temperature, 1985-2014 to 2030-59

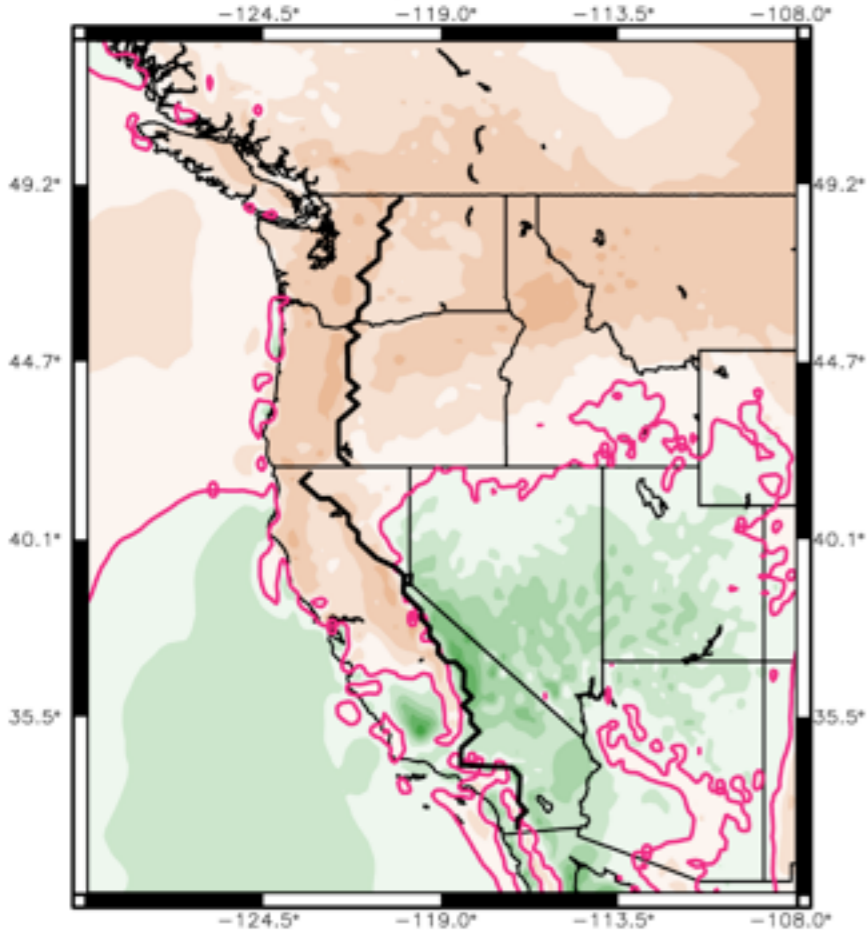
a) DJF



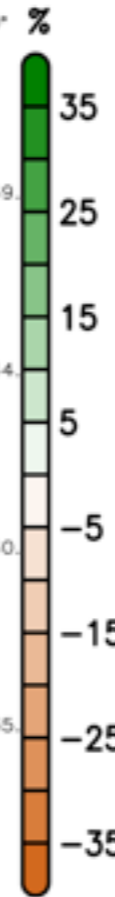
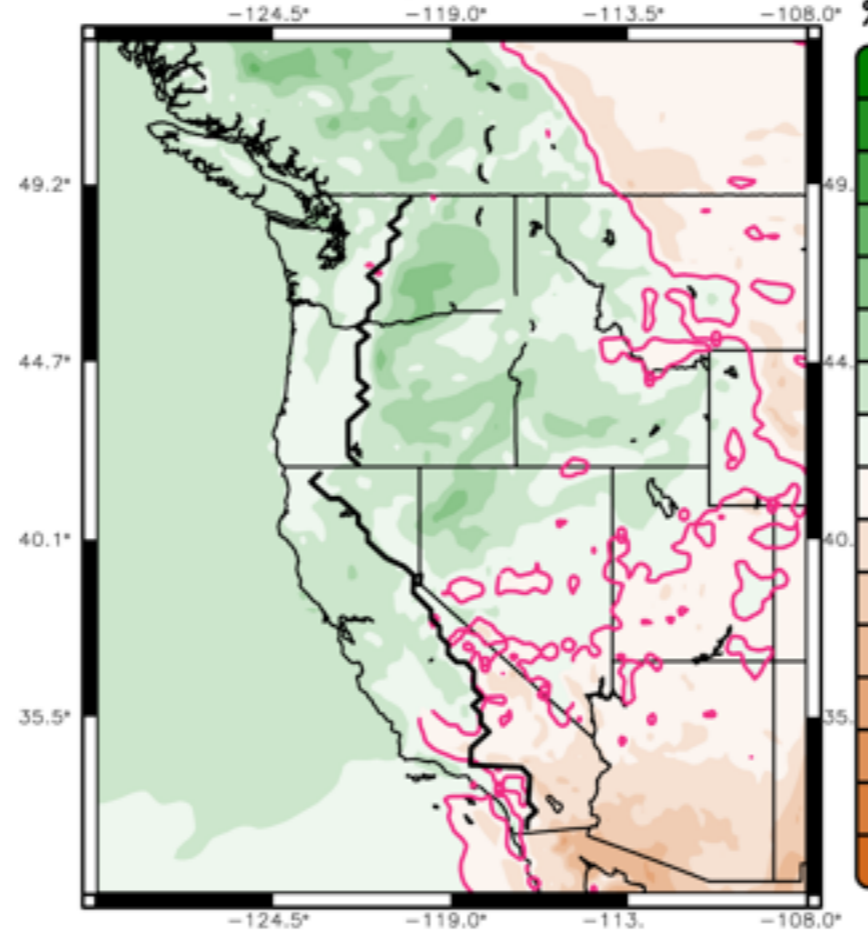
b) MAM



c) JJA



d) SON



Change in ensemble mean precipitation, 1985-2014 to 2030-59

Li et al., in prep

# Localizing Climate Effects for Metro

*Stressors on and strategies for creating a more equitable region*

*Vivek (Vee-veck) Shandas*  
*Professor, Portland State University*  
*Principal, CAPA Strategies*



Institute for  
Sustainable Solutions  
PORTLAND STATE UNIVERSITY



## The Big Question!

*What are the effects  
of climate change on  
my region?*



# If you believe the popular press...

## FiveThirtyEight

Politics Sports Science & Health Economics Culture

THE BALANCE SMB ► OPERATIONS & SUCCESS

SEP. 19, 2019, AT 9:01 AM

### Here's The Best Place To Move If You're Worried About Climate Change

“...But according to his estimates, Northern Minnesota, Seattle, **Portland, Ore.**, and the Upper Peninsula of Michigan could all end up with more moderate temperatures and weather patterns than they currently have.”

SFGATE

LOCAL

NEWS

SPORTS

REAL ESTATE

BUSINESS

A&E

EAT + DRINK

LIVING

T

### The Best Places to Live in a Future Troubled by Climate Change

“...Honorable mentions go to places in central Canada (away from the coast), Scandinavian countries, and North-Central European countries such as Latvia and Estonia. In the U.S., upstate New York and **Pacific Northwest locales like Portland and Seattle** are also viable....”

### We asked insurance workers where they'd live in the US to avoid future natural disasters — here's what they said

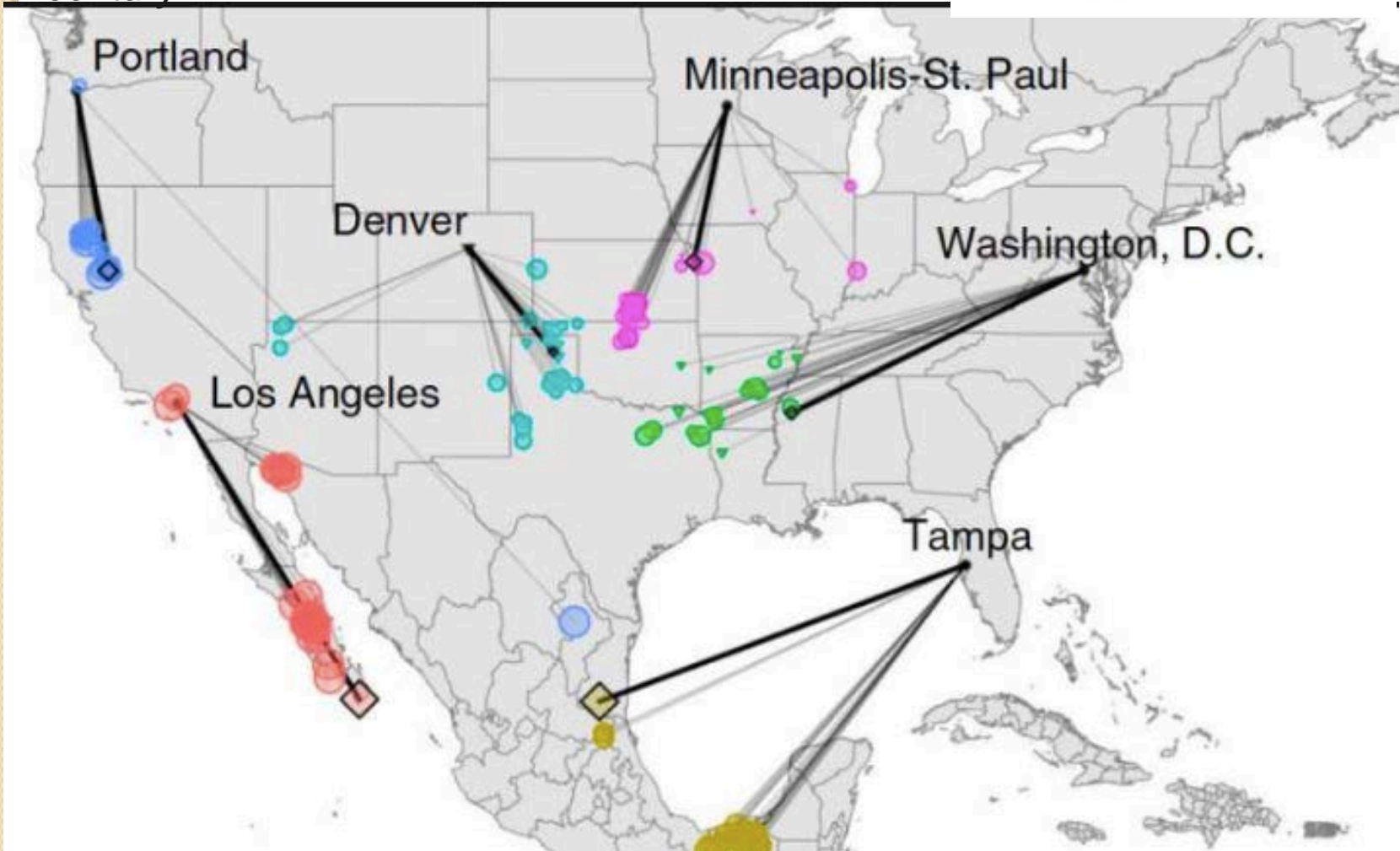
Aria Bendix, provided by

BUSINESS INSIDER

Published 9:33 am PDT, Wednesday, June 5, 2019

# Portland: The New Sacramento?

*Feb, 2019: Contemporary climatic analogs for 540 North American urban areas in the late 21st century*



