



600 NE Grand Ave.
 Portland, OR 97232-2736
 oregonmetro.gov

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

Date: Wednesday, June 23, 2021

Time: 10:00 a.m. – 12:00 p.m.

Place: Zoom virtual meeting: The recording of the public meeting requires consent by participants

Click the link to join the meeting:

<https://us02web.zoom.us/j/87613712272?pwd=NVkraWorT25FR2VwcFVSRFZLZjRIUT09>

Passcode: 658524

Telephone: 888-475-4499 (toll free)

10:00 am	1.	*	Call meeting to order <ul style="list-style-type: none"> • Introductions • Announcement of new MTAC members and alternate members (memo in packet) • Committee member updates around the Region (Chair Kloster/all) 	Tom Kloster, Chair
10:10 am	2.		Public Communications On Agenda Items	Tom Kloster, Chair
10:13 am	3.	*	Minutes Review from May 12, 2021 MTAC/TPAC workshop	Tom Kloster, Chair
10:15 am	4.	*	State Economic & Revenue Forecast Purpose: Provide information to planners and policy makers in state agencies and private organizations for use in their decision making processes.	Mark McMullen Oregon Office, Economic Analysis
11:00 am	5.	*	Regional Mobility Policy Update: Revised draft mobility elements and potential measures to test Purpose: Report back on stakeholder engagement and proposed revisions to draft policy elements and potential measures to test	Kim Ellis, Metro Lidwien Rahman, ODOT
11:45 am	6.		Adjournment	Tom Kloster, Chair
			Upcoming meetings and workshops are listed in work programs, included in committee meeting packets. *Material will be emailed with meeting notice To check on building closure call 503-797-1700 For agenda or schedule information email marie.miller@oregonmetro.gov	

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**2021 Metro Technical Advisory Committee (MTAC) Work Program
As of 6/15/2021**

<p>January 20, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Development of site readiness toolkit presentation (Jeffrey Raker, Metro, Alex Joyce, Cascadia Partners, Ken Anderton, Port of Portland; 45 min) • Naito Main Street South Portland Area Planning Project Overview (Kevin Bond, Ryan Curren, Patrick Sweeney, City of Portland; 45 min) 	<p>February 17, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes Update – Draft RETR Routes and Report (Kim Ellis, Metro/ Laura Hanson, RDPO/ Thuy Tu, Thuy Tu Consulting/ Allison Pynch, Salus Resilience/ Jed Roberts, FLO Analytics; 90 min)
<p>March 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • HB 2001 and HB 2003 final rule results and implications to Metro area (Ethan Stuckmayer, Oregon Department of Land Conservation & Development; 90 min) 	<p>March 24, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Transportation and Land Use Climate Rulemaking Workshop Panel Discussion Brian Hurley, ODOT/Bill Holmstrom, DLCD/ Karen Williams, DEQ; 90 min.)
<p>May 19, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Shelter to Housing Program (Eric Engstrom, City of Portland; 45 min) • McLoughlin Corridor Brownfield Grant & current EPA grant to support affordable housing (Brian Harper; 45 min) <p>May 12, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Safe Routes to School (SRTS) program and campaign updates (Noel Mickelberry, Metro and Shaina Hobbs (Portland Bureau of Transportation; 30 min) • Federal Transportation Infrastructure Funding (Tyler Frisbee, Metro; 40 min) • Regional Land Information System – RLIS Live 100 (Steve Erickson/Chris Johnson, Metro; 30 min) 	<p>June 23, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • State Economic & Revenue Forecast (Mark McMullen, Oregon Office of Economic Analysis; 45 min) • Regional Mobility Policy Update: Revised draft mobility elements and potential measures to test (Kim Ellis, Metro/ Lidwien Rahman, ODOT; 45 min)

<p>July 21, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) Reminder: No MTAC meetings in August <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Update on 2018 UGB expansion areas & impact on supply of housing land (Roger Alfred; 20 min) Title 11 Concept or Comprehensive Planning project updates: (40 min each) Beaverton Cooper Mountain – Cassera Phipps Tigard River Terrace – Schuyler Warren 	<p>August 18, 2021 – MTAC/TPAC Workshop Virtual Mtg.</p> <p style="text-align: center;">CANCELLED</p>
<p>September 15, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Title 11 Concept or Comprehensive Planning project updates: (30 min) King City Kingston Terrace – Mike Weston PDXNext Project (Aaron Ray, Port of Portland; 30 min) 	<p>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.</p> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 90 min) <i>Emerging Growth Trends work program (Ted Reid; 20 min)</i>
<p>November 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Title 11 Concept or Comprehensive Planning project updates: Hillsboro Witch Hazel Village South – Dan Rutzick <i>Local jurisdictions & City of Portland efforts around HB 2001 (Speakers TBD)</i> 	<p>Dec. 15, 2021 – MTAC/TPAC Workshop Virtual Mtg.</p> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <i>2020 Census Report Update (Chris Johnson & TBD)</i>

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection (Lake McTighe, Metro; 90 min)
- Intro to Greater Portland, Inc. new President/CEO Monique Claiborne – program and event news
- Intro to Patricia Rojas, Metro Program Director of Supportive Housing Services – program news
- Updates: Beaverton’s Elmonica Neighborhood Development Plans, Willamette Cove Cleanup efforts, Clackamas County new park, Boardman Wetlands, Blue Lake Regional Park infrastructure updates

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

2021 TPAC Work Program

As of 6/16/2021

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

	<p><u>June TPAC workshops</u></p> <p>June 23: TPAC/MTAC workshop, 10 am – noon</p> <ul style="list-style-type: none"> • State Economic & Revenue Forecast (Mark McMullen, Oregon Office of Economic Analysis, 45 min) • Regional Mobility Policy Update: Revised draft mobility elements and potential measures to test (Kim Ellis, Metro/Lidwien Rahman, ODOT, 45 min)
<p><u>July 9, 2021 virtual meeting</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Reminder: No TPAC meetings in August <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Congestion Pricing Study, Final Report – Resolution 21-**** <u>Recommendation to JPACT</u> (Elizabeth Mros-O’Hara; 20 min) • Regional Mobility Policy Update: Draft Elements & Measures to Test <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT; 40 min) • Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins, 30 min) • 2024-27 ODOT Administered Funding-Program Allocation & Scoping updates (Chris Ford; 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July TPAC workshops</u></p> <p>July 14, 2021: TPAC workshop, 10 am – noon</p> <ul style="list-style-type: none"> • Metro Legislative Session Recap update (Anneliese Koehler, Metro; 30 min) • TV Highway Corridor Study (Malu Wilkinson, Eryn Kehe, Metro; 45 min)
<p><u>August 6, 2021 virtual meeting</u></p> <ul style="list-style-type: none"> • CANCELLED 	<p><u>August 18, 2021 – MTAC/TPAC Workshop Virtual Mtg.</u></p> <ul style="list-style-type: none"> • CANCELLED

2021 TPAC Work Program

As of 6/16/2021

NOTE: Items in italics are tentative; bold denotes required items

<p><u>September 3, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Creating Safe Space at TPAC (Chair Kloster)• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min)• <i>ODOT Tolling Project (TBD)</i>• 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)	<p><u>September TPAC workshops</u></p> <p>September 8, 2021: TPAC workshop, 10am – noon</p> <ul style="list-style-type: none">• Regional Mobility Policy Update (Kim Ellis, Metro, Lidwien Rahman, ODOT, and Susie Wright, Kittelson; 90 min)• Status Report on Household Survey (Chris Johnson, 30 min)
<p><u>October 1, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Creating Safe Space at TPAC (Chair Kloster)• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min)• <i>Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</i>• 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)	<p><u>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.</u></p> <ul style="list-style-type: none">• Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 90 min)• <i>Emerging Growth Trends work program (Ted Reid, 20 min)</i>

2021 TPAC Work Program

As of 6/16/2021

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

<p>November 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Regional Mobility Policy Update <i>Recommendation to JPACT</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>November TPAC workshops</p> <p>November 10, 2021 TPAC Workshop, 10 am - noon</p>
<p>December 3, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>December 15, 2021 – MTAC/TPAC Workshop</p> <ul style="list-style-type: none"> • <i>2020 Census Report Update (Chris Johnson, TBD)</i>

Parking Lot: Future Topics/Periodic Updates

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|---|--|
| <ul style="list-style-type: none"> • Hwy 26/Westside Transportation Study (Bihn/ODOT) • I-5 Bridge Replacement Project Update, fall/winter • I-205 Project Update • Update on SW Corridor Transit • Rose Quarter update, fall/winter • Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co) • Columbia Connects Project | <ul style="list-style-type: none"> • 2020 Census • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • Update on US Congress INVEST in America Act and HEROS Act (informational) • RTO Updates (Dan Kaempff) • 2021 PILOT Grants Update (Eliot Rose) • Telework affects post COVID on transportation (TriMet/Eliot Rose) • Best Practices and Data to Support Natural Resources Protection (Lake McTighe, 90 min) |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov

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Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 9, 2021
To: Metro Policy Advisory Committee (MPAC)
From: Tom Kloster, Metro Technical Advisory Committee (MTAC) Chair
Subject: MTAC Nominations for MPAC Consideration

BACKGROUND

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

PURPOSE

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

RECOMMENDED MTAC APPOINTMENTS

Multnomah County Citizen

Replacing Kay Durtschi (outgoing past member)

Carol Chesarek, Member

Forest Park Neighborhood Association President

Largest City in Multnomah County: Gresham

Terra Wilcoxson, Alternate (David Berniker stays member)

Urban Design & Planning, Senior Comprehensive Planner

Largest City in Washington County: Hillsboro

Dan Rutzick, Alternate (Colin Cooper stays member)

Long Range Planning Manager at City of Hillsboro

City of Vancouver

Katherine Kelly, Member (Rebecca Kennedy is alternate)

Community & Economic Development, Senior Policy Advisor

Oregon Department of Land Conservation & Development

Filling the vacancy left by Jennifer Donnelly's passing;

Anne Debbaut, Member (moved from alternate position)

Portland, Columbia County, and Washington County Regional Representative, DLCD

Gordon Howard, Alternate

Community Services Division Manager, DLCD

Service Providers: Water & Sewer

Shelly Parini, Member

Strategic Communications and Engagement, Senior Policy Analyst, Clackamas County
Water Environmental Services

Carrie Pak, Alternate

Chief Engineer, Tualatin Valley Water District

Service Providers: Parks

Jeannine Rustad (member) and Aisha Panas (Alternate) stay with positions, both with
Tualatin Hills Park & Recreation District

Heather Koch, Alternate

Acting Planning and Development Manager, North Clackamas Parks and Recreation District

Service Providers: School Districts

Changing positions between Member and Alternate

Cindy Detchon, Member

Assistant Superintendent, Operations, North Clackamas School District

Steve Sparks, Alternate

Executive Administrator for Long Range Planning, Beaverton School District

Service Providers: Port of Portland

Greg Theisen, Alternate (Tom Bouillion stays member)

Senior Planner, Port Marine Terminals

Chair, Planning Committee of the Northwest District Association in Portland

Service Providers: TriMet

Jamie Snook, Alternate (Jeff Owen stays member)

Capital Projects Planning Manager

Residential Development

Ryan Makinster, Member (Roseann Johnson stays alternate)

Director of Policy and Government Affairs, Home Builders Association of Metro Portland



Meeting minutes

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

Date/time: Wednesday, May 12, 2021 | 10:00 a.m. to 12 noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Dayna Webb
Jeff Owen
Don Odermott
Idris Ibrahim
Jamie Stasny
Steve Williams
Allison Boyd
Jessica Berry
Erin Wardell
Peter Hurley
Jay Higgins
Glen Bolen
Julia Hajduk
Jerry Andersen
Ray Eck
David Berniker
Laura Weigel
Steve Koper
Anne Debbaut
Nicole Johnson
Kevin Cook
Matt Hermen
Cindy Detchon
Mike O'Brien

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Oregon City and Cities of Clackamas County
TriMet
City of Hillsboro
TPAC Community Member
Clackamas County
Clackamas County
Multnomah County
Multnomah County
Washington County
City of Portland
City of Gresham & Cities of Multnomah County
Oregon Department of Transportation
City of Sherwood
Clackamas County Citizen
Washington County Citizen
City of Gresham
City of Milwaukie
City of Tualatin
Department of Land and Conservation Development
1000 Friends of Oregon
Multnomah County
Clark County
North Clackamas School District
Environmental Science Associates

Guests Attending

Kelsey Lewis
Ryan Makinster
Lorraine Gonzales
Brett Morgan
Kari Schlosshauer
Shelly Parini-Runge
Sarah Iannarone
Will Farley

Affiliate

City of Tualatin
Home Builders Association of Metropolitan Portland
Clackamas County
1000 Friends of Oregon
Safe Routes to School National Partnership
Clackamas County
The Street Trust
City of Lake Oswego

Metro Staff Attending

Ted Leybold, Planning Resource Manager	Chris Johnson, Research Manager
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Molly Cooney-Mesker, Sr. Public Affairs Spec.	Caleb Winter, Senior Transportation Planner
Cindy Pederson, Research Manager	Noel Mickelberry, Associate Transportation Planner
Eliot Rose, Sr. Tech & Transportation Planner	Grace Cho, Sr. Transportation Planner
Lake McTighe, Senior Transportation Planner	Margi Bradway, Dep. Director Planning & Dev.
Patrick McLaughlin, TOD Dev. Project Mgr.	Steven Erickson, Research Manager
Marie Miller, TPAC & MTAC Recorder	

1. Call meeting to order and introductions (Chairman Kloster)

Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.

2. Public Communications on Agenda Items – none provided

3. Minutes Review from March 24, 2021 MTAC/TPAC workshop

The committee was asked to send edits to Marie Miller. No edits were received. Minutes stand as approved.

4. Safe Routes to School (SRTS) program and campaign updates (Noel Mickelberry, Metro & Shaina Hobbs, Portland Bureau of Transportation) The presentation began with an overview of the Safe Routes to School program by Noel Mickelberry. In 2016, JPACT & Metro Council allocated \$1.5 million through the 2019-2021 Regional Flexible Fund Allocation to create a regional Safe Routes to School program. Safe Routes to School was incorporated into the 2018 Regional Travel Options (RTO) Strategy.

Elements of the program include **grant funding** dedicated to local, community-based Safe Routes to School activities that connect youth to education and encouragement opportunities related to school travel. For the 2019-2022 cycle seven grants were awarded for a total of \$900,000. The new grant cycle will begin in July 2022.

2021 priorities with **regional coordination** includes ‘Refresh’ of Regional Safe Routes to School Framework Analysis, High School Focus Groups and regular convening of SRTS practitioners, convening with school staff/leadership in future. **Technical assistance** funds support program development, implementation, and evaluation. Program area highlights:

- New translation request form for local programs provides translation services for all SRTS materials in up to 5 languages (Spanish, Chinese, Russian, Vietnamese, Arabic)
- Traffic Playground support – designing and installing permanent and temporary ‘traffic playgrounds’ for kids to learn biking and walking skills with the support of a regional Traffic Playground Toolkit
- Back to School 2021 support – Toolkit developed in 2020 with concepts for the return to in-person school. Metro is developing a suite of resources to support local programs, schools and families including:
- Mini-grants for schools to implement strategies from the Back to School Toolkit

- Developing a pilot ‘Corner Greeters’ program to support schools in addressing hate/harassment on the trip to school
- #DriveLikelt campaign phase 2 – a region wide marketing campaign aimed at drivers and safety in school zones

Shaina Hobbs presented the #DriveLikelt Campaign, a partnership between the Portland Bureau of Transportation and Metro to develop a regional safety campaign for drivers traveling in school zones and on school routes to remind them of their role in keeping kids safe on our streets. Safe Routes to School practitioners throughout the region were consulted during the campaign development phase.

Phase 1 of the campaign launched in March 2021, when in-person hybrid school began. Phase 1 is entirely digital, and was designed to provide local programs, schools, and families easy-to-access materials to share the campaign’s core message: ‘Kids are Everywhere. Drive Like It’. The materials have been translated into the five most commonly used languages by families in the Metro region in addition to English. All digital assets (virtual meeting backgrounds, Facebook and Instagram graphics, Email banners) have alt-text embedded for accessibility, and were made without logos so they could be easily shared no matter what jurisdiction.