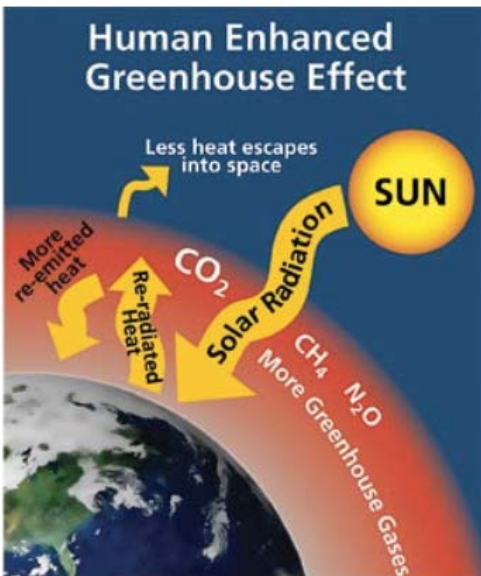
# Planning for Climate Change

- Conceptual overview
  - Climate justice framework
  - The case human health and well-being
- Empirical evidence of the effects
  - Fire, floods, and brimstone!
- Case study of regional effects
  - Social and ecological dimensions
  - Policy implications
- Centering Equity in regional climate policy
  - Historical policies and current effects



# Climate Justice Framework

1. Ground the effort in the principle that all individuals have the right to be protected from environmental degradation.
  - Which communities are going to be the most impacted from the harms of climate change?
2. Shift the burden of proof to individuals, organizations policies, and practices, who increase impacts to historically marginalized communities.
  - What (or who) is amplifying harms from climate change?
3. Adopt a public health model of prevention as the preferred strategy to eliminate a threat before it occurs.
  - What can be done to reduce the effects of climate change on the public's health?



# Climate Change and Health

**REGIONAL WEATHER CHANGES:**

- extreme weather
- temperature
- precipitation

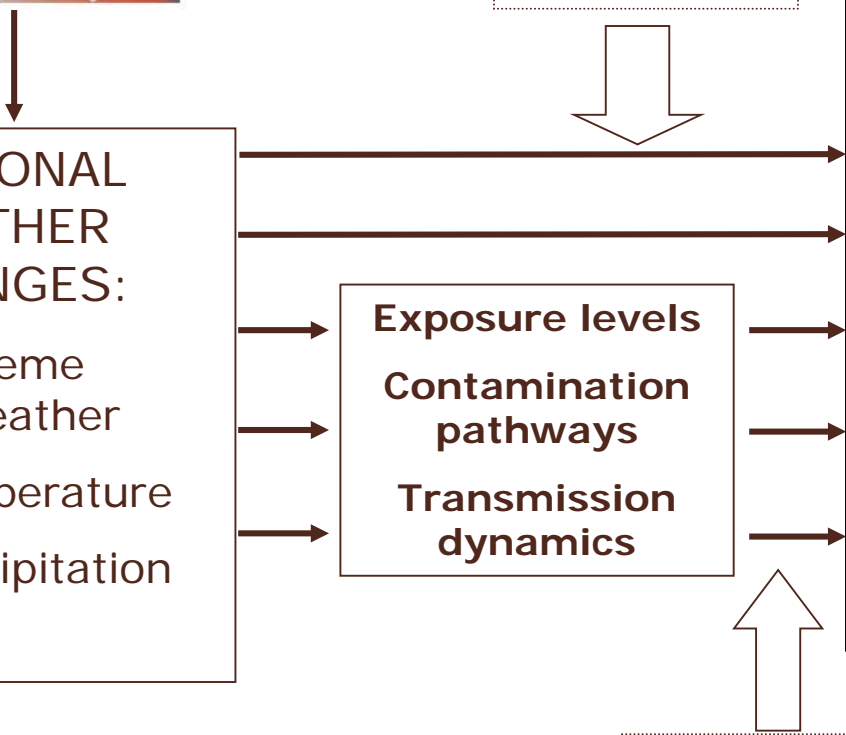
**Exposure levels**  
**Contamination pathways**  
**Transmission dynamics**

**HEALTH EFFECTS**

- Heat-related illness & death
- Flood and storm-related health effects
- Air pollution effects
- Water- and food borne diseases
- Vector-borne and rodent-borne disease

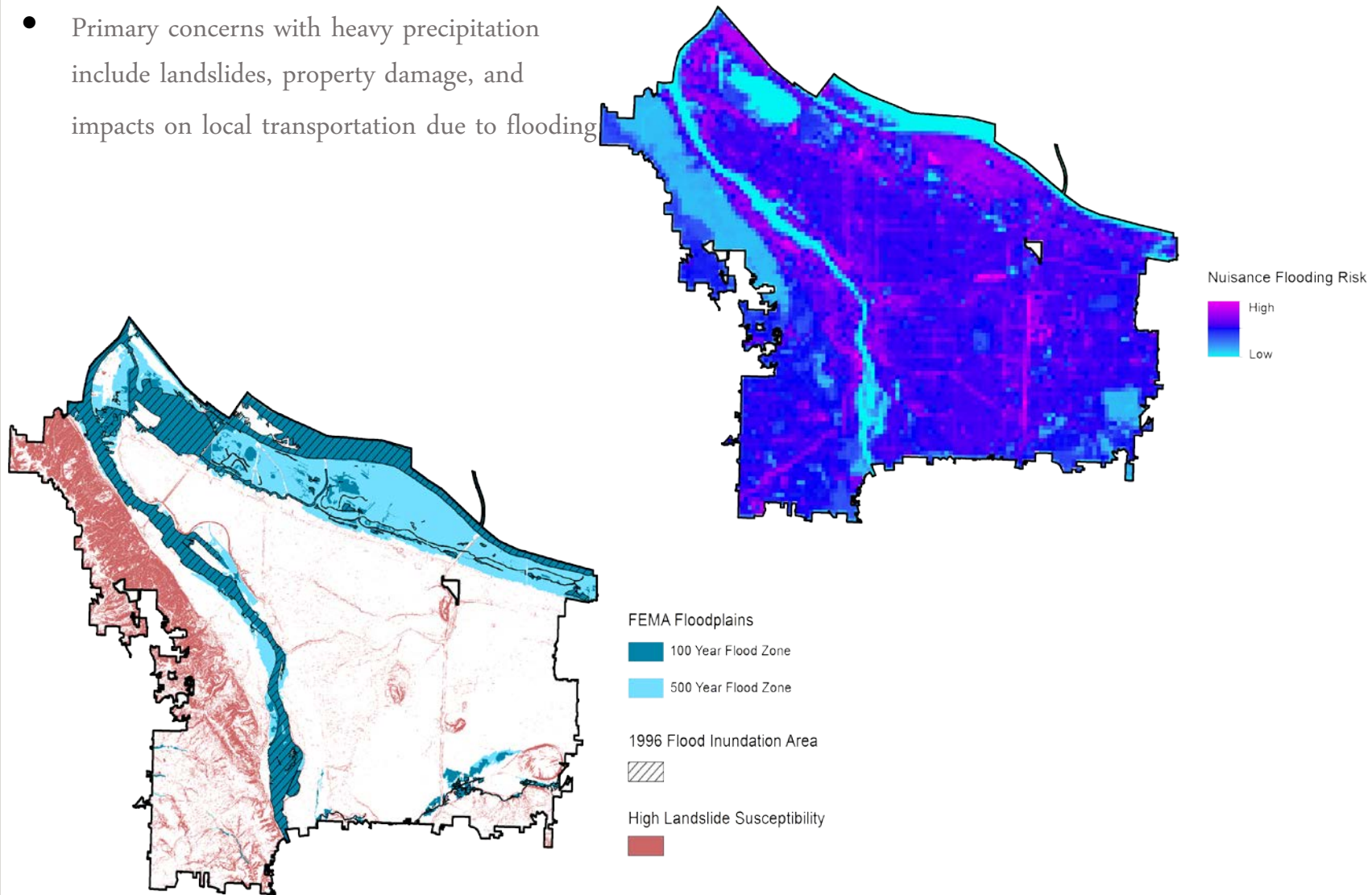
Moderating influences

Adaptation measures



# Rain Events

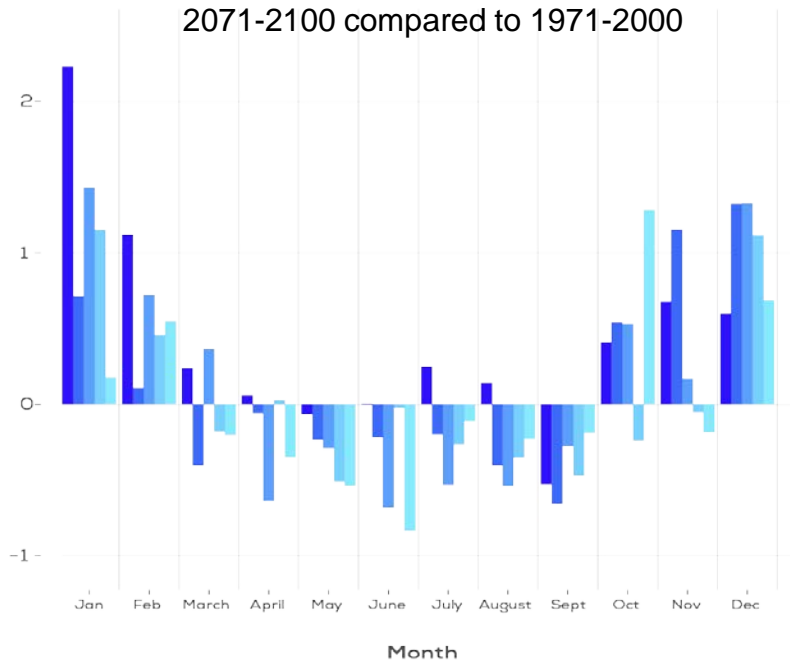
- Primary concerns with heavy precipitation include landslides, property damage, and impacts on local transportation due to flooding



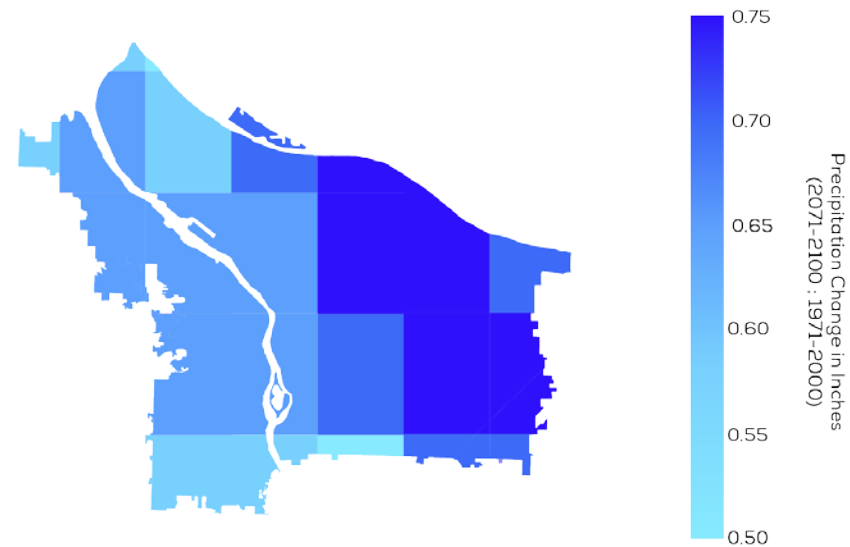
*Data source: City of Portland; DOGAMI*

# Regional Variation in Precipitation

**Expected Change in Monthly Precipitation (inches)**  
2071-2100 compared to 1971-2000



**Expected Change in Annual Maximum Precipitation**  
2071-2100 compared to 1971-2000

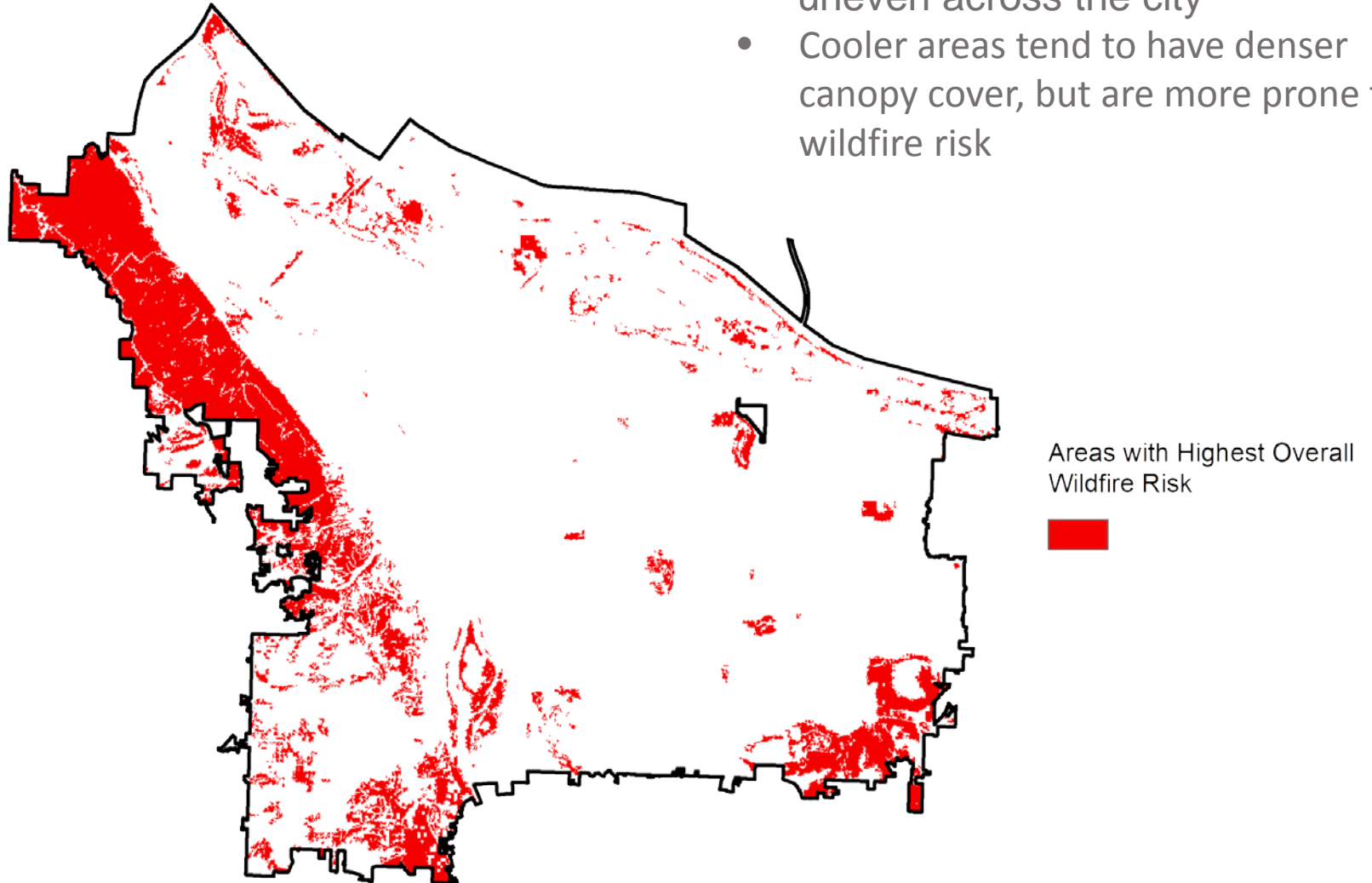


*Data source: City of Portland; Kunkel and Ballinger, NC Institute for climate studies*



# Portland's Potential Fire Danger

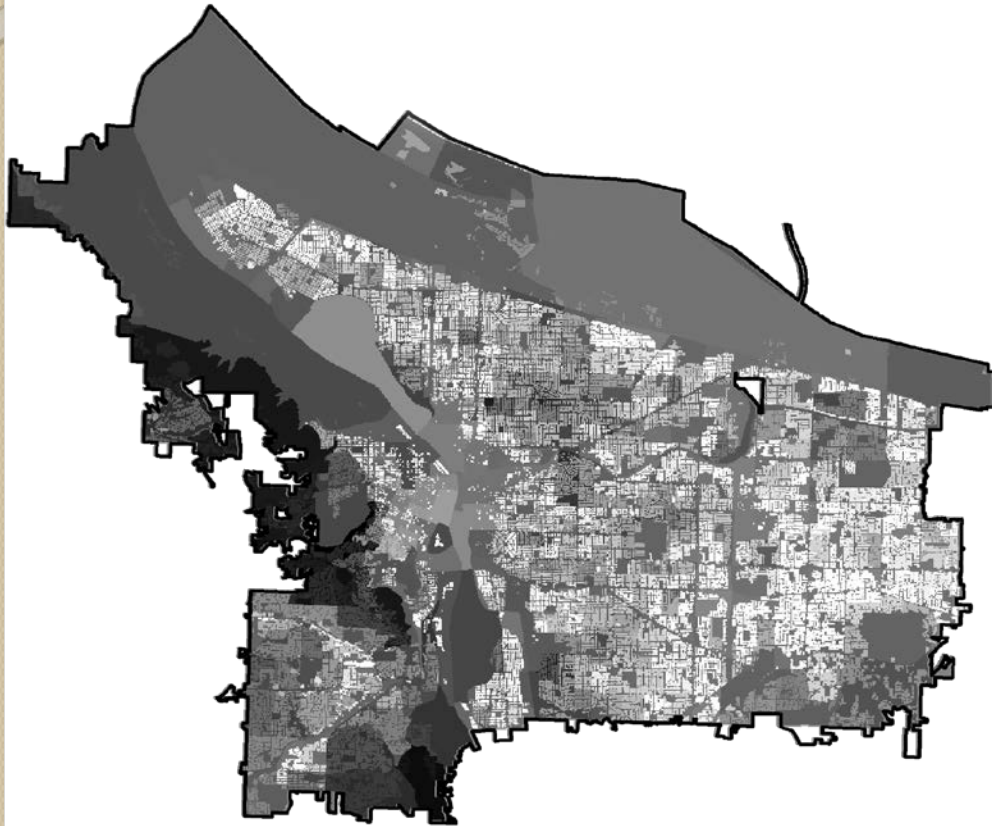
- Temperature distribution is uneven across the city
- Cooler areas tend to have denser canopy cover, but are more prone to wildfire risk



*Data source: Portland State University; US Forest Service*

# Potentially Vulnerable Communities

Some historically relevant socio-economic factors of particular importance extreme heat and nuisance flooding, intersect with areas of high social sensitivity, notably on the east side of the city.