Phase 2 of the campaign will launch as part of Fall Back to School 2021 and will include more physical assets, a video, digital ad buys, focus on matching translated assets to complementary publications/markets, and an updated campaign slogan of ‘School routes are everywhere. Drive Like It’. For more information on Safe Routes to School and the #DriveLikelt Campaign Phase 2, links were shared: www.oregonmetro.gov/KidsEverywhere and www.oregonmetro.gov/saferoutes

Comments from the committee:

- Lorraine Gonzales noted the poster shown would be very beneficial in residential areas new bus stops and general areas where kids are present.
- Chairman Kloster asked how distribution on physical/print media was being provided with the campaign. Ms. Hobbs noted that schools are partners in this effort but in phase 2 they are attempting to reach a broader audience including via community members.
- Cindy Detchon noted that Clackamas ESD has a listserve that can be shared for all the schools in the district. Ms. Mickelberry appreciated the support with the link provided. Others are welcome as this effort is just beginning.
- Jessica Berry high-fived these efforts by Metro and PBOT with the program. Technical assistance and language translations for accessibility was especially appreciated. Asked how these five language translations were chosen, Ms. Mickelberry noted Metro’s analysis came up with the five by population, but the form for local programs allow to choose up to five relevant to their local community which Metro will translate for broader message outreach.
- Ray Eck noted his involvement on the Urban Road Maintenance District committee in Washington County where the main goal is safety. The County has provided funding for sidewalks and crosswalks with the main criteria around schools, especially in

unincorporated areas of the County. Partnership with the Safe Routes to Schools and this campaign were also noted.

- 5. Federal Transportation Infrastructure Funding** (Tyler Frisbee, Metro) Ms. Frisbee noted that members and guests were welcome to ask questions in the chat area on what they were interested in hearing about for this presentation. Ms. Frisbee began her presentation with an overview of the current last 2 months where more commitment and possibilities with Federal funding on transportation infrastructure was growing in support. First, from the Biden campaign for transportation investments including conservation projects, but also from the job's plan with care projects for families. The current Department of Transportation Secretary provides strong support aligned with Metro's work and believes safety is important in helping local jurisdictions, where transportation is a goal to help people lead better lives.

Ms. Frisbee noted strong leadership in Federal government with our local representatives serving on committees, including the Transportation Infrastructure Committee (TIA), Environmental Public Works Committee (EPW), and Ways & Means Committee. Good support to regional needs are also being met from our state and Metro representatives.

The American Jobs Plan was noted as the most detailed and ambitious transportation plan presented to Congress in many years. This came from the President and is now moving toward legislation. Major questions have arisen; chose to break up the plan into several proposals with specific issues, or keep as one large bill. So far the political issues have gone mostly down party lines and Metro is hearing conflicting feedback from congressional members. The proposal is currently \$1.0 trillion, 10% increase in transportation funding. More should be known this summer. Regional efforts are being made to position ourselves for the best possible outcomes.

It was asked when or if opportunities for reauthorization or earmarks might happen. Ms. Frisbee noted the new term for earmarks is now called "congressionally expected spending", which is beginning again after about 10 years. Two types of earmarks pertaining to transportation; appropriation cycles applied one year, awarded the next, for specific projects. Authorization process concerns larger amounts of funding for large projects. A regional earmark package is wanted that is clear and concise for the proposal. Much of what is being proposed is based on the "Let's Get Moving" proposal presented by Metro last year. Well-developed project proposals are positioned in the bill but funding will not be known yet.

Asked about the American Rescue Plan recently passed, it was noted that Politian views bringing money to their state/region is desired. But there is some doubt if earmarks are as powerful as in the past. The American Rescue Plan contained state and local funding. The State allocations were placed in bank with an obligation time period. The top priority was making the state budget whole, no deficit. Funding proposals that include unemployment insurance benefits, vaccine distribution outreach, programs for students returning to classrooms, economic development projects, building back better projects and others are being gathered by the Governor and legislature. They will be reviewed for allocation this session.

In addition to the earmark process is the policy paper. Regional transportation plans are included. Examples of increasing fatalities on TV Highway and 82nd Avenue provide the

importance to showcase the need for safety projects. The regional delegation is now working with representatives on a bill that would dedicate orphan highways to rehabilitate and transfer them for the role of community transportation, where key priorities are high quality transit and safety.

It was asked how regional strategies to support both transportation and water/sewer infrastructure investments could be presented. Ms. Frisbee noted it was important that the whole delegation be hearing how these projects help our state. Providing data, stories, examples, purpose of funding and support is critical. National organizations must be clear on this effort as well. Asked if any messaging about Vision Zero was going into the policy papers, Ms. Frisbee agreed. Funding for projects that can reduce fatalities with Vision Zero strategies are part of the transportation policy paper.

The regional legislative delegation has a two-fold approach they are pursuing. First, have the policy put forward truly help our region, and second, get the bill passed. The policy paper is being reviewed by JPACT next week; copies are available to anyone that wishes to receive it. Ms. Frisbee shared her appreciation to everyone for their efforts and support with the work. The committee was appreciative of the presentation and information shared. A follow-up discussion on Federal Transportation Infrastructure funding with Ms. Frisbee will be planned.

- 6. Regional Land Information System (RLIS Live 100)** (Steve Erickson, Chris Johnson, Metro) Steve Erickson presented information on the Regional Land Information System, called the RLIS Live 100. It is celebrating its 100th quarter release since beginning in 1989 with a pilot project finished in January 1990. Designed to help in data for the 2040 growth efforts with tax lots and area lands, the input of data started with Metro and grew with support from jurisdictions and cities in the region over the years.

Incoming data is provided to the program on a daily, weekly, monthly, quarterly and as needed basis from cities, counties, States, and Federal Agencies for the quarterly report, to 27 agencies, 31 data layers, 65 individuals and several custom requests. Providing several layers of zoning and classifications in land use, for example, provides regional consistency in the data.

Mr. Erickson shared how Metro distributed the data. MetroMap and online tools such as the Regional Barometer, the RLIS Discovery webpage with more than 150 data layers are available to download at no cost, direct database connections with partners, RLIS web services, and online data and mapping.

It was asked if mapping of natural resources was available. Mr. Erickson noted several wetland areas, aerial photos with canopy cover and other environmental data layers in the system. Metro is now working on creating data subcommittee layers for even further data mapping and system knowledge for projects. Credit for the support with partners over the years was noted.

7. Adjournment (Chairman Kloster)

There being no further business, meeting was adjourned by Chair Kloster at 11:38 am.

Respectfully submitted,

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, May 12, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	05/12/2021	05/12/2021 MTAC and TPAC workshop meeting agenda	051221M-01
2	Work Program	4/29/2021	MTAC Work Program as of 4/29/2021	051221M-02
3	Work Program	4/29/2021	TPAC Work Program as of 4/29/2021	051221M-03
4	Draft Minutes	3/24/2021	MTAC/TPAC Workshop draft minutes from 3/24/2021 meeting	051221M-04
5	Memo	05/05/2021	TO: MTAC/TPAC committee members and interested parties From: Noel Mickelberry, Metro Safe Routes to School Program Coordinator Shaina Hobbs, Portland Bureau of Transportation RE: Metro Safe Routes to School Program Update	051221M-05
6	Presentation	05/12/2021	Metro Safe Routes to School Program	051221M-06
7	Presentation	05/12/2021	#DriveLikelt Campaign	051221M-07
8	Presentation	05/12/2021	Regional Land Information System	051221M-08

EXECUTIVE SUMMARY

May 2021

Economic growth is surging as the pandemic wanes. Thanks to federal fiscal policy, consumers have higher incomes today than before COVID-19 hit. Now they are increasingly allowed to and feel comfortable resuming pandemic-restricted activities like going out to eat, on vacations, getting haircuts and the like. The outlook for near-term economic growth is the strongest in decades, if not generations.

Oregon's labor market is expected to return to full health during the upcoming 2021-23 biennium. With the strong near-term outlook for consumer spending, job growth is front-loaded such that the largest employment gains will occur this summer and fall. Total employment in Oregon will surpass pre-pandemic levels in late 2022 with the unemployment rate returning to near 4 percent in 2023.

While a jobs hole remains in the labor market, the same cannot be said for household incomes. Currently incomes in Oregon are 20 percent higher than before COVID-19 hit, thanks in larger part due to the temporary federal measures put in place. Excluding the direct federal aid, incomes are back to pre-pandemic levels and expected to grow 6-7% this year and next.

However, with such a strong consensus near-term outlook, the risks do primarily lie to the downside. The risk is that supply cannot keep pace with demand. The path forward may be bumpier than expected, even if the trajectory is up. Already supply constraints have emerged in semiconductors, lumber, and rental cars to name a few. More bottlenecks are likely on the horizon. Furthermore, running through all of these issues is labor. Attracting and retaining workers is already much more challenging than expected given the economy went through a severe recession last year. There are a variety of simultaneous factors impacting the number of available workers including strong household finances, the virus itself, and lack of childcare or in-person schooling. While the temporary pandemic-related constraints will ease in the months ahead, the labor market is expected to remain tight for the foreseeable future in large part due to demographics and the large number of Baby Boomers retiring.

With the prospect of strong growth and near-term supply constraints, the possibility of an overheating economy has quickly replaced fears of a long-lasting, demand-driven recession like the past few cycles have been. Undoubtedly inflation will pick up in the months ahead. Production costs are rising quickly in part due to capacity constraints and bottlenecks. However these price pressures are coming off of a low base and are largely expected to be transitory. The Federal Reserve so far has indicated it will only become concerned should price pressures turn persistent. Given the overall economy is not at full employment, and generally strong wage growth is needed for persistent inflation, almost by definition the current bout of inflation is transitory.

In May of odd-numbered years, the revenue forecast takes on added importance. With the legislature in session, the May forecast determines the size of General Fund resources available for the upcoming budget, and sets the bar for Oregon's unique kicker law.

Oregon's state revenue outlook continues to brighten as the income tax season unfolds. Personal and corporate tax collections are booming despite the job losses and business woes brought on by the COVID pandemic. Tax collections based on consumer spending are also posting large gains. With the near-term economic outlook looking very strong, healthy growth in tax collections is expected to continue into the 2021-23 budget period.

In a typical year, the income tax filing season is winding down when the May forecast is produced. At that point, the vast majority of payments have been processed, and we have a good idea of how the tax season turned out. This year, the tax filing deadline was extended to May 17th due to the pandemic, leaving many returns yet to be

processed. This injects added uncertainty into the outlook. In particular, there is the potential for a significant revenue surprise (up or down) in the final weeks of the biennium. That suggests that leaving a large ending balance would be wise. Also, it is possible that the size of the kicker credit for next year will change significantly from the current estimate when the kicker is certified this fall.

So far, with around half of payments having come in, the tax season is turning out to be a healthy one. Payments are expected to reach an all-time high by the end of the fiscal year. While there is still a large amount of payments outstanding, most of this season's refunds have already been issued. Taxpayers who are expecting refunds tend to file returns earlier than those making payments. Refunds are significantly lower than they were last year, due largely to the kicker credit issued in 2020. This year, refunds include \$81 million in automatic adjustments sent to 164,000 taxpayers who paid taxes on unemployment insurance benefits. In March, the federal government exempted the first \$10,200 in unemployment benefits from taxation. The Oregon Department of Revenue has sent refunds to taxpayers who filed before the exemption was announced.

In light of massive job losses, Oregon's General Fund revenue outlook for the current biennium was revised downward by around \$2 billion immediately following the onset of the COVID-19 pandemic. As of the May 2021 forecast, this hole has more than been filled, with the outlook now calling for significantly more revenue than was expected before the recession began.

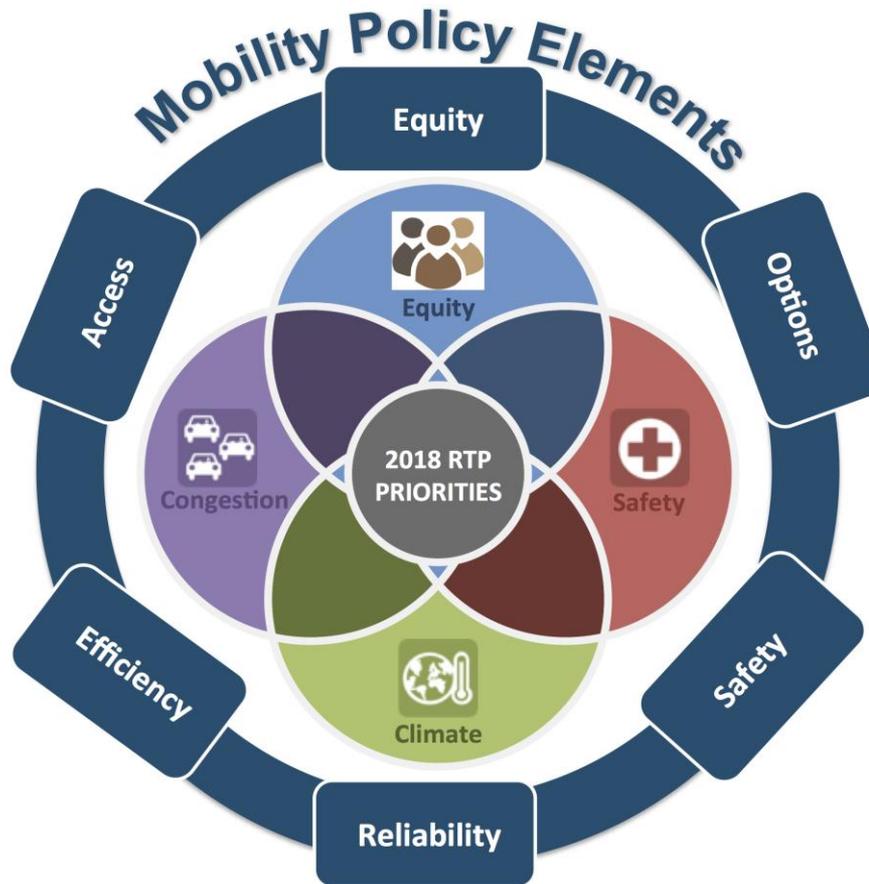
Many factors are playing into the unexpectedly strong revenue collections, but two reasons stand out. First, an unprecedented amount of federal aid has far outstripped the size of economic losses. As a result, personal income is up sharply in Oregon despite job cuts. Second, during the typical recession, Oregon has lost a tremendous amount of revenue associated with sharp declines in investment and business income. This time around, asset markets and profits have remained at or near record highs. The baseline outlook prior to the recession called for income growth to slow. A tight labor market was expected to weigh on growth, and asset prices and profits were expected to return to sustainable levels. None of this came to pass, leading to an expected personal income tax kicker of \$1.4 billion and a corporate tax kicker of \$664 million.

Looking forward into the 2021-23 biennium, the increasingly rosy economic outlook suggests healthy tax collections will persist. A broad consensus of economic forecasters is calling for near-term output growth to be the strongest seen in decades. Given Oregon's unique kicker law, a booming economic outlook requires an equally aggressive revenue outlook to match it. Taxable income is expected to continue to post healthy gains, showing no evidence of the economic shock we are living through. The outlook for General Fund tax collections has been revised up by around 5% over the next few years. This translates into significantly more resources for policymakers.

Although budget writers have a lot more to work with, a good deal of caution is required and savings are a must. The kicker law dictates that we stick our necks out with an aggressive revenue outlook, exposing us to the risk of a large budget shortfall should growth stall. Of primary concern are nonwage forms of income including profits and the return on investments. With a healthy underlying economy, economic forecasters are calling for continued growth in stock prices, profits and the like. Although valuations are unsustainably high right now, forecasters predict underlying economic activity will catch up over time. Unfortunately, this does not mesh well with our past experience. Profits and capital gains often evaporate overnight, which always puts Oregon's budget in a hole.