Factors included in the index:

- Poverty
- Unemployment
- Low median household income
- Non-white race/ethnicity
- Age over 65 or under 10 years
- Living alone
- Disability
- Limited English speaking ability
- Less than high school education (adults)

## **COMPOSITE SENSITIVITY INDEX**

Lighter Areas = Higher Sensitivity;  
Darker = Lower Sensitivity

*Data source: ACS 2016 5-Year; Hamstead et al, 2019*

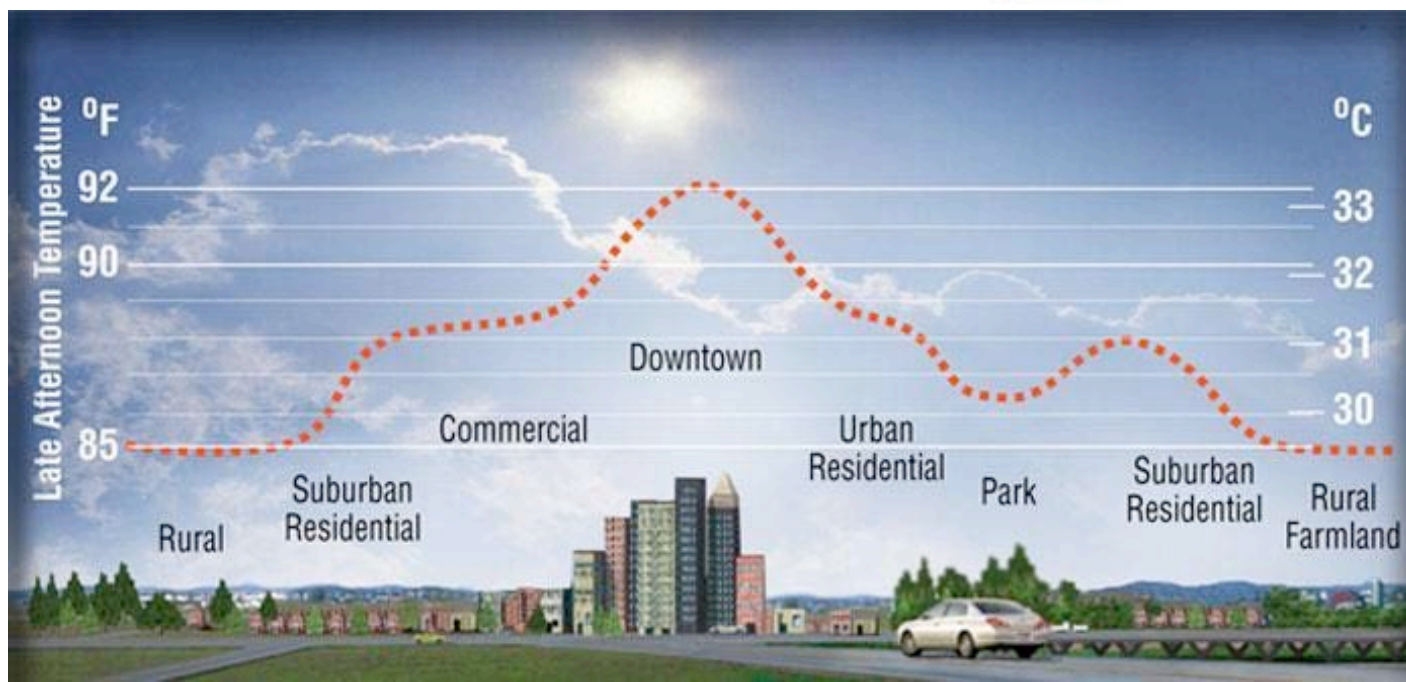
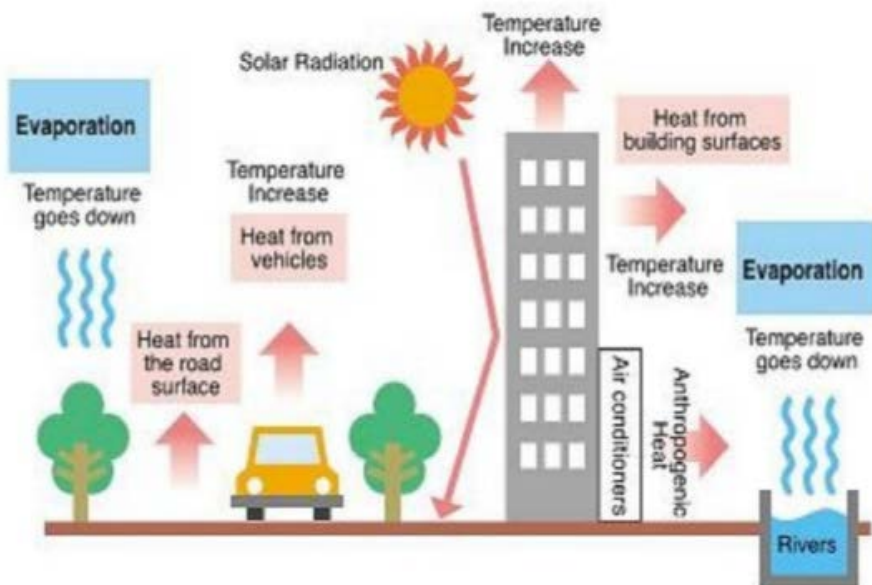
# Changes in Temperature

Annual maximum temperatures have been increasing, and are projected to trend upward over the next several decades.

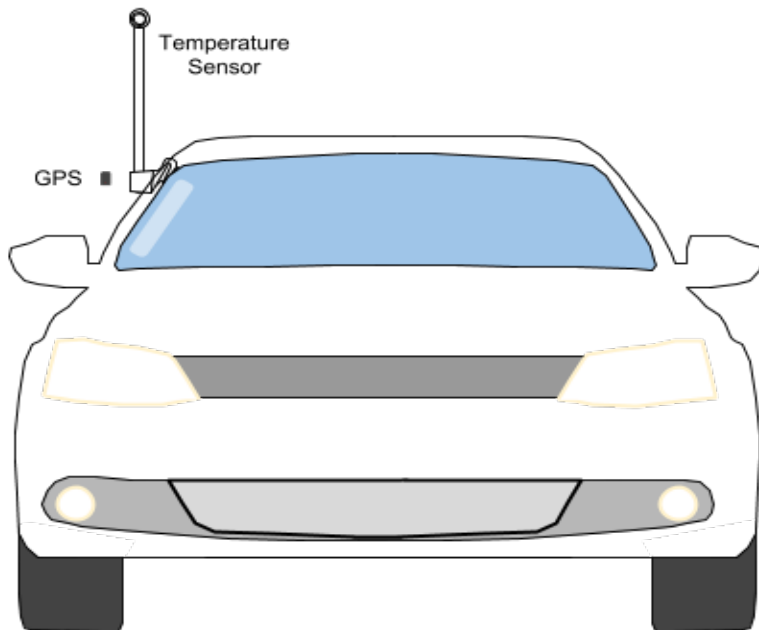
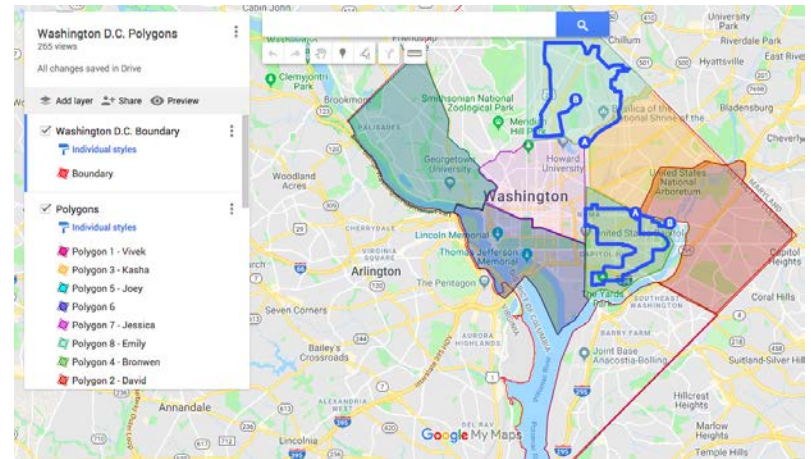