REVISED MOBILITY ELEMENTS AND MEASURES

DRAFT definition of urban mobility: *People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.*



Mobility elements to be reflected in updated policy

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Efficiency

People and businesses efficiently use the public's investment in our transportation system to travel where they need to go.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

Mobility measures recommended for testing

1. Multimodal level of service

- Multimodal level of service (MMLOS)
- Level of traffic stress
- Pedestrian crossing index
- System completion
- Queuing length
- Volume to capacity ratio

2. Access to destinations/opportunity

3. Vehicle miles traveled (VMT) per capita

4. Person and goods throughput

5. Travel time reliability

- Travel time reliability
- Travel time

6. Congestion

- Travel speed
- Duration (hours)
- Queuing length
- Volume to capacity ratio

Revised Draft Mobility Policy Elements – track changes

NEW Equity

- Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

- ~~All~~ People and ~~goods~~ businesses can conveniently and affordably reach the goods, services, places and opportunities ~~get where they need to thrive-go.~~

~~Time~~ Efficiency

- People and businesses efficiently use the public's investment in our transportation system to ~~goods-can~~ get where they need to go ~~in-a~~ reasonable amount of time.

Reliability

- People and businesses can count on the transportation system to get where they need to go reliably and in a reasonable amount of time. ~~Travel time is reliable or predictable for all modes.~~

Safety

- People are able to travel safely and comfortably, and feel welcome. ~~Available travel options are safe for all users.~~

~~Travel~~ Options

- People and businesses can choose from ~~can get where they need to go-by~~ a variety of seamless and well-connected travel ~~options-or~~ modes and services that easily get them where they need to go .

Revised draft potential mobility measures

recommended
for testing

Listed in order
from highest to
lowest screening score

Information about the screening process is available on the project website: oregonmetro.gov/mobility

6/16/21

1-Multimodal level of service

- Multimodal level of service (MMLOS)
- Level of traffic stress
- Pedestrian crossing index
- System completion
- Queuing* (to address safety element)
- Volume to capacity ratio

2-Access to destinations/opportunity

3-Vehicle miles traveled (VMT) per capita

4-Travel time reliability

- Travel time reliability
- Travel time

5-Person and goods throughput* (to address efficiency element)

6-Congestion

- Travel speed
- Duration (hours)
- Queuing* (to address safety element)
- Volume to capacity ratio

* Added in response to stakeholder feedback



Metro





Metro



Memo

Date: June 16, 2021

To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and Interested Parties

From: Kim Ellis, Metro Project Manager
Lidwien Rahman, ODOT Project Manager

Subject: Regional Mobility Policy Update: Overview of Case Studies Approach

Overview of Case Studies Approach

In summer 2021, the project team will test the potential measures through 4 to 6 case studies to see how well the measures assess the mobility elements for different planning applications. The measures will be tested at the system planning, Regional Transportation Plan mobility corridor and plan amendment scales; however, not all measures will be tested in all case studies. The Consultant team is currently developing a framework to identify which measures to test in different land use/transportation contexts and planning applications.

Through the case studies, the team will evaluate which measures are most feasible and useful in measuring mobility across the six mobility policy elements. Developed based on TPAC and MTAC feedback in fall 2020, the criteria listed in Table 1 will be the focus of the evaluation. Considerations for the case studies include:

- Measures may be used differently for different planning applications (i.e. system planning versus plan amendments).
- Not all measures are easily applied as a standard. At the system planning-level, a measure may be applied as a target, with assessment whether a system is trending appropriately or if a project is projected to move the system closer to the target.

In Fall 2021, the project team will report the results of the case studies to ODOT and Metro staff, stakeholders and decision-makers through a series of stakeholder forums and briefings (like what was conducted in Spring 2021). The project team will continue to engage ODOT and Metro staff, TPAC, MTAC, JPACT, MPAC, and the Metro Council in developing an updated regional mobility policy and implementation plan into 2022. This work will include crafting draft policy language and guidance related to use and applicability of the recommended performance measures. A draft updated regional mobility policy and implementation plan will be released for a 45-day public review and discussion in early 2022.

Case Study Locations

The recommended case study locations are listed below (and shown in Figure 1). The locations are drawn from [examples of current approaches](#) studied earlier this year, focusing on the system planning and plan amendment examples:

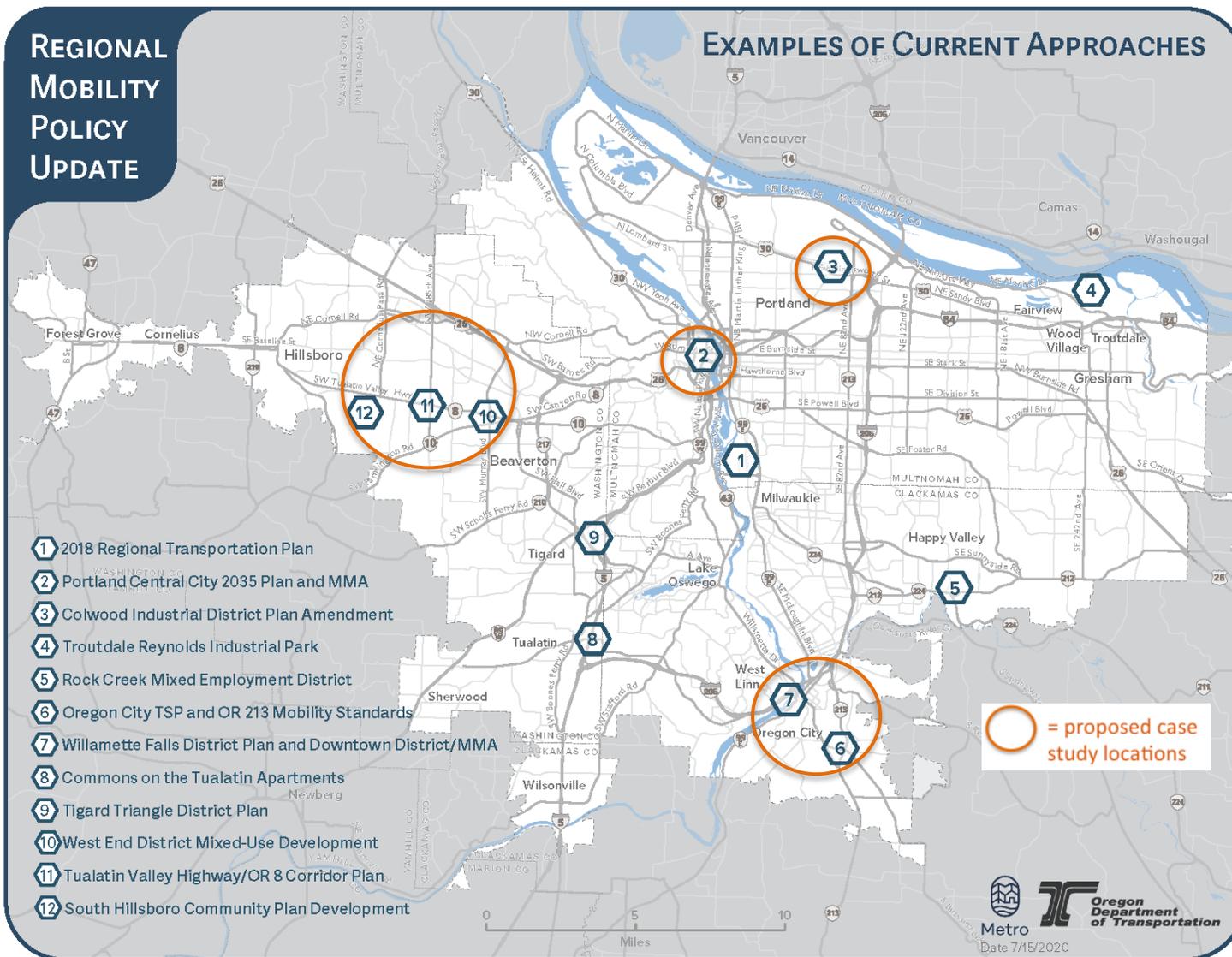
1. **Downtown Portland area**, which includes RTP Mobility Corridor #4 (I-405 loop/Portland Central City)
 - **Example #2:** Portland Central City 2035 Plan and MMA (Plan Amendment)
2. **Middle Columbia Corridor Industrial area**, which includes RTP Mobility Corridor #18 (US 30/Columbia/Lombard/Killingsworth, I-205 and I-5 and PDX Airport and other industrial lands)
 - **Example #3:** Colwood Industrial District (Plan Amendment)
3. **Oregon City area**, which includes RTP Mobility Corridor #8 (I-205 between Gateway and downtown Oregon city)
 - **Example #6:** Oregon City TSP and OR 213/Beavercreek Road (System Planning)
 - **Example #7:** Willamette Falls/Downtown District Plan/MMA (Plan Amendment)
4. **Tualatin Valley Highway area**, which includes RTP Mobility Corridor #14 (Tualatin Valley Highway and US 26 between Beaverton and Hillsboro)
 - **Example #10:** West End District Mixed-use Development (Development Review)
 - **Example #11:** Tualatin Valley Highway/OR 8 Corridor Plan (System Planning)
 - **Example #12:** South Hillsboro Community Development Plan (Plan Amendment)

The process for selecting case study locations included first selecting plan amendment examples in each county, and then selecting system planning examples and mobility corridor geographies that encompass the plan amendment locations. This approach allows for leveraging data and analysis to the extent possible and consideration of the relationship between system planning and plan amendment analysis needs. An effort was made to select areas that include different land use and transportation contexts – downtowns, major urban corridors and industrial areas that also include arterials and throughways designated in the RTP.

Case Study Analysis (July to Sept. 2021)

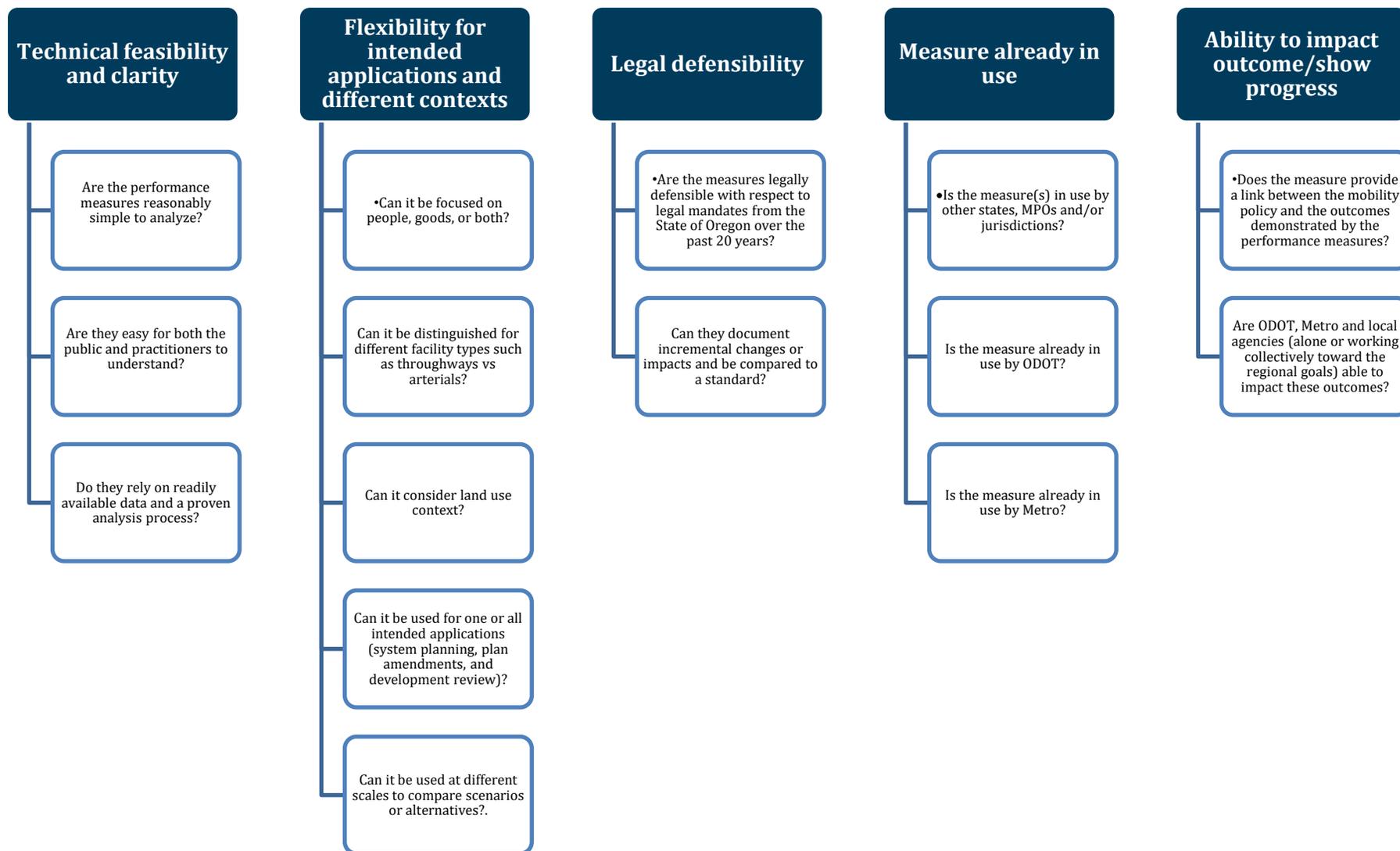
As required by OHP Policy 1F (Action 1F.3) and [Operational Notice PB-02](#), the case study analysis will compare the current mobility policy measures (volume-to-capacity ratio) and methods to other new potential measures and methods being tested for application at the system plan, mobility corridor and plan amendment scales. The details of the analysis approach are under development.

Figure 1. Proposed Case Study Locations (highlighted in orange)



Note: Example 1 covers the entire region as expressed in the 2018 RTP.

Table 1: Criteria for Evaluating Mobility Measures in Case Studies





REGIONAL MOBILITY POLICY UPDATE

Stakeholder Engagement Report

A summary of engagement activities conducted in Spring 2021 by Metro and the Oregon Department of Transportation (ODOT) in support of updating the mobility policy for the Portland region

June 2021

oregonmetro.gov/mobility

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project website: www.oregonmetro.gov/mobility

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Appendices (to be added)

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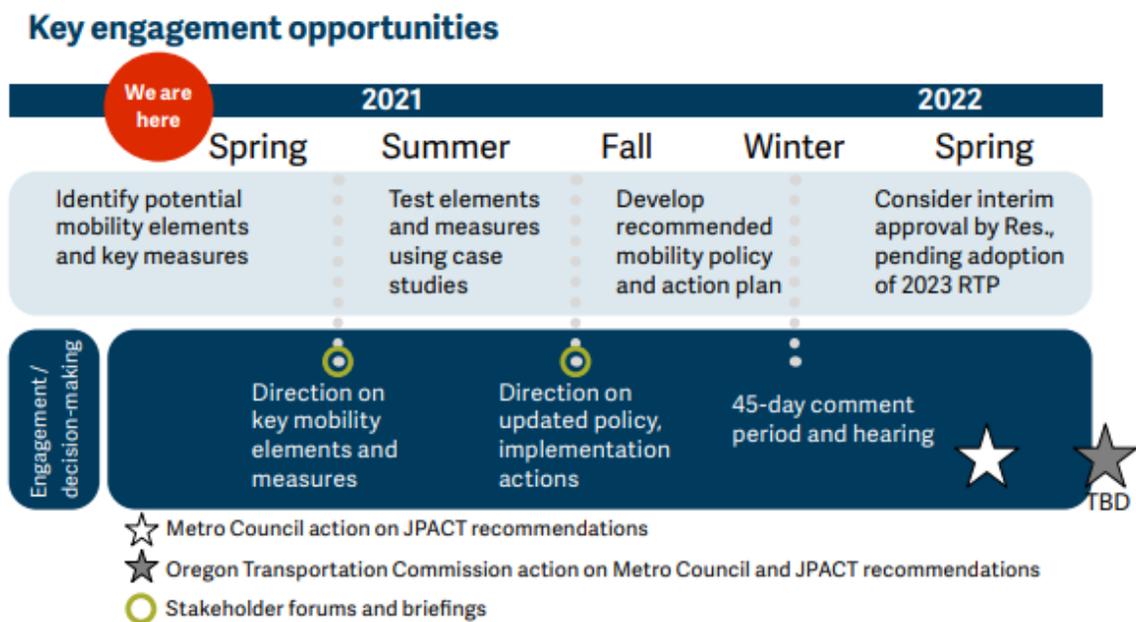
EXECUTIVE SUMMARY

Introduction

Metro and the Oregon Department of Transportation are working to update how mobility is defined and measured in greater Portland and specifically in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs), and during the local comprehensive plan amendment process in the Portland area,

In spring 2021, the project team engaged policymakers, practitioners, community leaders and other stakeholders to help shape the proposed elements and measures to include in the updated policy. The draft policy elements and measures that were shared for feedback were informed by input from recent transportation planning efforts and the Regional Mobility Policy update scoping processes as well as feedback from two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in 2020.