# The Built Environment



# Community Science

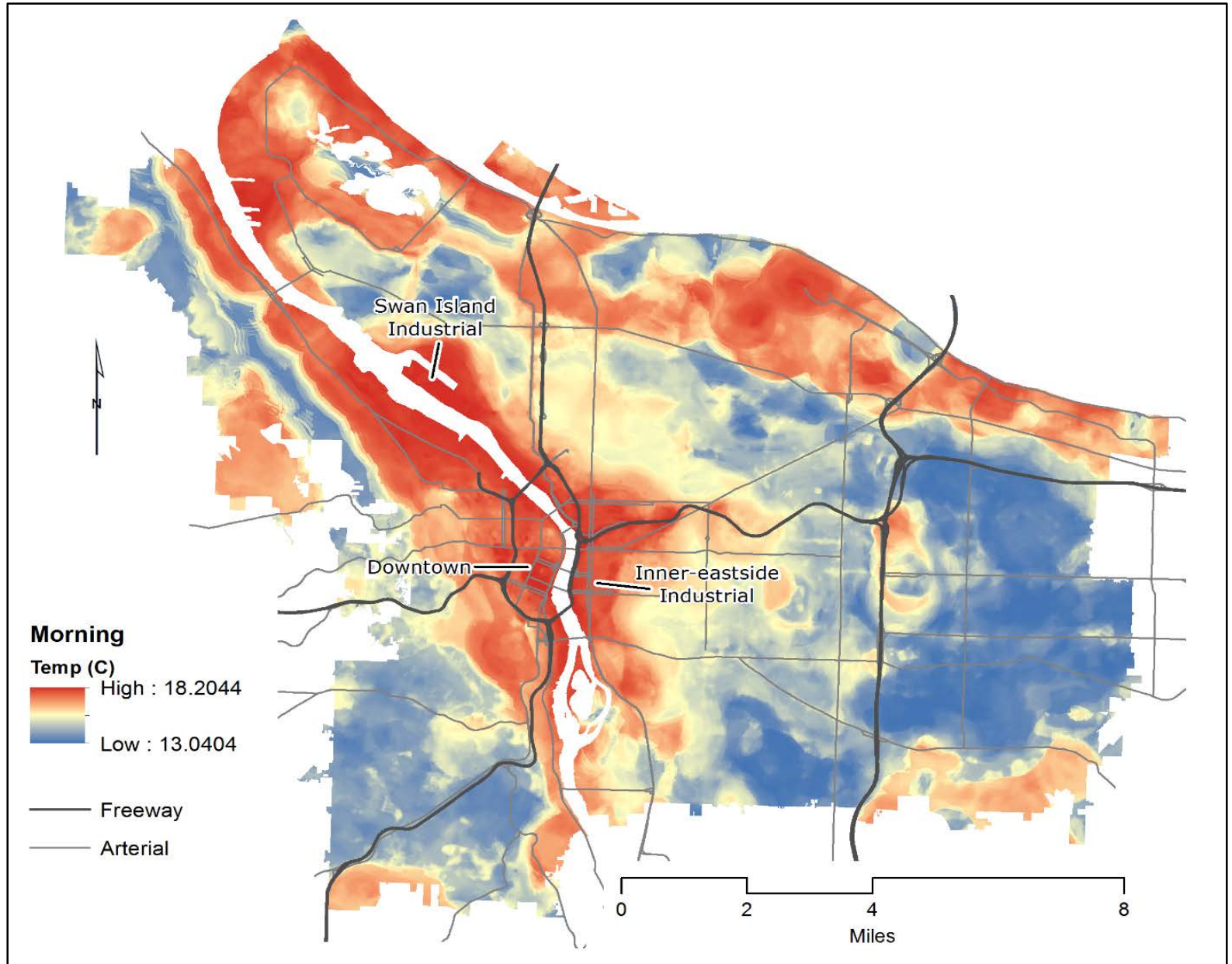


# What Mediates Regional Temperatures?

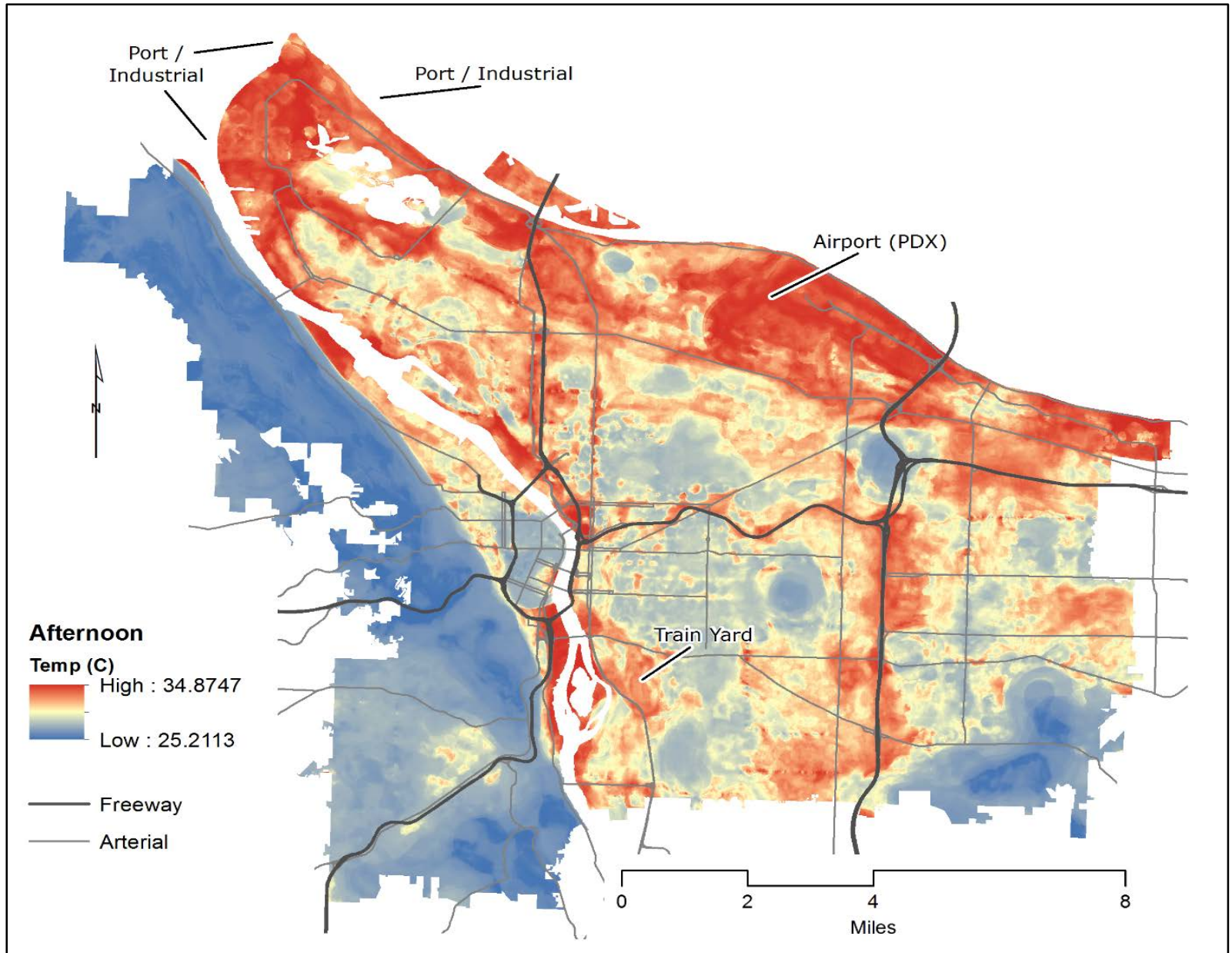
- Six built environment factors
  - Percent Tree Canopy: vegetation 3m or taller
  - Percent Vegetation: 3m or below
  - Tree Canopy Density
  - Mean Building Height
  - Total Building Volume
  - Difference in Building Heights