Regional mobility policy engagement timeline



Throughout May and June, the project team engaged stakeholders through online forums and committee meetings. The engagement activities included four online facilitated forums, including two forums for planning and engineering practitioners, a forum for goods and freight professionals, and a forum for community leaders. A total of about 130 people (not including the project team and facilitators) participated in the forums. Project staff also presented and received feedback at County Coordinating Committees (staff and policy), MTAC, TPAC, the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. All forums and meetings are listed in Appendix A.

Stakeholders provided feedback on the following potential regional mobility policy elements and measures:

Potential policy elements

- **Access** – All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** – Travel time is reliable or predictable for all modes.
- **Safety** – Available travel options are safe for all users.
- **Travel Options** – People can get where they need to go by a variety of travel options or modes.

Potential policy measures (narrowed from a list of 38 measures through a technical screening process)

- Multimodal Level of Service (MMLoS)
- Level of Traffic Stress (LTS)
- Pedestrian Crossing Index
- System Completeness
- Travel Speed
- Accessibility to Destinations
- Hours/Duration of Congestion
- Travel Time Reliability (Planning and Buffer Travel Time Indexes)
- Vehicle Miles Traveled per Capita
- Travel Time
- Volume-to-Capacity Ratio (V/C) for Roadway Links
- Volume-to-Capacity Ratio (V/C) at Intersections

Key themes from stakeholder input

There were several themes that emerged across multiple stakeholder groups, including:

Overall Policy

- Climate and equity need to be explicit in the updated mobility policy.
- Define mobility policy to be flexible and responsive to different contexts.

Policy Elements

- Concept of equitable mobility is missing. It is important to acknowledge our transportation system is inequitable due to past policy and investment decisions, particularly for BIPOC community members and other historically marginalized and underserved communities
- Improved accessibility and making it safe, easy and convenient for people and business to reach the goods, services and activities they need to thrive are important elements of mobility.
- Seamless connections between travel options are important to mobility.

- Well-connected, high quality networks for all modes are important to mobility.
- Many aspects of access are important to mobility:
 - Access to places
 - Access to travel options
 - Affordability is key to access
 - Amenities are important to access
- Efficient use of the existing transportation system is important to mobility. This policy should encourage best use of the right of way and the public's investment in the existing transportation system, such as using demand management and operations strategies to improve traffic flow and reduce drive alone trips.

Policy Measures

- Ensure measures are focused on people, not vehicles.
- Ensure all elements and modes are reflected across the measures.
- Avoid redundancy in the measures; combine measures when possible.
- Allow for different measures for different applications and contexts (land use and transportation functions), without being overly complex.
- Ensure legal nexus for system development charges and mitigation can be established.
- Top measures: access to destinations, travel time reliability and system completeness.

Next steps

Input from this engagement will be shared with regional decision-makers as they work together to recommend the mobility outcomes and potential measures to move forward to the next step in the process. Together, the technical screening process and stakeholder input will help shape staff's recommendation to JPACT and Metro Council on the key policy elements and measures to be further evaluated and tested through case studies.

In June, staff will report back on stakeholder feedback received on the elements and measures. In July, JPACT and the Metro Council will be asked to direct staff on the measures to be tested through case studies this summer.

In summer 2021, the project team will test the elements potential measures through case studies. Through the case studies, the team will evaluate which measures are most feasible and useful in measuring mobility.

In Fall 2021, staff will report the results of the case studies to stakeholders and decision-makers. Staff will continue to engage TPAC and MTAC in developing an updated regional mobility policy and action plan for public review and discussion in early 2022 by JPACT, MPAC and the Metro Council. This work will include crafting draft policy language and guidance related to use and applicability of the recommended performance measures.

STAKEHOLDER FORUMS

In April and May, Metro and ODOT hosted four forums to provide participants with an update on the Regional mobility policy update process receive input on potential policy elements and approaches to measuring mobility. Each of the forums was designed for a specific stakeholder group whose expertise and perspectives are important to shaping an updated mobility policy. A total of about 130 people (not including the project team and facilitators) participated in the forums. A fifth forum for housing and land development practitioners was planned and cancelled due to low enrollment. A couple of representatives from the development industry attended other forums. The project staff will reach out to housing and land developers along with other stakeholders again in fall 2021.

- Practitioners Forum 1 – 10:00 AM to 12:00 PM, April 21, 2021
- Freight and Goods Forum – 9:00 AM to 11:00 AM, April 23, 2021
- Practitioners Forum 2 – 9:00 AM to 11:00 AM, April 30, 2021
- Community Leaders Forum – 9:00 AM to 11:00 AM, May 14, 2021

All forums were held using the Zoom online meeting platform. The forum formats varied slightly from group to group. All forums included:

1. Introductions and Workshop Purpose
2. Regional Mobility Policy Update & Policy Elements Presentation (PowerPoints are included in Appendices).
3. Facilitated Small Group Breakouts: Policy Elements and policy measures.
4. Overall Reflections
5. Next Steps and Close

Stakeholder forums key themes

Across all of the forums, there were a number of key themes that were highlighted in multiple discussions.

- There are critical missing elements that need to be explicit in the policy, including: equity and climate action.
- The policy needs to be flexible to allow variance based on jurisdictional needs and codes.
- Avoid redundancy in the measures. Travel speed, travel time reliability, and travel time need to be explored with intention of finding ways to consolidate these measures and reduce complicating the policy.
- Access is a very important part of mobility and needs to consider how it can be applied for all modes and in all jurisdictions through the policy.

- Multimodal Level of Service (MMLoS) needs to take into account all modes of transportation.
- MMLoS is an outcome, that is difficult to measure.
- Freight relies on connectivity between freight modes not included in the policy, i.e., rail, air travel, marine ports, etc.

Practitioner forums summary

For the practitioner forums, participants were placed in groups based on their focus of work. This summary reports input organized by the focus areas. These practitioner groups included:

- Development review/current planning
- Plan amendments
- Transportation engineering
- Transportation modeling/operations
- Transportation system planning

Practitioner forum #1 summary

On April 21, 2021 Metro and ODOT met with practitioners from within the Portland area to discuss the Regional Mobility Policy elements and measures. Including project staff, a total of 76 people registered for the first practitioner forum, 50 of the participants identified themselves as city, county, or state agency employees, 11 identified as consultants or employees of a private agency, two identified as employees of a non-profit, and ten selected the option “other” to explain their affiliation. (See Appendix B for the registration list.)

Highlights from the polls, small group discussions, and large group discussions are summarized as follows. Discussion notes are included in the Appendix B.

Poll Question 1: Do these feel like the right elements for the updated policy?

The 51 participants in the first poll question were split between answering “yes” and “unsure.” A total of 26 answered “yes” and 23 answered “unsure.” Only two people that participated in the poll answered “no” to this question.

Practitioners forum #1 policy elements small group discussions

The groups were asked to discuss the different policy elements, specifically regarding whether they were the right elements to include in the policy and if anything were missing.

Development Review and Current Planning Discussion Summary

- It’s important that there is consistency in the elements across jurisdictions.
- Climate action is missing from the policy elements.
- The definition of mobility needs to be responsive to the needs of different areas in the region.

- Developers have concerns about how much is required of them in terms of right-of-way (ROW).

Plan Amendments Discussion Summary

- Consider innovation and emerging technology and services in the elements.
- The elements will naturally hold different value depending on the community and individuals. This will impact the motivations of those making planning and investment decisions. Consider incentivization to help meet the goals of the policy.
- Efforts to advance racial equity and address the mobility needs of underserved communities needs to be explicit in the elements.
- Connect the policy and the reduction of greenhouse gases to help meet climate goals.
- Incorporate the need for equitable access to destinations.
- “Place” needs to be preserved. Protect destinations from potential negative community impacts of transportation investments.
- Ensure the needs of school-age youth and seniors are addressed in the policy.
- Prioritize the need for reducing vehicle trips and trip length.
- Consider including growth in the policy.

Transportation Engineering Discussion Summary

- It’s important to consider how the policy is applied to allow necessary flexibility to accomplish the goals of the region.
- Has ODOT successfully used their suite of measures in transportation system plans (TSPs)?
- Consider working with a consultant team to dig through the issues of the policy.
- Seek examples of other cities that have successfully implemented mobility policies.

Transportation Modeling and Operations Discussion Summary

- Consider affordability in terms of choice of transportation mode and how limited options impact mobility.
 - Affordability may be a part of the “access” element.
- Investing in reliability is cheaper than investing in efficiency and more proactive than investing in volume-to-capacity (v/c).
- Freight lacks flexibility in terms of mode options.
- Is equity an umbrella policy or is there a distinct equity category in the measures?
- How is environmental equity considered in the policy?
- Access and reliability are key elements.

- Consider how a person could find the bus a more rewarding way to travel and capitalize on why a user would choose the bus over another mode of transportation.

Transportation Planning Discussion Summary

- Ensure the policy is responsive to how various demographics use the transportation system – race, income, disability, age, gender identity, etc.
 - People with disabilities and seniors have unique issues traveling on certain types of public transit.
- Equity needs to be explicitly defined in the elements or included as a separate category.
- It's important to consider ways to reduce carbon emissions through the elements of the policy. Include carbon emission reduction as a separate element.
 - There is a need to be responsive to the community in terms of their vocal desire for climate action.
- Access needs to be explicitly called out in the policy.
 - Access is not equivalent to accessibility.
 - Mobility is inherently defined by access to destinations and options for travel.
 - “Need” is subjective in terms of access to destinations.
 - Mobility needs vary by person based on demographics. The mobility needs of a young person are different than the mobility needs of a senior. In addition, the current transportation system is inequitable – for some people, driving a vehicle is their only viable option.
 - Access is specifically about access to the system, not about access to destinations. Prioritize network/system quality and connection.
 - Consider access in terms of jobs and housing.
 - How does remote work impact need for access to destinations?
- Consider how land use impacts the purpose of a facility and its connection to equity.
- Consider including an element that addresses system efficiency.
 - Replace “time efficiency” with “system efficiency” with an intentional focus on spatial considerations and efficient use of the public’s investment in the transportation system.
- Reliability is a critical component of mobility. People and goods need to travel with confidence in the time it takes to get from their location to their destination day-to-day.
- The mobility policy needs to consider ALL modes.
- Consider how to move travel away from peak hours to improve mobility.
- It's important to consider that future mobility may be focused more on delivery of goods to where people are.
- Integrate the desire for personal mobility and freedom to travel without excessive interference into the policy.

- Revise the definition of mobility to make it more applicable to how practitioners use the term.
- The policy needs to consider how people and goods will be moved as innovation is implemented into the transportation system. This includes non-traditional modes of delivery.
 - Build the policy in a way that can inspire how other cities develop and integrate climate and mobility policy.
- Consider ways to incorporate economic drivers into the policy without impacts to the accessibility of travel options throughout the region.
- Prioritize mobility options that are less expensive than owning a personal vehicle. This will have an economic benefit.

Practitioners forum #1 policy measures small group discussions

Development Review and Current Planning Discussion Summary

Multimodal Level of Service (MMLOS)

- This measure has the potential to help justify why mitigation is required.
- How will the dichotomy between pedestrian density/infrastructure quality and pedestrian safety and comfort be addressed?

Group members were asked that outcomes they would like to see as a result of the update. Responses are summarized below:

- The system will better support bike and pedestrian users.
- Explore how to use the policy to help guide where development takes place.
 - Public transit and other transportation amenities should be able to be purchased by developers for their properties.
- Measures need to have the flexibility to be applied at different scales across the region.

Plan Amendments Discussion Summary

Multimodal Level of Service (MMLOS)

- It's important to allow flexibility in how modes are measured, e.g., crowded sidewalks are not as much of an issue.
- Determine a method for collecting and measuring person-trip data.
- Include all modes in the MMLOS measurements.
- Consider methods for reconciling what is needed to address flexibility and labor needed to accomplish flexibility.
- Incorporate the comfort and appeal of travel in the system.

System Completeness

- A data collection method is needed to accomplish this measure.
- There are links to system development charges (SDCs) and development fees.
- Areas with vulnerable populations often lack the facilities to support new housing development. This has the potential to create a bias against these investments.

Access to Destinations

- This measurement can assist in revealing equity issues related to mobility.
- Access to destinations is inherently connected to land use. How can this be used to encourage and support the development of “20-minute-neighborhoods?”
- This measure can benefit land use when applied to plan amendments.
- Prioritize access for communities that have historically lacked access to important destinations.
- Land use needs to consider the houseless/homeless population and the changing nature of where they locate themselves.
- Time-of-day is an important element to consider for accessibility.
- Consider prioritizing existing mobility access issues rather than trying to forecast and plan/forecast future issues.
- Safety needs to be incorporated into this measure.

Vehicle Miles Traveled (VMT) per capita

- Use this measure to determine whether the system is improving.
- VMT can help demonstrate the overall impact/efficiency of the system and efficient land use – if destinations are closer together then trip lengths and the need for auto travel for daily trips is reduced.
- Consider using this measure as a proxy for climate and greenhouse gas emissions.
 - Ensure electric vehicles are included in this metric.

Transportation Engineering Discussion Summary

Level of Traffic Stress (LTS)

- How would this be applied in development review?

System Completeness

- Consider the various needs of different jurisdictions when applying this measure – some areas in the region have limited travel options available.
- It will be important to determine and factor in where trips are coming from and how to define those trips.

- This measure may be better defined as accessibility for desired modes, i.e., sidewalk completion, bike facilities, etc. in the nearby transportation system.
- Does “completeness” include vehicular capacity expansion?
- Will each mode be considered separately?
- This has the potential to be difficult to evaluate considering the various jurisdictions and plans that could govern what “completeness” means.

Travel Speed

- This seems ambiguous. Consider taking this from a mobility perspective, but not from a safety perspective.

Hours/Duration of Congestion

- Is this similar to Travel Time Reliability?

Volume to Capacity (V/C) at Intersections

- V/C is commonly limited by intersections.

Other key points that arose during the transportation engineering conversation include:

- Local TSPs may be outdated and therefore not responsive to the measures being considered for the updated policy.
- Most of the measures included have not been considered at a local level.
- There are existing difficulties for developers related to offsite improvements.
- Consider combining Travel Time and Travel Time Reliability into one measure. It doesn't seem like there is a need for both measures.
- Is there a critical need for V/C roadway links vs. V/C at intersections when evaluating a system?
- All the measures seem right, but it may be difficult to apply them.

Transportation Modeling and Operations Discussion Summary

Multimodal Level of Service (MMLOS)

- MMLOS needs to consider all modes and serve system completeness.

System Completeness

- Can this measure be used to identify future capital projects?
- System completeness seems more like an outcome or goal, rather than a measure.
- This measure does not adequately help inform assessment and prioritization of needs.

Access to Destinations

- Diverse land uses support access in a multimodal system.

- Consider including an access to opportunity index.

Travel Time Reliability

- Reliable has the potential for meaning “reliably bad.”

Travel Time

- Prioritize reliability of transportation over speed.
- If travel time is included as a measure, it needs to include language about safety.

Other key points that arose during the group’s conversation include:

- What measures were screened out during Phase 1?
- What hours have the most congestion?
- Make equity an encompassing component of the policy to help inform and implement equitable investments.
- Consult Vision Zero on how to improve safety in the policy.
- There is a lot of redundancy in the policy elements.
- Equity needs to be prioritized in both projects and investments.
- The policy would benefit from a public health perspective.

Transportation Planning Discussion Summary

Multimodal Level of Service (MMLOS)

- MMLOS needs to explicitly consider all modes of transportation and types of travel.
 - Pedestrian mobility needs to be prioritized, however, streetscape and MMLOS should not be conflated.
- MMLOS is an outcome while the other measures are quantifiable and used to reach the goal of MMLOS.
- How does this measure connect to ODOT? Provide more clarity in this definition.
- Consider a variety of options for guiding the calculation method for MMLOS.
 - Transportation Review Board and the National Association of City Transportation Officials
 - I-5 Value Pricing/Tolling Project
 - Level of Traffic Sense (LTS)
- Consider how emerging technology and innovation may impact pedestrian mobility.
- Inform the measure based on the level of comfort for each mode.
- Basing the measurements on the number of people using a mode will tip the scale towards an auto-centric system.