# Temperatures: Morning (6am)

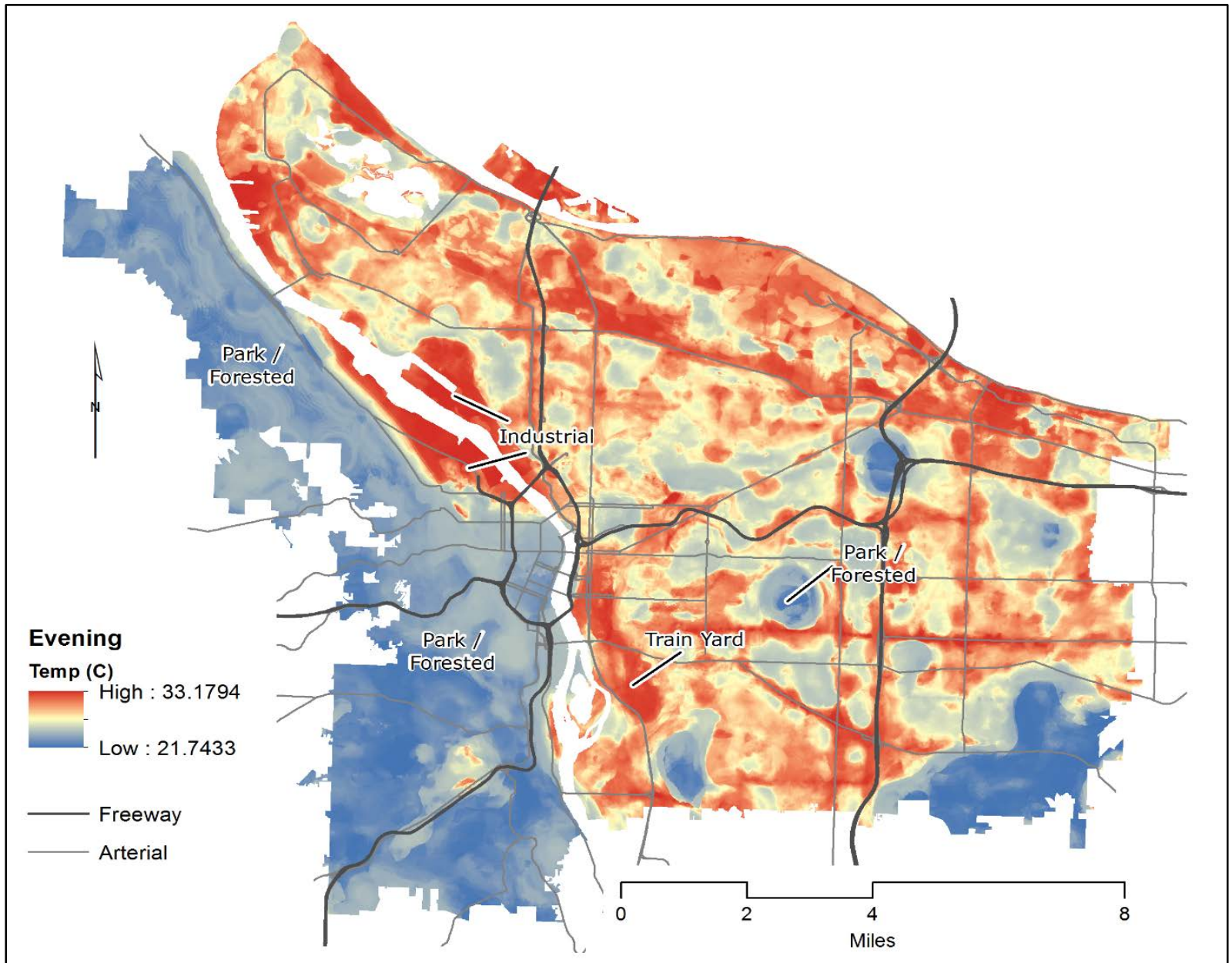


# Temperatures: Afternoon (3pm)

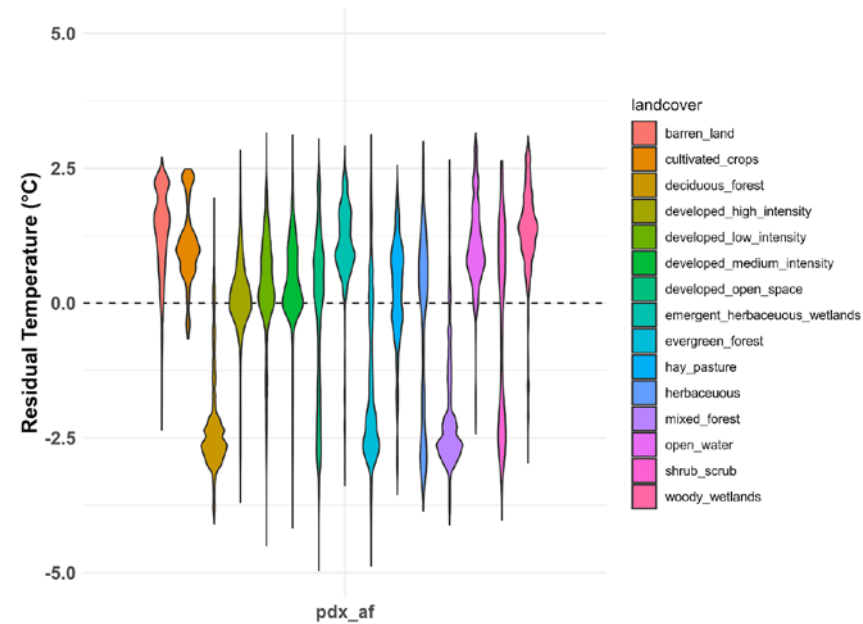
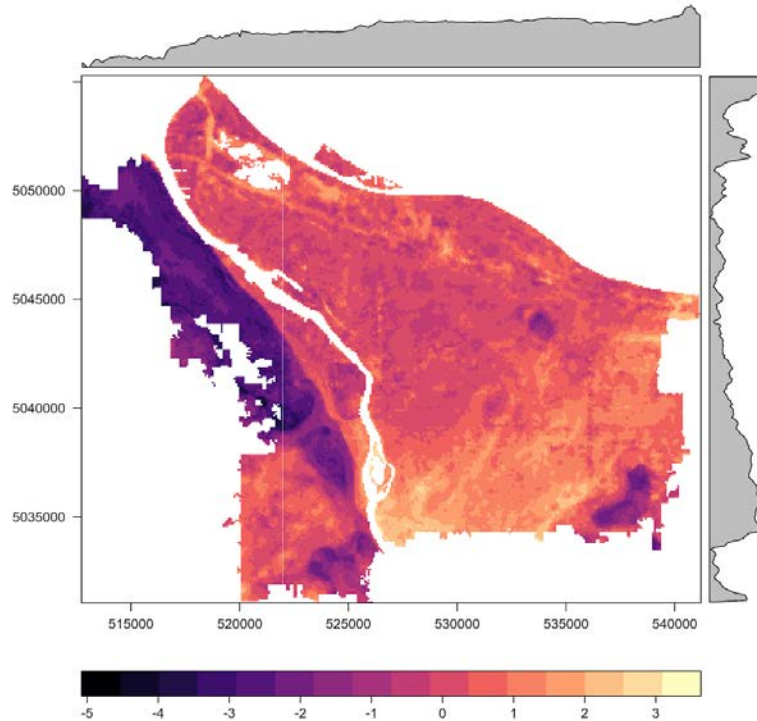




# Temperatures: Evening (7pm)



# Satellite v. Ground Based Temperatures



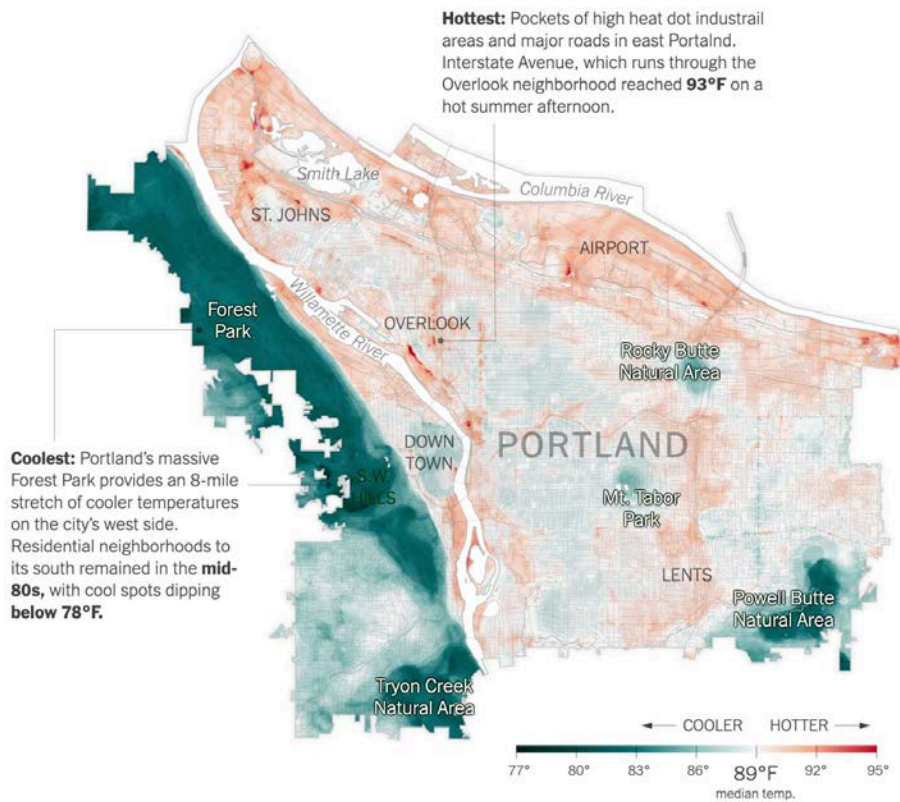
- Comparison between satellite derived surface temperatures and ground-based temperatures.
  1. Overestimates ambient temperature in the vicinity of Forest Park and other treed areas.
  2. Underestimates in the Southeast
  3. Some north and central areas are consistent, though only within 1km averages

Traverse	R <sup>2</sup>	RMSE	Slope	Intercept	p-value
Portland, OR					
Morning	0.120	0.882	0.041	14.637	< 2e <sup>-16</sup>
Afternoon	0.270	1.225	0.094	28.333	< 2e <sup>-16</sup>
Evening	0.316	0.900	0.077	26.635	< 2e <sup>-16</sup>



# District Afternoon Temperatures

*National Geographic and NYTimes Edition*

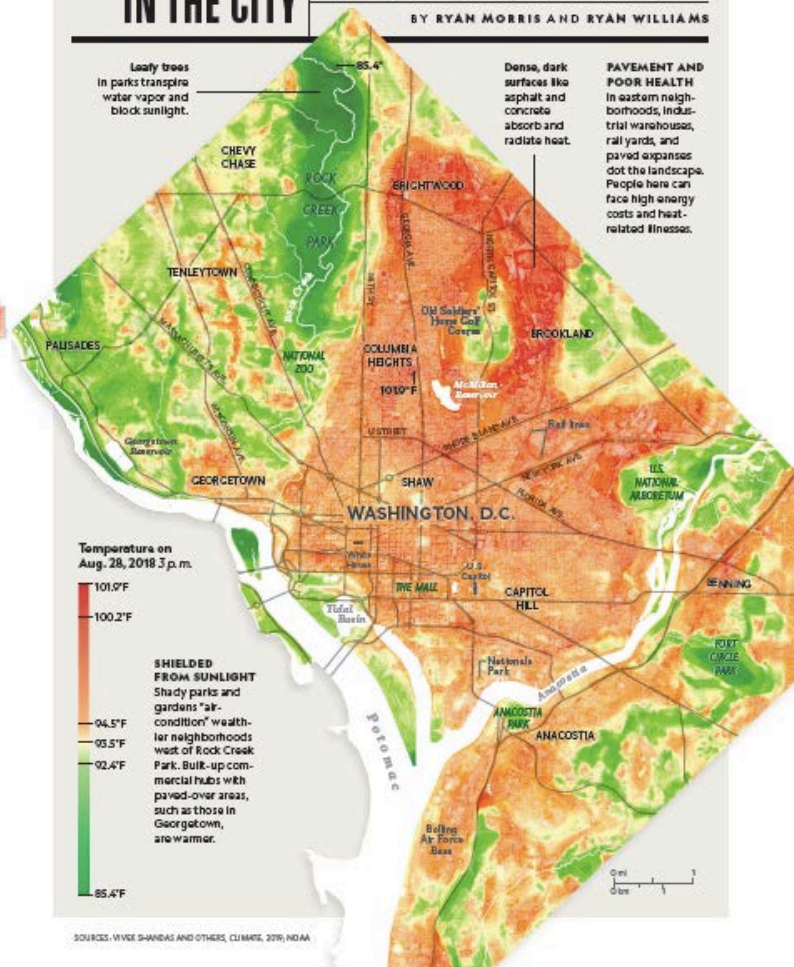


EXPLORE | ATLAS

## LOOKING FOR HOT SPOTS IN THE CITY

THEIR METER-WIELDING VOLUNTEER DRIVERS are partnering with climate researchers to create maps of urban heat islands across the United States. On a hot day in Washington, D.C., for example, temperatures varied nearly 17 degrees F between the warmest spot and the coolest. To cope with the heat, many cities are planting trees and carving out open spaces. The National Oceanic and Atmospheric Administration, which funded the research, plans to expand it to help cities figure out ways to keep their cool in a warming world.

BY RYAN MORRIS AND RYAN WILLIAMS



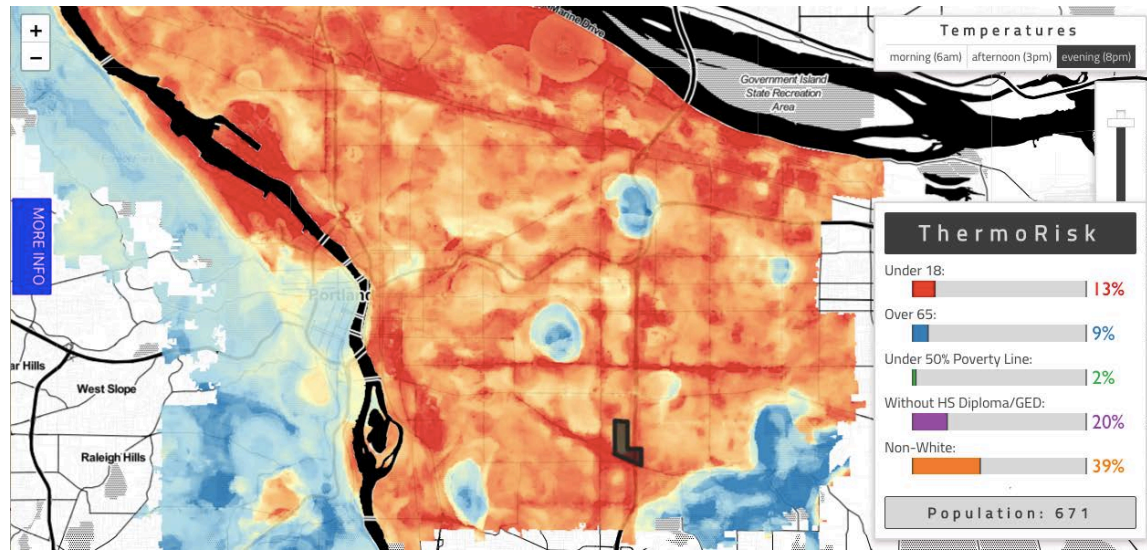


# Tree Mortality and Morbidity





# Human Mortality and Morbidity



Communities living in the **hottest parts** of Portland include those with

Less Formal Education



Limited English Proficiency

덜다!

and in neighborhoods that contain

High Racial Diversity



Extreme Poverty

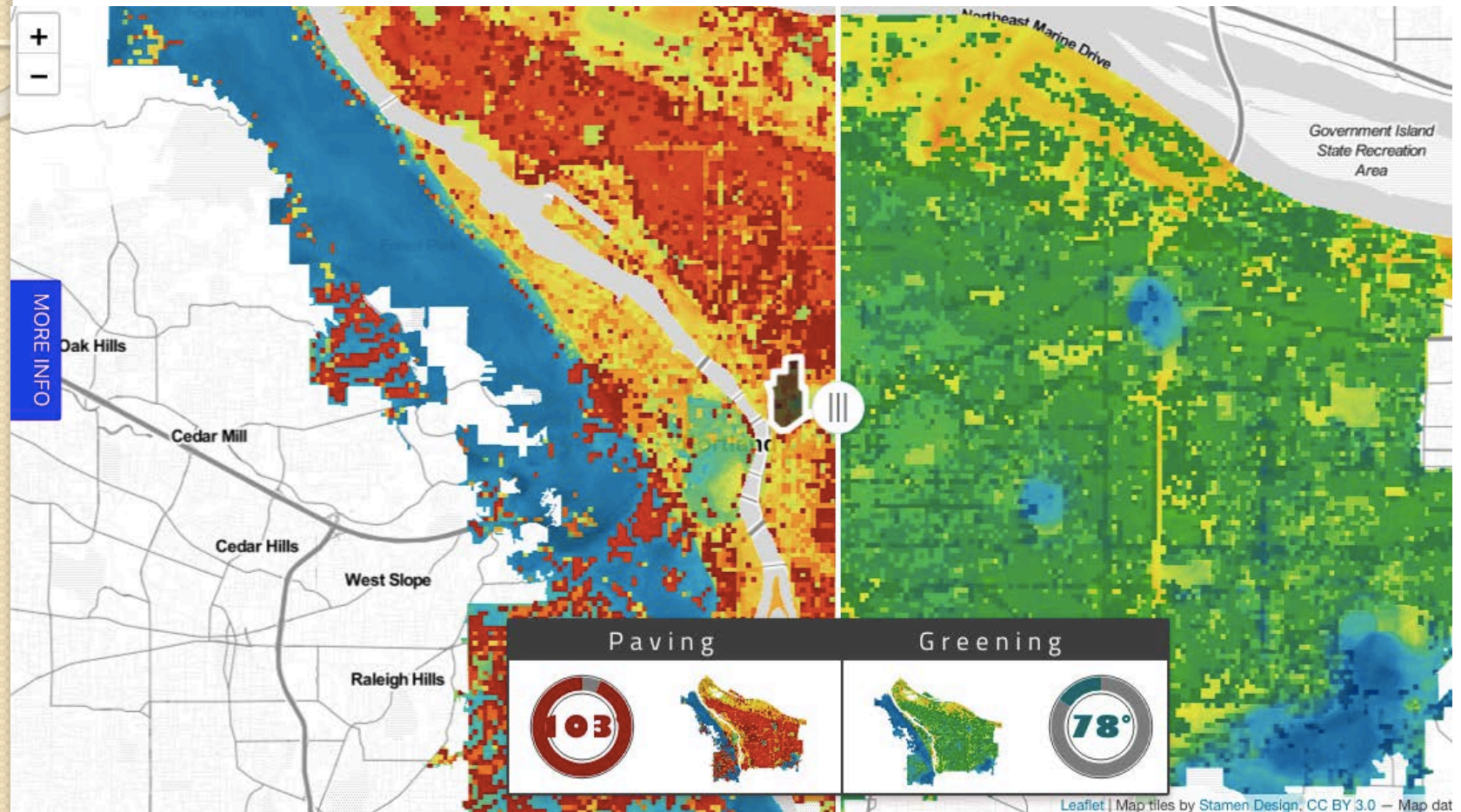


**White communities** are **more** likely to have Central Air Conditioning, while communities with **children** are **less** likely.



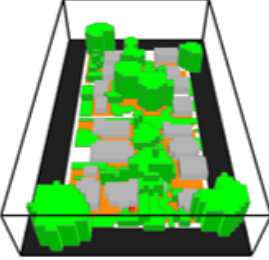
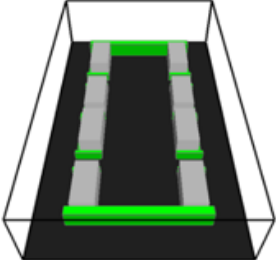
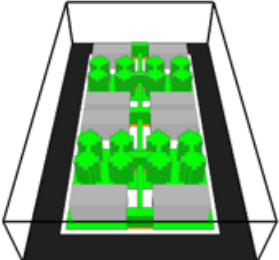
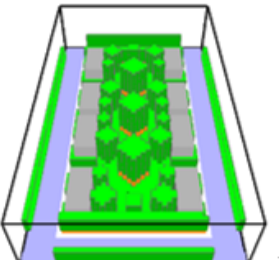




**Asian and Elderly Communities** are less likely to have access to heat refuges.

# Adapting the Built Environment

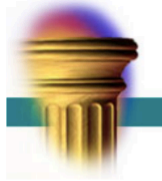




# Policy Relevance: Equity First!

Base-case	Prototype-A	Prototype-B	Prototype-C
Existing conditions of a typical neighborhood block, with parking (white) and roads (black), vegetation (green), soil (brown) and buildings (gray).	Multifamily buildings (gray) with large amounts of asphalt paving and surface parking (black), and small amounts of vegetation (green).	Multifamily buildings (gray) with smaller amounts of surface parking (white) and increased vegetation (green).	Multifamily buildings (gray) with surface parking eliminated and vegetation maximized (green). Also, increased reflectivity (albedo) of roadway paving by use of concrete (blue-gray).
			
			
Temperature: represents base-case for comparisons.	Temperature: Increased 5.57 degrees Fahrenheit above the base case.	Temperature: Increased 1.26 degrees Fahrenheit above the base case.	Temperature: Decreased 3.15 degrees Fahrenheit below the base case.

# Climate Injustice: Historic Echoes



Federal Reserve Bank of Chicago

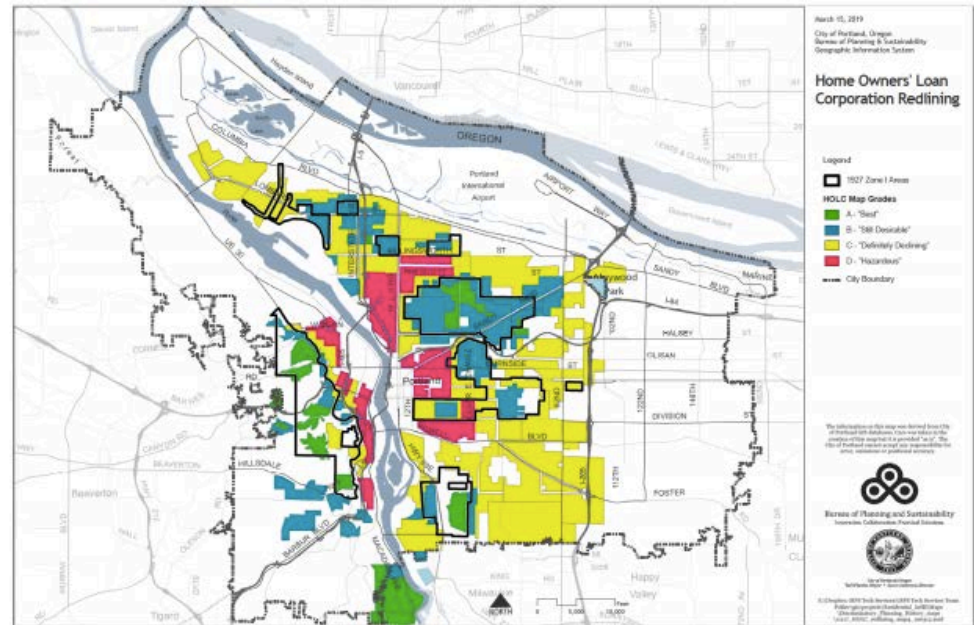
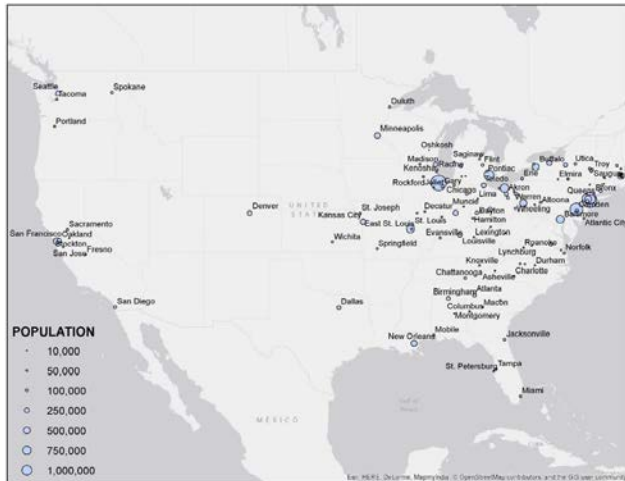
## The Effects of the 1930s HOLC “Redlining” Maps