- The need for access to destinations is subjective.
- Define what is being measured.
- Ensure the MMLOS measure is not too focused on single-occupancy vehicles (SOV).
- The MMLOS measurement seems more effective for the local street systems and seems ineffective at addressing the issues impacting freeways.
 - The freeway system often impacts transportation in local communities.
- Consider how parking and right-of-way (ROW) are connected to the MMLOS.

Level of Traffic Stress (LTS)

- This measure will be helpful in creating a complete network.
- It's important to ensure the LTS measure considers safety.
- Provide examples of jurisdictions that have used legal defensibility.
- Bike and pedestrian infrastructure needs to be developed in a way that incentivizes use.
- It's crucial to include bike and pedestrian in LTS measurements.
- How will emerging technologies and innovation being included in LTS measurements?
- The ODOT Analysis Procedures Manual provides considerations for the context in which facilities are located.
- This measure shifts the metrics towards prioritizing people over vehicles.
- The results of this measure are easily presented on a map.

Access to Destinations

- Track the safety of transportation to and from schools and daycares including after hours of operation.
 - Consider the link between childcare and improving the economy.
- Include how newer technology is impacting access, i.e., bike share, electric scooters, etc.
- It's important to link the distribution networks and our local transportation system.
- Consider how destinations and need for access to destinations changes over time.
 - Access is linked to efficiency.

Vehicle Miles Traveled (VMT)

- Determine how to use this measure both at a local and system-wide level.
- VMT does not have an effective way to capture bike and pedestrian travel.
- It's important to ensure this measure accounts for the entire region and is not just applied at a local level.
- Addressing VMT is critical to climate action.

- Plan a transportation system that reduces the need for people to travel using single-occupancy vehicles (SOV).
- This measure is critical and needs to be included in the policy.

Travel Time

- Time is an important component for all transportation modes.
- Consider the connection between travel time and reliability.
- There is an inherent connection between land use and travel time.
- Travel time metrics need to be applied to public transit.
- Speed of travel can be difficult to address because of how it relates to safety.
- Capture the disparity of travel time between modes as it relates to speed.
- Throughput is a critical component of travel time.
- Seek ways to make transit a competitive option.
- Consider the inevitable shift of need for accessibility to different locations. Allow jurisdictions to develop local plans that address travel time in ways specific to their needs.

Volume to Capacity (V/C) for Roadway Links

- V/C is not enough to measure mobility without using other metrics.

Participants in this group discussed which measures they felt could be removed or need to be modified. These measures and reasoning are summarized as follows:

- Travel Speed – this has the potential to encourage higher speed of travel on the road.
- Travel Time – reliability is more important. Time and volume to capacity (v/c) are becoming more obsolete.
 - Another member responded: *Travel time is a key measure because users expect the transportation system to support regional travel and remove barriers to travelling throughout the region.*

Poll Question 2: What are your top three measures from the list we covered?

Participants were asked to select the top three measures they would like included in the Regional Mobility Policy. There were 45 people that participated in the second poll question, 25 selected Travel Time Reliability, 22 selected Access to Destinations, and 19 selected Complete Streets. All other measures received less than 15 votes.

Freight and goods forum summary

On April 23, 2021 Metro and ODOT met with representatives of the freight and goods industry within the Portland area to discuss the Regional Mobility Policy elements and measures. Including project staff, a total of 31 people registered for the freights and goods forum. (See Appendix B for the registration list.)

Participants at this meeting were broken into two groups and did not have a specific area of interest or specialty guiding their discussion. The summaries of the small group discussions have been combined. Highlights from the discussions are summarized as follows. Discussion notes are included in the Appendix B.

Freight and goods policy Elements Small Group Discussions

The freight groups provided very detailed comments.

- How will other modes of transportation be incorporated into the policy? i.e., air travel, rail, etc.
- Reliability is highly important for serving intermodal and freight needs.
- Consider the impacts that extend beyond the freight corridor but are directly impacted by the ability for freight to move efficiently, specifically e-commerce.
- It's important to include climate and air quality language and direction in the policy.
 - Residential areas may be impacted by increased emissions due to e-commerce.
- Small businesses cannot always pay for the technology upgrades that would reduce climate impact.
- Corporations in the region can influence and force practices to change and have impacts on the regional systems.
- Construction has a significant impact on freight access.
- The list is missing key components like equity, safety, public health, environment, and community vibrancy.
- Reduced vehicle capacity will have a negative impact on freight.
- Freight needs wider highways and freeways to support freight mobility.
- Travel time and efficiency are key components of improving freight mobility.
- Available parking is critical for deliveries.
- Freight needs easy connections to and from the freeway.
- Truck drivers need designated parking for them to rest.
- Capacity planning needs to prioritize efficiency for freight.
- Lack of space for trucks creates safety issues.
- Create a freight-only lane on freeways.

- The policy needs to reflect the complex nature of the freight industry. Modify the language to ensure the nuance is captured.
- Freight isn't singular, there is a diverse and varied nature to the industry.
- Accessibility is needed for freight. Trucks need access to all types of roads.
- Time of day is dependent of freight customers.
- Mixed-use centers need to consider access for delivery trucks.

Freight and goods policy measures small group discussions

Level of Traffic Stress (LTS)

- Consider the stress impact for trucks that share lanes with bikes.
- Consider performing a technical analysis of freight LTS.
- LTS could be reduced by mandates that incentivize businesses implementing electric vehicle chargers and electric vehicle carshare parking.
- This has different implications for freight, especially in terms of safety for the driver, vehicle, and other street users.

System Completeness

- Improve the definition by clarifying what “planned facilities” are.

Access to Destinations

- The Gateway district can serve as an example of the ideal accessibility for freight parking and access to destinations.
- Daily access needs vary from user to user. The policy needs to be responsive to those variations.
- Access is crucial for all road users, especially businesses, employers, and employees.
- Tracking access to destinations will mean different things to different people.

Travel Time Reliability

- It's important to consider freight travel hours.
- Consider locating origin facilities in neighborhoods based on zip code to improve predictability. Smaller distribution centers could increase efficiency.
- Consider linking access to destinations and access to origins for freight.
- If a system is unreliable, there may be a need to split loads into two trucks to deal with the variable travel times.
- Unpredictability on arterials and highways in more localized areas is important to consider.

Participants provided feedback that did not fall within the potential elements, summarized below.

- It's important to consider what innovation in the freight industry will require, i.e., power stations, capital investments, long-term planning investments, etc.

Practitioners forum #2 summary

Including project staff, a total of 69 people registered for the second practitioner forum, 45 of the participants identified themselves as city, county, or state agency employees, 10 identified as consultants or employees of a private agency, three identified as employees of a non-profit, two identified as employees of a federal agency, one identified as an employee of a transit agency, and eight selected the option "other" to explain their affiliation.

Practitioners forum #2 policy elements small group discussions

Development Review and Current Planning Discussion Summary

- Provide context of how we got to these policy elements is necessary.
- The volume to capacity ratio is calculated differently at the regional and local levels due to differences in the analysis tools being used. The regional level analysis uses the regional travel demand model while the analysis conducted for development review uses finer-grained analysis tools. Consider differentiating standards as they are calculated differently.
- There is a disconnect between long-range planning and how it get is implemented through transportation system and development plans.
- How are the elements applied at a local level?
- Travel options need to be applied using an equity lens.
- Connect the elements to other policy areas, specifically land use and housing. Each jurisdiction has different ways of applying the policy areas.
- Equity needs to be a critical component of the policy elements and implementation of the updated policy.
- Climate needs to be included as a policy element.
- Identify parts of the policy that jurisdictions can adopt into their code.

Plan Amendments Discussion Summary

- There is interest in determining how the technical aspects of this project will impact master planning, comprehensive planning, comprehensive planning, and urban growth boundary (UGB) planning going forward.
- How will the new criteria and definitions for mobility be applied to areas with expected growth?

- It's important to include considerations for safety and access, including access to goods to support businesses and restaurants.
- Include an overarching equity lens to address the issues related to access to travel options.
- Do not prioritize vehicles when developing transportation system designs.
- Address the issues of forced tradeoffs when developing transportation project, i.e., reduced travel time vs. safety improvements.
- The Home Builders Association (HBA) categorizes based on housing product.
- The definition of mobility needs to be more holistic and consider how and where vehicle mobility has higher importance in the balance of investment.

Transportation Engineering Discussion Summary

- Reliability is important for transportation system plans (TSPs) to incentivize use of other modes and improve safety.
- Measures need to include accessibility and network completion for all modes.
- It's important that the elements are simple and easily applied.
- Consider adding "travel options" as an element of the policy.

Transportation System Planning Discussion Summary

- It's important to consider how access is necessary for creating land use diversity.
- These elements need to take into account the context, including geography, location, and time-based traffic.
- Clarify whether there is a hierarchal framework for the different policy elements.
- Reliability is the most important element, but efficiency is critically linked, otherwise reliability can mean "reliably bad."
- Freight stakeholders have a vested interest in transportation system planning because of the inherent link to reliability and delivery of goods.
- The policy lacks an explicit reference to how mobility directly impacts livability and quality of life in neighborhoods.
- When thinking about how new elements apply to the mobility policy, V/C measure should still be included in the mix.
- Climate is not included enough, considering the impact that our transportation system has on it.
- This policy allows us to bring in the multimodal perspectives to mobility, which can help us find a good balance and better understand impacts.
- If travel options are provided, they must be viable, safe, and feasible.

- In understanding the practical applications of the measures, we want to address existing deficiencies in a manner that reduces existing disparities and inequities in the system.

Poll Question 1: Do these feel like the right elements for the updated policy?

A majority (20) of those that participated in the poll answered “yes,” and 11 answered “unsure.” Only one person answered “no.”

Practitioners forum #2 policy measures small group discussions

Development Review and Current Planning Discussion Summary

Access to Destinations

- There needs to be an equitable approach to all areas of the city, including suburbs.
- This is a good measure that gets to the crux of what we want to do, but we still need to figure out how to do it.
- It is important to determine what “essential destinations” are and whether that will change over time.
- If we identify climate and equity clearly in the policy it removes an ambiguity that grants the ability to avoid things we really want to achieve.

Pedestrian Crossing Index

- We need to define enhanced crossing based on the type of road.
- Just looking at distance creates too narrow of a focus, may be better to include quality, connectivity, ADA, etc.

Travel Time

- Travel time needs to consider all modes, not just freight or vehicle travel.
- Consider the financial impacts of time for individuals using transit, biking, or walking.
- Suburban areas need to receive more TriMet funding to reduce travel time for transit users and increase transit ridership.

Plan Amendments Discussion Summary

Comments submitted via this group were not identified by measure and were discussed in an overarching manner.

Level of Traffic Stress (LTS)

- Mixed-use developments benefit from access to parks and ability to walk to destinations.

Pedestrian Crossing Index

- This is an important component of the policy for improving safety.

System Completeness

- This is a fundamental and critical measure in creating a multimodal system.
- Focus measures on system completeness and modal options.

Access to Destinations

- Access to destinations is highly important to the Homebuilders Association (HBA) because it directly impacts where people choose to live.

Other comments submitted by the group include:

- It's important to consider how these measures vary.
- In order to have successful testing there should be no more than 12 measurements with the goal of a total of three to four metrics when the policy update is finalized.
- Freeway enhancements are inherently and historically focused on vehicle-focused enhancements.
- Volume to capacity (v/c) is not a useful measure in dense areas like downtown because congestion is expected. It's important to be able to apply different measures depending on the context of the area.
- Clarify and refine the definition of "accessibility" as it relates to localized areas vs. the region or city.
- V/c can be met by making collaborative decisions between land use and transportation.
- The v/c measure is important for system planning by creating links.

Transportation Engineering Discussion Summary

Multimodal Level of Service (MMLOS)

- While a very effective measure, the metrics for collecting MMLOS data are difficult to develop and have shared agreement around.
- Consider the standards for pedestrian crossings included in the vehicle miles traveled (VMT) per capita.

Other comments submitted by the group include:

- Travel Time and Travel Speed seem redundant and the importance of each may vary depending on whether it is being applied in an urban, suburban, or rural area.
- The policy could benefit from a measure for tracking public transit efficiency.

Transportation System Planning Discussion Summary

System Completeness

- This is directly related to livability. There needs to be intentional action to address deficits across the region.

Travel Speed

- Clarify whether this is intended to create faster speed limits, or whether it's about connectivity and reliability.

Access to Destinations

- The tools used for this are usually a travel demand model and may not accurately measure all modes of transportation. Clarify the definition to make it more useful for jurisdictions.
- Provide mobility that enables access to the community.
- Develop a standard for assessing this data.
- Measuring access to destinations requires both the travel demand model and GIS.
- People need consistent access to destinations.

Hours of Congestion/Duration of Congestion

- Bikes, pedestrians, and transit users do not experience the same congestion as those using vehicles.
- It's important that congestion isn't too difficult to calculate.
- Right-of-way is critical for addressing congestion. Reduce lengthy signals.

Travel Time Reliability

- Reliability is more important than the duration of congestion or travel time.

Vehicle Miles Traveled (VMT) Per Capita

- Urban, suburban, and rural areas experience congestion vs. VMT in different ways. It's important to take this into consideration to ensure the policy is responsive and accurate.
- VMT provides a more transparent and flexible way to measure pollution and how much and how far people are driving.

Participants in the Transportation System Planning small groups contributed feedback that was outside the potential measures, summarized as follows:

- The policy lacks definitive language about safety.
- Consider including a metric that measures vulnerability.
- Past transportation investments have contributed to the barriers to mobility.
- Prioritize investments and improvements that make the system more equitable, specifically for historically underserved communities.
- Safety for pedestrians needs to be a top consideration when developing the policy in order to reduce fatalities for those not protected by a vehicle.

- Coordinate planning with the Statewide Transportation System Plan (STIP) to address safety and equity issues.
- It's important to make the measures more human-centric.
- Highlight mode-split in the measures.
 - It's important to consider the pros and cons of mode-split before making decisions.

Poll Question 2: What are your top three measures from the list we covered?

Participants were asked to select the top three measures they would like included in the Regional Mobility Policy. There were 28 people that participated in the second poll question, 23 selected Access to Destinations, 17 selected Travel Time, and 16 selected Complete Streets. All other measures received 15 or less votes

Community leaders forum summary

Forum overview

On May 14, 2021, Metro hosted an online transportation forum for community leaders. Ten community leaders participated representing traditionally under-represented communities and environmental and multimodal interests. (See Appendix B for the registration list.) The forum included updates on several transportation policy and investment efforts underway at Metro:

- Investments in urban arterials presented by Councilor Gonzalez
- Regional congestion pricing study presented by project staff
- Regional mobility policy update presented by project staff

Project staff solicited feedback on potential mobility policy elements and measures through facilitated small group discussions. See Appendix B for the forum agenda and Regional mobility policy presentation. The results of the mobility policy related discussions are summarized in this document. Participants discussed the following questions.

- Do you have questions about the mobility policy elements or measures? Anything need clarification?
- Are these the most important elements to include in the updated mobility policy? Anything missing?
- Which elements are most important in these different contexts – centers, urban travel corridors, industrial areas and throughways?
- Do any of the measures stand out as being especially important to measuring mobility? Anything missing?

Key themes from community leader input

- The policy needs to be multimodal.
- Climate needs to be explicit in the updated mobility policy
- System connectivity/continuity needs to be considered; especially in suburban areas and between modes.
- Mobility should support the places and communities that we want to see by creating the conditions for desired land uses.
- Consider the impacts of transportation on the whole community.
- Climate and equity needs to be explicit in the updated mobility policy.

Summary of discussions

Policy elements

The comments are organized below by the element that was the primary focus of the comment/discussion. Many of the comments touched on multiple elements.

Time efficiency

- People in Washington County are traveling greater distances compared to people traveling in the City of Portland, so efficiency here seems like a tricky measure.
- Time efficiency in multi-modal transportation (transit, micro-mobility, bike, walking) matters for encouraging their use. They need to be viable.
- We tend to prioritize vehicle efficiency and movement, but there isn't the same for pedestrian movement, active transportation.