*Daniel Aaronson, Daniel Hartley,  
and Bhashkar Mazumder*

August 3, 2017

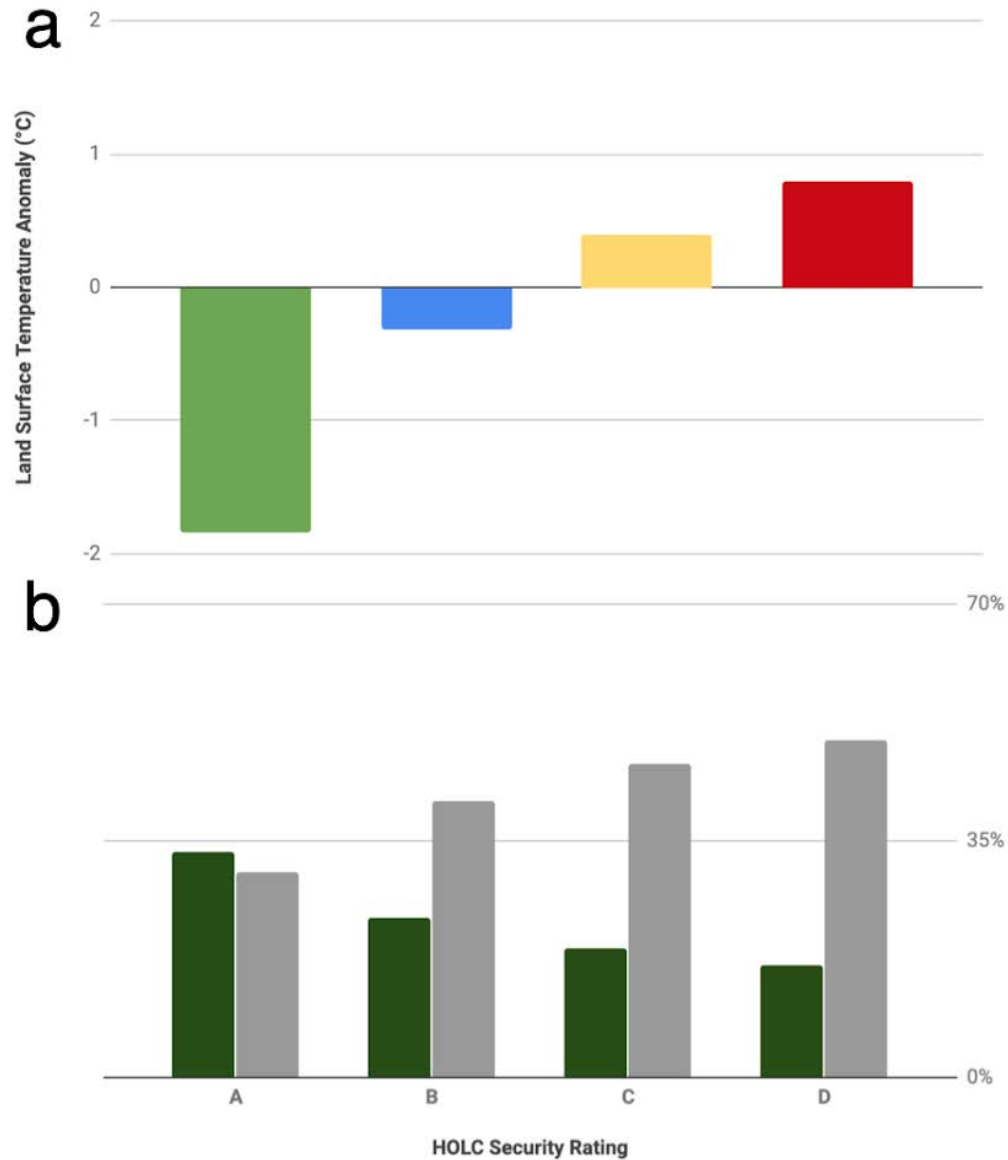
WP 2017-12

*“Working papers are not edited, and all opinions and errors are the responsibility of the author(s). The views expressed do not necessarily reflect the views of the Federal Reserve Bank of Chicago or the Federal Reserve System.”*





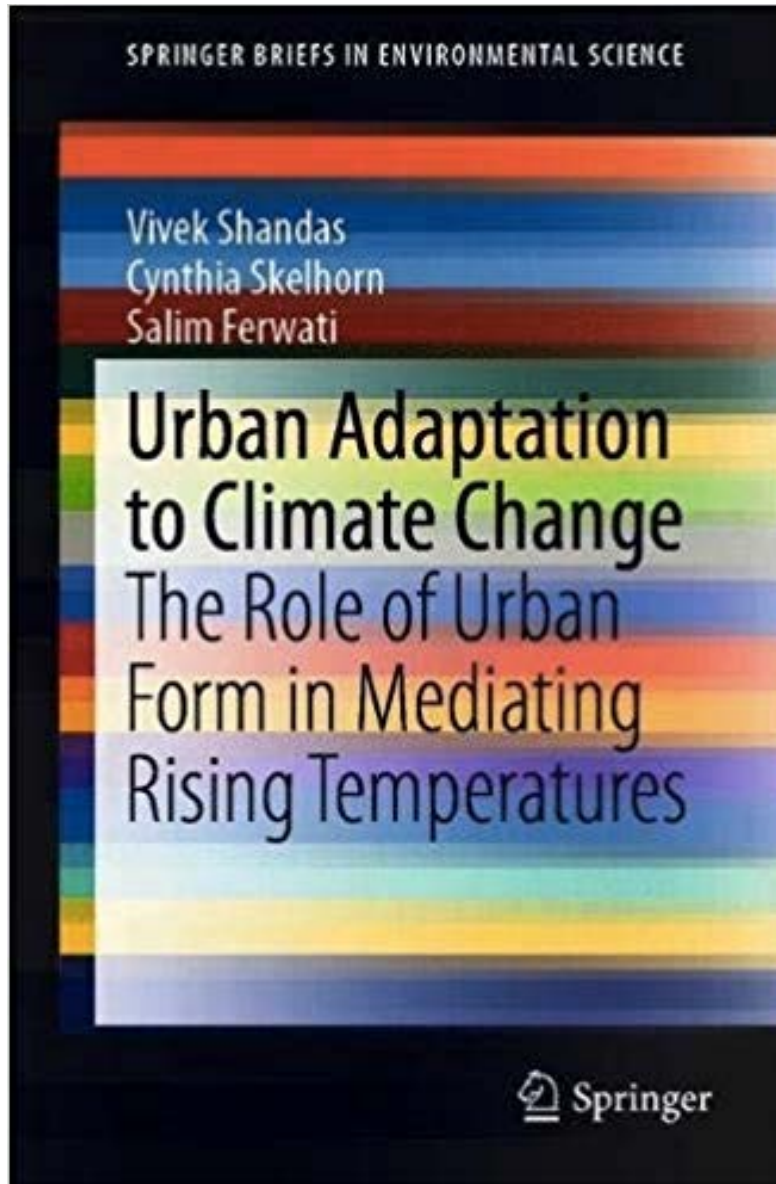
# HOLC 'Redlining' & Current Conditions



## HOLC 'Redlining' & Current Temperatures

State	City	A	B	C	D	D - A
GA	Atlanta	-2.9	-1.5	0.1	2.0	4.9
NY	Rochester	-2.7	-0.2	0.8	2.2	4.9
MD	Baltimore	-2.0	-1.5	0.7	3.2	5.1
KY	Louisville	-3.1	-0.7	0.5	2.1	5.2
PA	Philadelphia	-3.6	-0.9	1.1	1.6	5.2
VA	Roanoke	-4.5	0.2	0.6	0.7	5.3
IN	Indianapolis	-4.4	-0.9	0.5	0.9	5.3
TN	Chattanooga	-2.1	-2.3	0.3	3.3	5.3
CT	East Hartford	-2.7	-0.2	1.4	2.7	5.4
FL	Jacksonville	-3.1	-0.4	1.1	2.4	5.5
GA	Columbus	-3.5	-1.4	1.5	2.2	5.7
MN	Minneapolis	-3.1	-0.8	1.0	2.9	6.0
CO	Denver	-4.1	-2.1	0.4	2.6	6.7
OR	Portland	-4.4	0.5	0.7	2.7	7.1

# 'Climate-Proofing' the Region



## Stage

**1. Empirically Describe Climate-Induced Stressors**

**2. Identify Potentially Vulnerable Communities and Infrastructure**

**3. Explore Future Scenarios for Changing the Built Environment**

**4. Develop Guiding and Supporting Policies**

**5. Continue to Monitor and Adapt Existing Strategies**



Institute for  
Sustainable Solutions

PORTLAND STATE UNIVERSITY



CAPA  
STRATEGIES

## Contact

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*Email: [vshandas@pdx.edu](mailto:vshandas@pdx.edu)*

*Website: [suprlab.org](http://suprlab.org)*