Safety

- Are there tradeoffs between safety and other outcomes/elements? What is the acceptable level of risk? Are we talking about fatalities and injuries or property damage?

Reliability

- Suburban and rural trips – transit needs to be reliable/frequent to achieve climate goals. One person on an hourly bus doesn't help.

Missing elements

In addition to providing input to refine the draft elements, community leaders highlighted ideas they felt were missing from the elements.

- Appreciate this work but it is still anchored in the status quo. This is an opportunity to reframe how we talk about transportation and its impact on the whole community.
- Transportation conversations tend to focus on users. The impacts of the transportation system and how it is used affects everyone (social impact). Transportation should benefit the community and state (not just the individual user). The single-occupancy vehicle trip is the “most anti-social choice.” Need a hierarchy that prioritizes the most “pro-social” modes.

- Affordability is missing as an element. Cars may be more time efficient, but how do they impact people's budgets?

Climate

- Climate impacts seem to be missing.
- Need to consider unintended consequences of improving reliability. There could be unintended climate impacts-need to find a balance.

Land use

- Missing place-making as an element. Mobility policy should support communities/places.
- Land use context matters. Housing and businesses.
- Current vs. desired future land uses. This policy needs to contribute to the conditions for the desired future.
- It is important to remember people live along urban arterials; we are really talking about people's homes. There are a lot of mixed income residential communities living along these arterials.
- We need to address safety, but not only in the context of traffic violence. Recognize all that concrete means greater impacts to heat island; impervious cover related to rainwater; also noting the disparities people who live along the corridors and how their safety related to having cleaner air, open space, impacts of extreme weather, how that affects their safety and health.

Connections

- There isn't as much continuity when you travel by any other mode aside from a vehicle. There's a lack of sidewalk continuity so a person walking needs to zigzag; when riding transit people have to do a lot of trip chaining and transferring to get where you need to go
- First-and-last mile is so critical to the success of travel options and make it viable; the MAX is a spine; considering this as a connectivity issue; also look at connectivity not to the urban centers.
- What about a suburban context with poor connectivity? It seems missing.
- What about collectors in suburban areas? A lot of traffic diverts off of arterials to collectors. This matters for SRTS, access to parks, etc.
- Not sure why some elements would be more important in some contexts and not others. All the elements seem important in all the contexts.

Measures

- Travel speed seems more car related. Time related measures need to be specific to different modes; we don't want to set the bar relative to vehicles
- As more people use different modes, more amenities (such as a safe place to park a bike, nicer transit stops with shelter and lights) are needed. How do the amenities play into the people's use of multiple modes? Don't just focus on the park and ride; take the

barriers away like the questions of “where do I park my bike, charge my vehicle, etc.” to be able to make that trip by a different mode viable.

- Consider e-bike charging and recognize that some parts of the region are deserts for bike shops. From a transit perspective, there is a lot of focus on travel time, but reliability is more important. The focus on travel time isn’t getting at the system improvements needed, particularly for other modes and it skews towards vehicles.
- I want to see measures broken down by demographics and understand profiles of who and how they are getting around.
- Speed should not be a priority anywhere.

COUNTY COORDINATING AND ADVISORY COMMITTEE MEETINGS SUMMARY

Meetings overview

The project team briefed the county coordinating committees to answer questions about the mobility policy update and receive input on the potential policy elements and measures. The staff notes from each meeting are included in Appendix C.

- TransPort Subcommittee to TPAC (April 14, 2021)
- Clackamas County TAC (April 27, 2021)
- East Multnomah County Transportation Committee TAC (May 5, 2021)
- Washington County Coordinating Committee TAC (May 6, 2021)
- East Multnomah County Transportation Committee (policy) (May 17, 2021)
- Clackamas County C-4 subcommittee (policy) (May, 19 2021)
- Washington County Coordinating Committee (policy) (June 14, 2021)

County coordinating and advisory committee meetings key themes

- System completion and connectivity are important to mobility.
- It is important that the updated policy can continue to be used to make the case for nexus proportionality for System Development Charges and mitigation.
- Emissions and environmental impacts are missing.
- A number of comments pointed to the need for there to be different measures for different applications, including:
 - Planning uses where the mobility measures are applied. Arterials that serve as major connections are important to consider.
 - Land use contexts
 - Roadway applications

Metro Council, Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT)

Meetings overview

The project team presented and received feedback at a Metro Council work session (April 13, 2021), and meetings of JPACT (April 15, 2021) and MPAC (April 28, 2021). The notes for these meetings are captured in the meeting minutes on the Metro website (oregonmetro.legistar.com/Calendar.aspx).

Summary of Metro Council input

- The Metro Council wants to ensure the updated mobility policy better supports 2040 implementation and advances the Regional transportation plan priorities. Show how the updated policy relates to the regional priorities.
- Accessibility via density/diversity of destinations is very different than accessibility via speed/travel time. They are two very different types of access, and for different reasons. Also consider access on different roadway classifications and in different land use contexts.
- Efficiency policy element needs to be more than about time (but also include how efficiently the system is being used by people and goods). One idea is to measure energy efficiency or energy intensity of mobility in a corridor.
- Describe how we will evaluate/implement the policy and measures with a racial equity lens.
- Center work on achieving equitable mobility (not just evaluating whether policy and measures can measure benefits and impacts on equity focus areas). Does the policy (how it is implemented) improve equity? Is it addressing racial and economic disparities that people of color and other historically marginalized communities have/are experiencing?
- Similarly, does the policy (and how it is implemented) reduce carbon emissions? Improve safety? Manage congestion?

Summary of MPAC input

- There is an “in between” place missing from the three contexts that should be addressed – places like OR 43 – which serve as major travel routes between centers and are important transit corridors. They are different from throughways, often serve commuters and also connect to industrial areas and support transit.
- Expressed appreciation for the work. Broadly feel this is on-track – and seems to be good set of elements and measures to test.
- The more transparency documenting decisions, methods, etc. the better; it will also important to be transparent about how measures can be applied at different levels,

whether large or small scale, to make it useful to local governments when implementing the updated policy.

- Certain criteria make it more difficult to build support to acquire funding for projects that will result in a system that is viable and will accomplish their climate, safety, and equity goals.
- Emissions is missing as a policy element. Emissions is a way to show if meeting climate and equity goals, particularly from a public health perspective; should be reflected in elements to make it clear to the public that it is a priority.
- In terms of moving away from v/c – housing and 80% of infrastructure is built by private sector – development pays system development charges and for projects based on an nexus of proportionality – the outcome of this effort must be able to establish that nexus.
- How will autonomous and electric vehicles fit into this?

Summary of JPACT input

- Appreciation expressed that mobility is a major lens and goal for looking at transportation in the region.
- Concern with emphasis on congestion in the measures; congestion is a symptom (not a goal). Should focus be more on throughput in how we measure mobility.
- The number of vehicles on the road shows growth in the economy, but there are fewer emissions, and air quality has improved because of vehicle technology, indicating we are in a transition period from fossil fuels to electric and other means.
- Emissions are part of our key indicators and RTP priorities but are not reflected in these policy elements. Would like to see more of a focus on emissions.
- How is the region being thoughtful about emissions that disproportionately affect BIPOC communities? With more emissions in areas of POC, health impacts are important to consider.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Juan Carlos Gonzalez, District 4

Councilor Mary Nolan, district 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

June 16, 2021

Materials following this page were distributed at the meeting.

The background features a large, faint, circular seal of the State of Oregon. The seal contains an eagle with wings spread, perched on a shield. Below the eagle is a banner with the text "THE UNION". The outer ring of the seal contains the text "STATE OF OREGON" at the top and "1859" at the bottom. The seal is centered behind the main title.

Oregon Economic Update

Prepared for:

METRO Advisory Committees

June 23, 2021

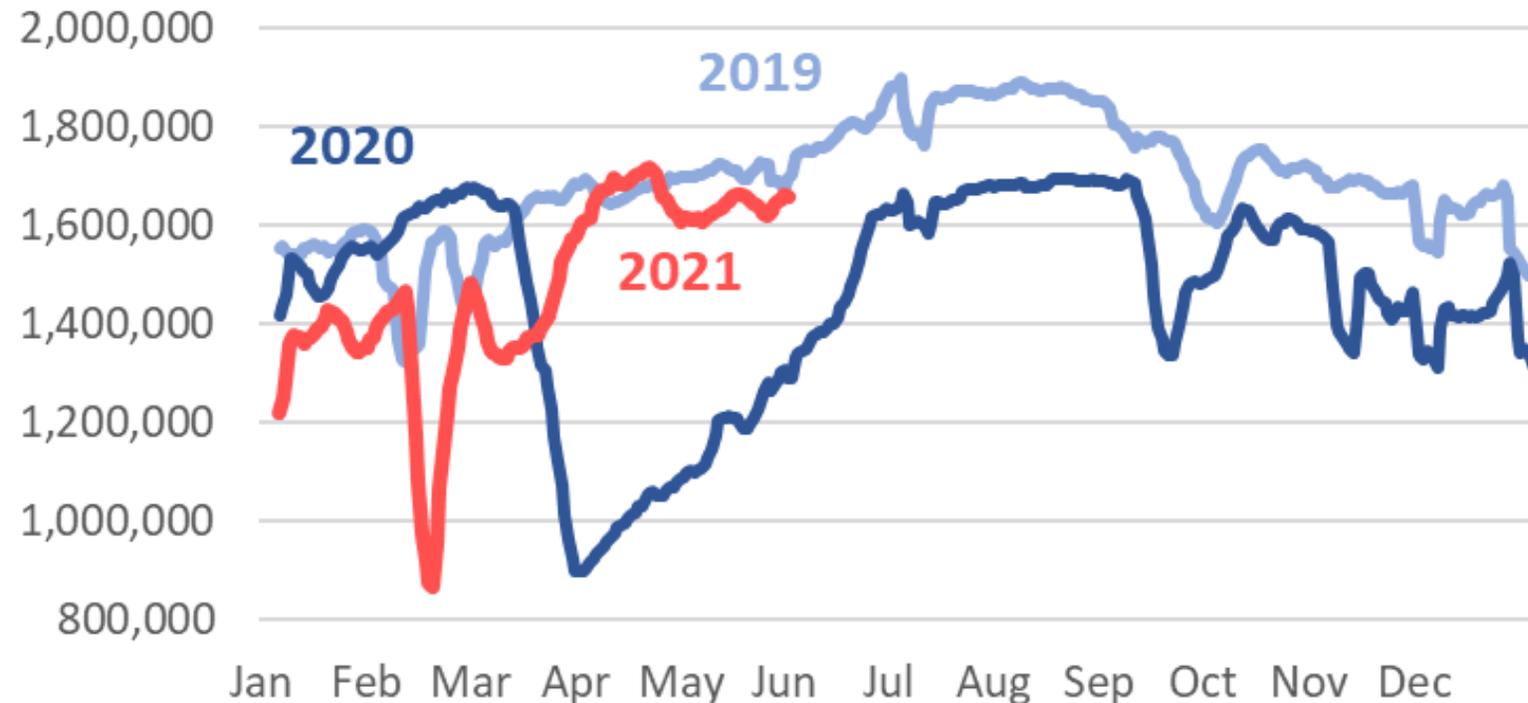
Mark McMullen
Oregon State Economist



Vehicle Traffic Has Recovered

Oregonians Still Driving a Little Less

Traffic Volumes based on Counters at 38 Points Along Oregon Highway Corridors, 7 Day Average



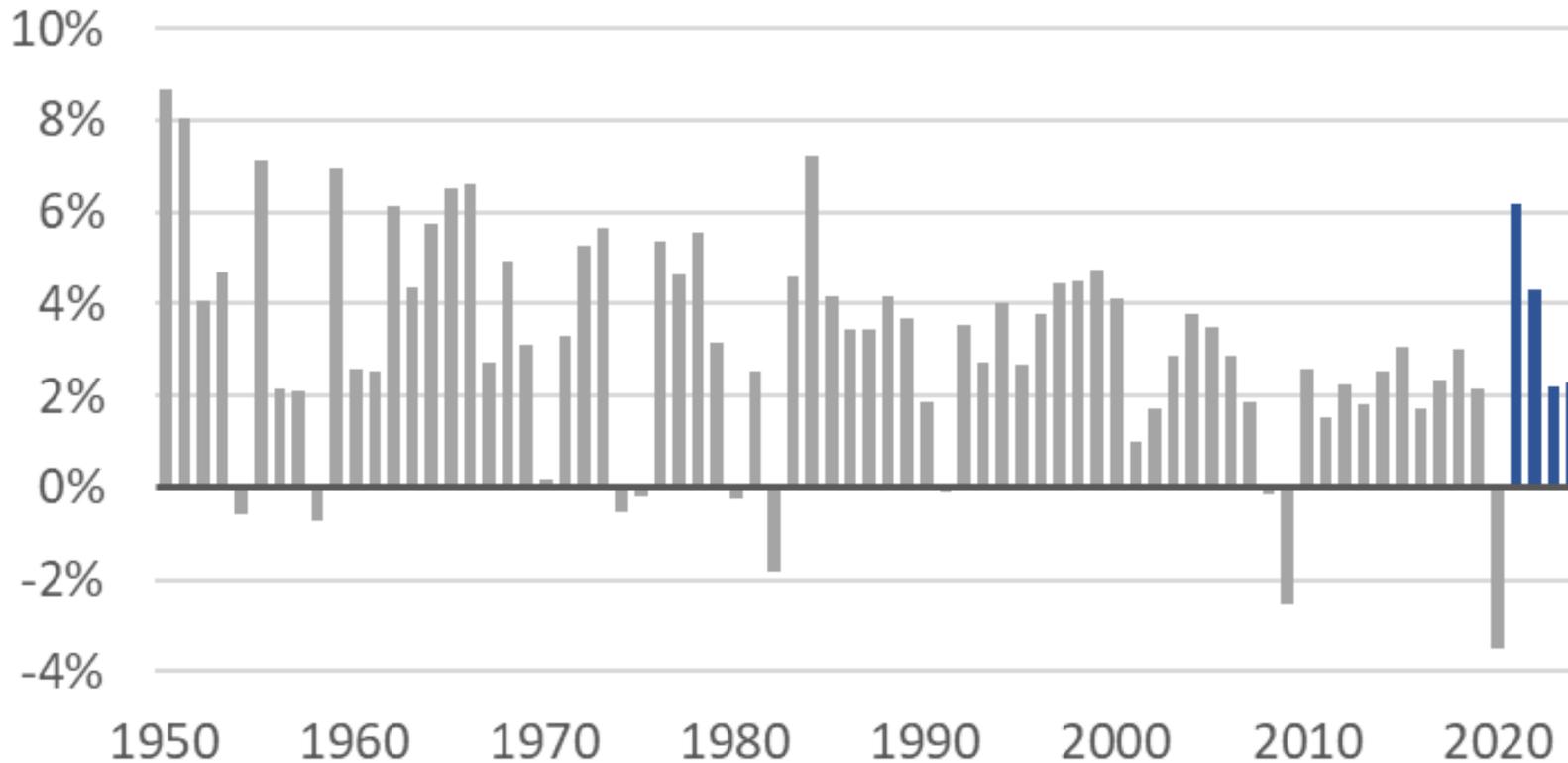
- Overall traffic flows in the Portland area are still down around 5% relative to 2019
- While overall traffic flows have largely recovered, peak rush hour travel is still down sharply (e.g. 30% on Interstate Bridge and 20% on Boone Bridge)
- Largest declines in peak travel have occurred on I405 and mornings on 217
- Transit ridership remains well below pre-COVID levels



Near-term outlook is very bright

Strong GDP Growth Ahead

Annual Percent Change in Real U.S. GDP



- Near-term economic consensus is for very strong growth, the fastest since “Morning in America” in 1984
- Federal fiscal policy during the pandemic is equal to ~25% of GDP

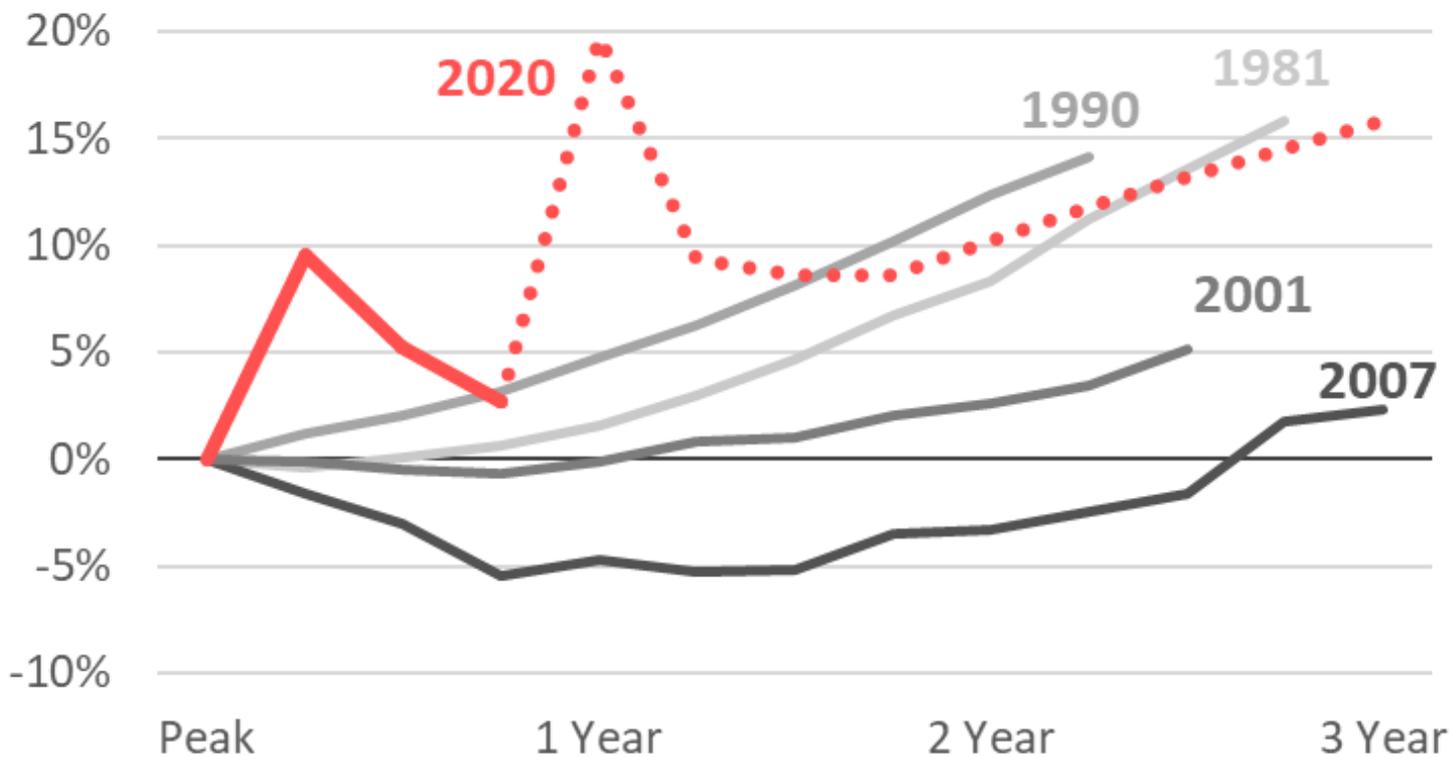




Federal aid boosts income

Total Oregon Personal Income

Nominal, Percent Change from Pre-Recession Peak



- Unprecedented federal aid has boosted incomes higher today than before the pandemic
 - \$12 billion in UI
 - \$12 billion in recovery rebates
 - \$10 billion in PPP
- Income excluding direct federal aid now back to pre-pandemic levels as well
- Nationally, households have accumulated \$2.3 trillion in excess savings as of March 2021
- Pent-up demand will be unleashed as economy continues to reopen
- Shift in spending back into in-person services will drive strong employment gains

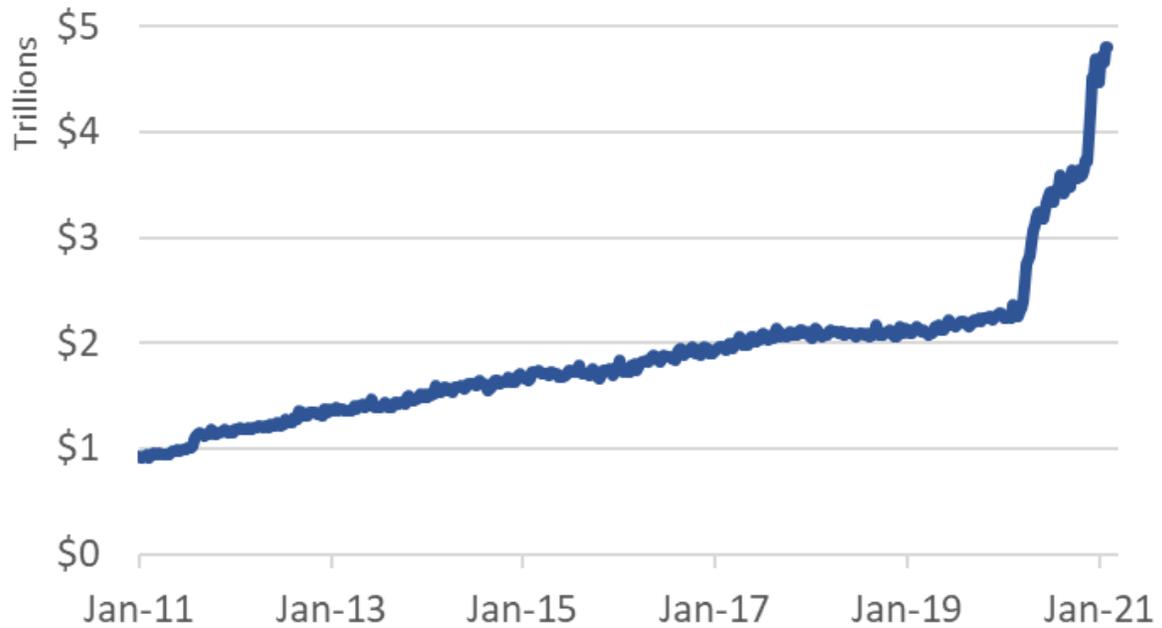
Quarterly data. Latest data 2020q4 | Source: BEA, Oregon Office of Economic Analysis





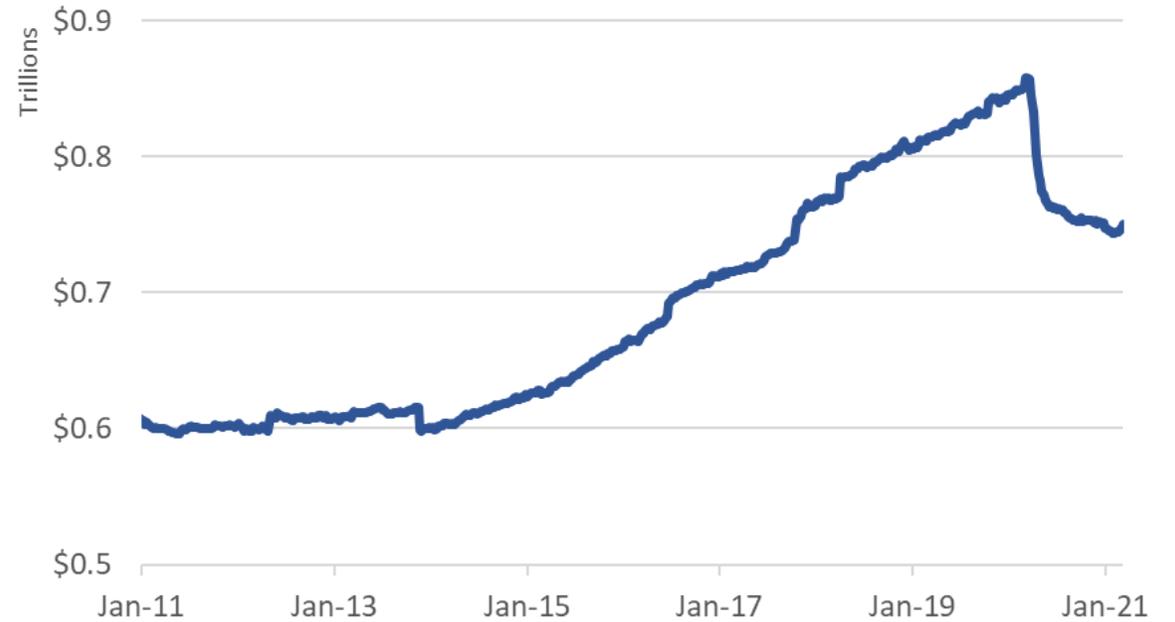
Excess Savings=Economic Tinder

U.S. Checkable Deposits



Latest Data: Feb 1, 2021 | Source: Federal Reserve, Oregon Office of Economic Analysis

Credit Card Loans from Commercial Banks



Latest Data: April 14, 2021 | Source: Federal Reserve, Oregon Office of Economic Analysis



Oregon Office of
Economic Analysis

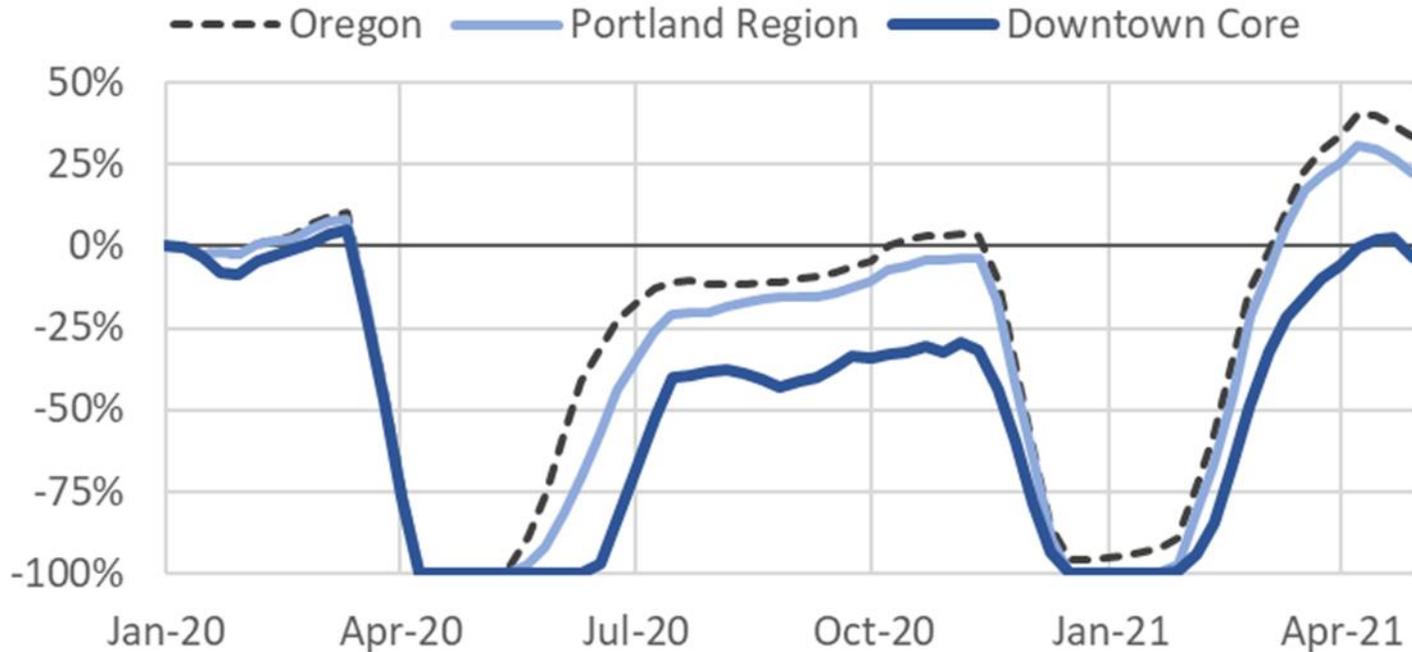




Pent-up demand is already unleashed

Consumers and Foot Traffic Returning, but Downtown Portland Lags a Little Bit

Video Lottery Sales, Percent Change from January 2020



Portland Region is Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties. Downtown Core includes sales in the following Zip Codes: 97201, 97204, 97205, 97209, 97210.

Data: 4 Week Average | Latest: May 1, 2021 | Source: Oregon Lottery, Oregon Office of Econ Analysis

- Nationally, households have nearly \$2 trillion in liquid excess savings sitting in bank accounts
 - Concentrated among high- and moderate-income households
 - Low-income continue to struggle as job prospects remain dim and federal aid has lapsed multiple times
- Outlook
 - Pent-up demand will drive recovery
 - Strongest growth in decades, possibly generations
 - Shift in types of consumer spending out of physical goods and back into in-person services is very pro jobs

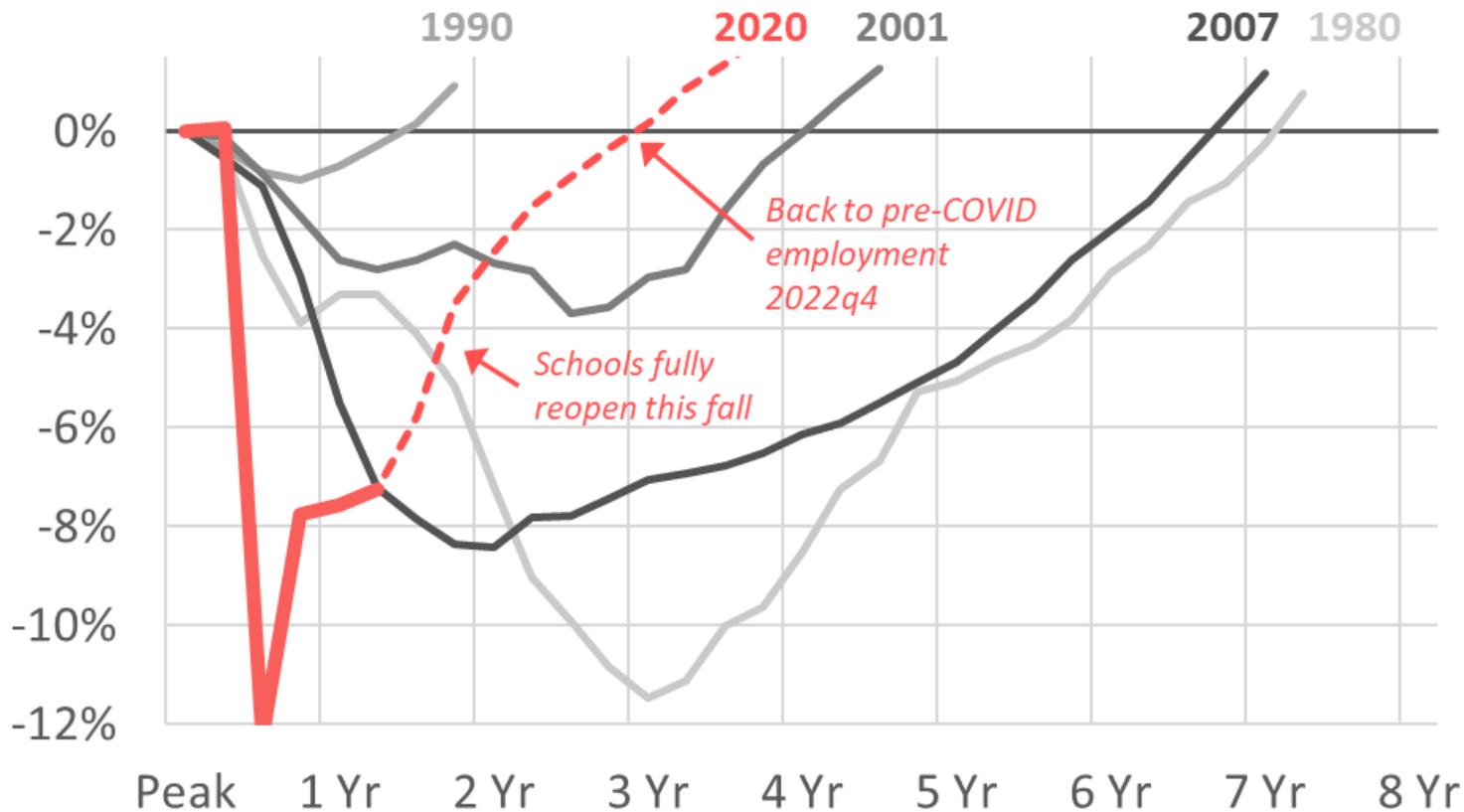




Front-loaded growth

Oregon Recession Comparison

Employment Percent Change from Pre-Recession Peak



- Oregon's labor market will return to full health during 2021-23
- Pandemic continues to wane as vaccinations increase
- Inventories are lean and demand is strong
- Risks lie primarily to the downside should supply constraints slow the pace of growth

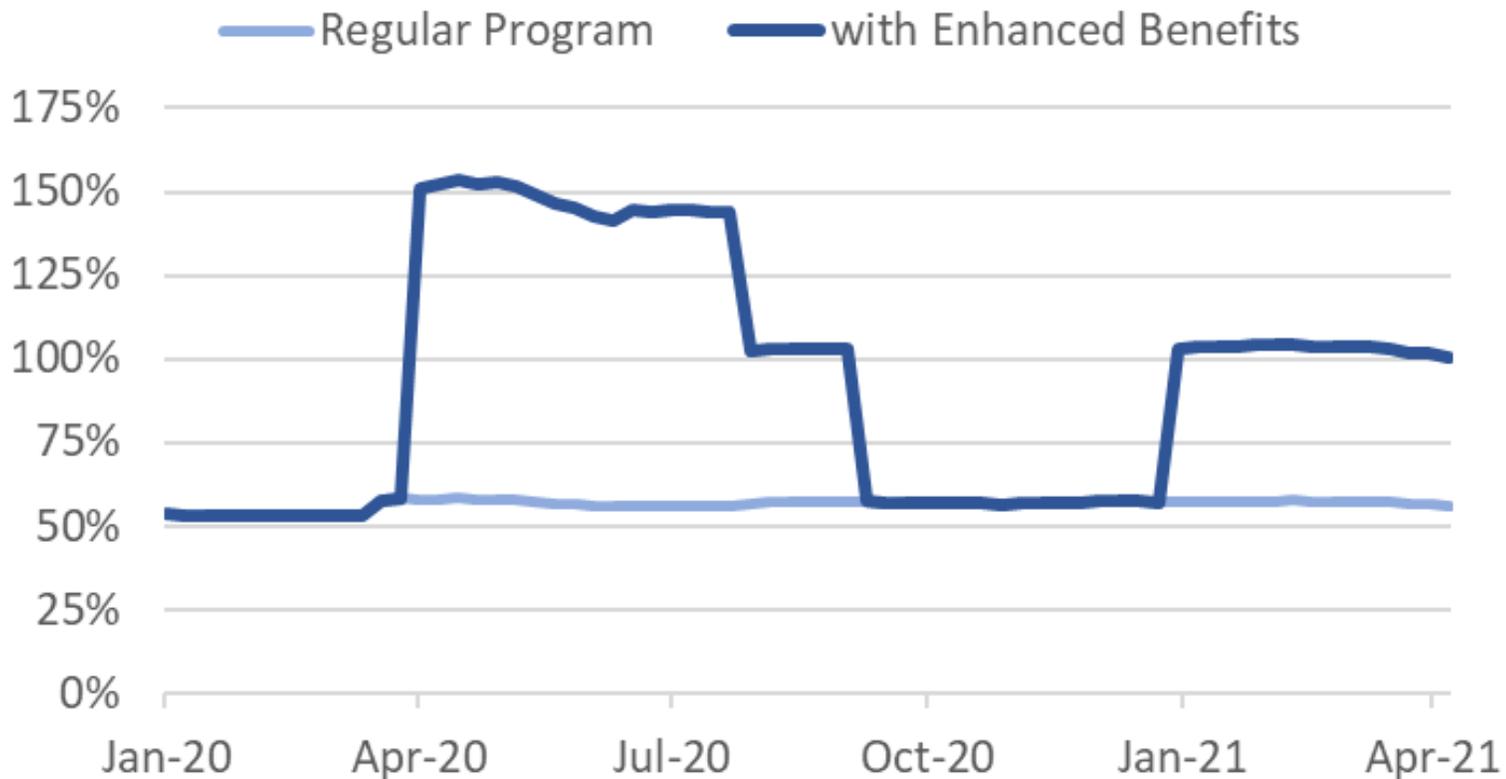




Issue: Finding workers

Oregon UI Replacement Rates

Weekly Benefit as Share of Base Wage



Source: Oregon Employment Department, Oregon Office of Economic Analysis

- Production and logistic constraints have emerged
- Labor is tight
 - Job openings and wage growth remain strong despite a severe recession a year ago
- Reasons it is harder to find workers
 - Strong household finances
 - Recovery rebates + UI
 - Pandemic Fears
 - 45,000 Oregonians not looking due to the virus
 - Hard-hit industries all trying to rehire the same labor pool at the same time
 - Everything else
 - Retirements
 - Lack of in-person schooling

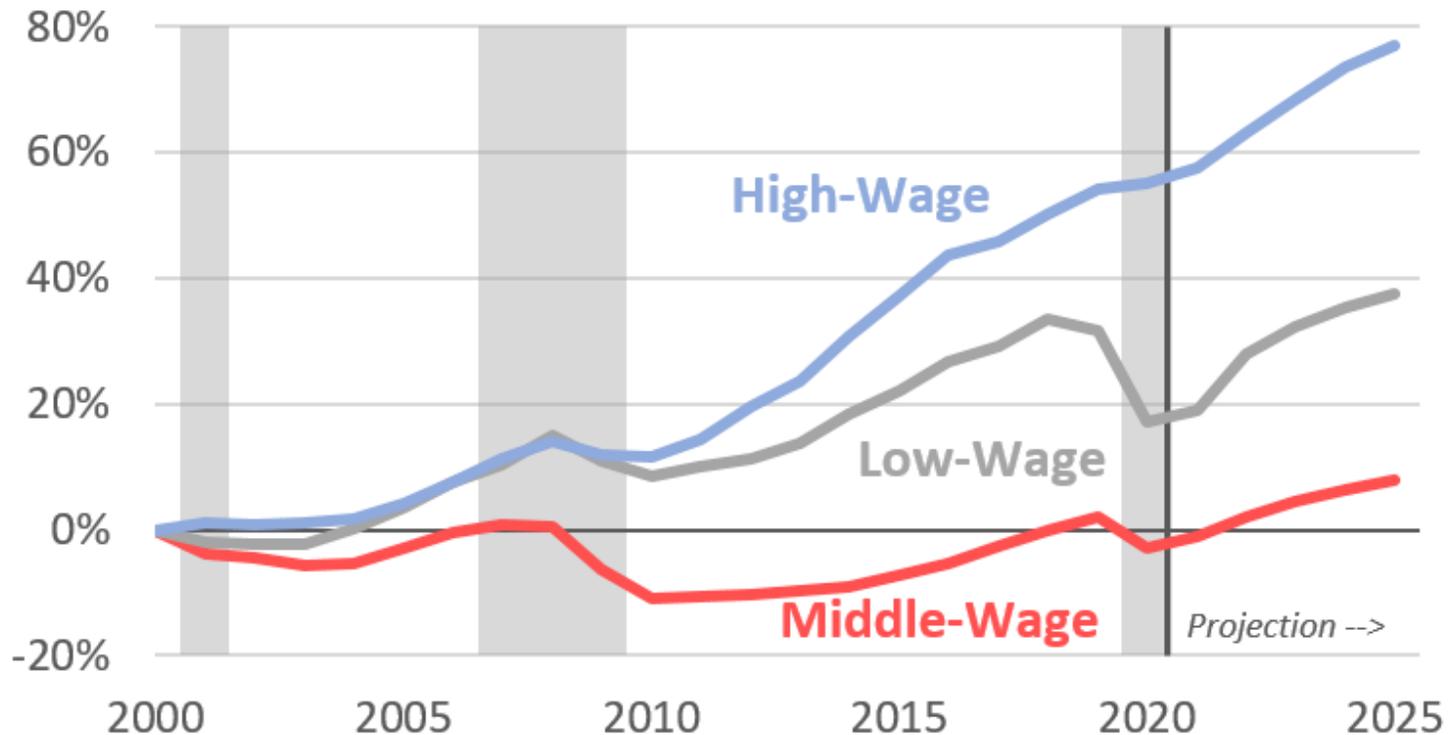




Issue: COVID hits low-wage sectors hard

COVID-19 and Job Polarization

Percent Change in Oregon Employment Since 2000



- Polarization groups based on median wage by occupation (not industry)
- High-Wage >\$64,000
 - Predominantly white collar, college graduate types
 - Barely any COVID impacts on net
- Middle-Wage \$37,000-55,000
 - Typically fall the furthest in recession and barely return in expansion due to automation (production, office support)
 - COVID hit a moderate amount
- Low-Wage <\$35,000
 - Hard to automate, requires non-routine, in-person interaction
 - COVID hammered Food Prep and Personal Care

Wage groups based on median wage by occupation. Projections based on industry employment forecasts and mix of occupations each industry employs. | Latest Data: 2020 | Source: BLS, Oregon Office of Econ Analysis



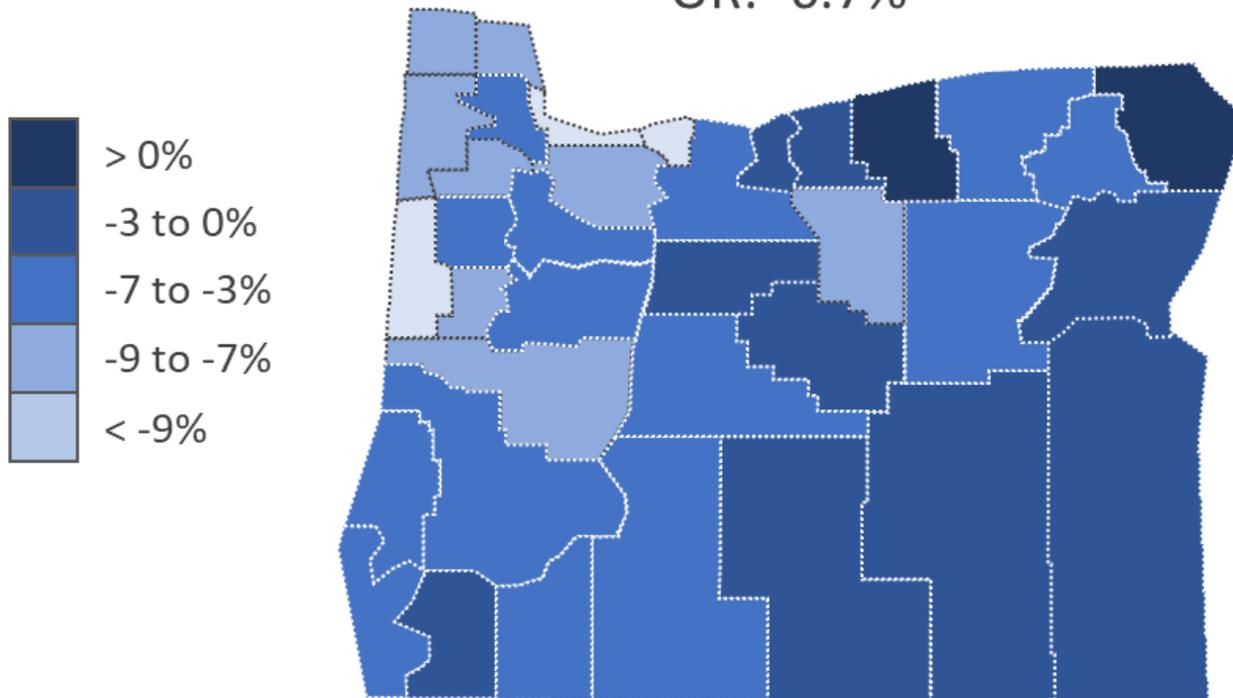


Issue: Urban Areas Hard Hit

COVID Recession and Oregon

Mar '21 Employment Relative to Pre-Pandemic Peak

OR: -6.7%



- Initial severity of recession affected by exposure to tourism and travel
- Rural economies also supported by transfer payments to a greater degree
- Urban economies impacted by lack of business travel and working from home
 - Largest job losses in state today: Multnomah (2nd) and Lane (6th)
 - Reopening of economy, return to everyday life
 - **Long-run all about labor force and productivity growth**

Source: Oregon Employment Department, Oregon Office of Economic Analysis

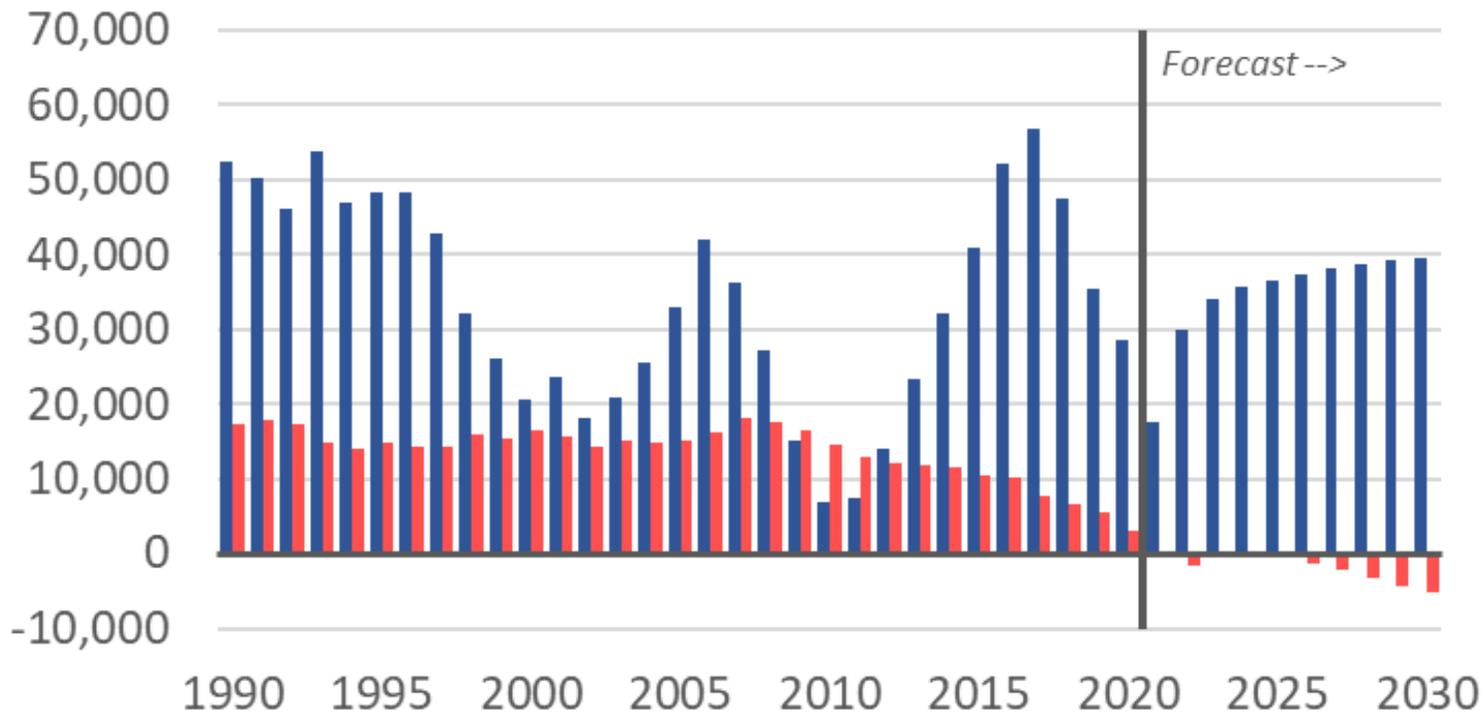




Risk: Oregon's comparative advantage

Oregon Population Growth

Natural Increase (Births minus Deaths) | Net Migration



Latest Data: 2020 | Source: Census, Portland State PRC, Oregon Office of Economic Analysis

- Near Term: no one moved during shelter in place
- Medium Term: migration reduced due to recession
- Long Term: Region's ability to attract and retain working-age households is expected to remain intact, low fertility rates weigh on population growth
- COVID-19 and Protest impacts still TBD
 - PNW vs Rest of Country
 - Urban vs Rural
 - Suburbs vs City Center
 - Detached Single Family vs Multifamily

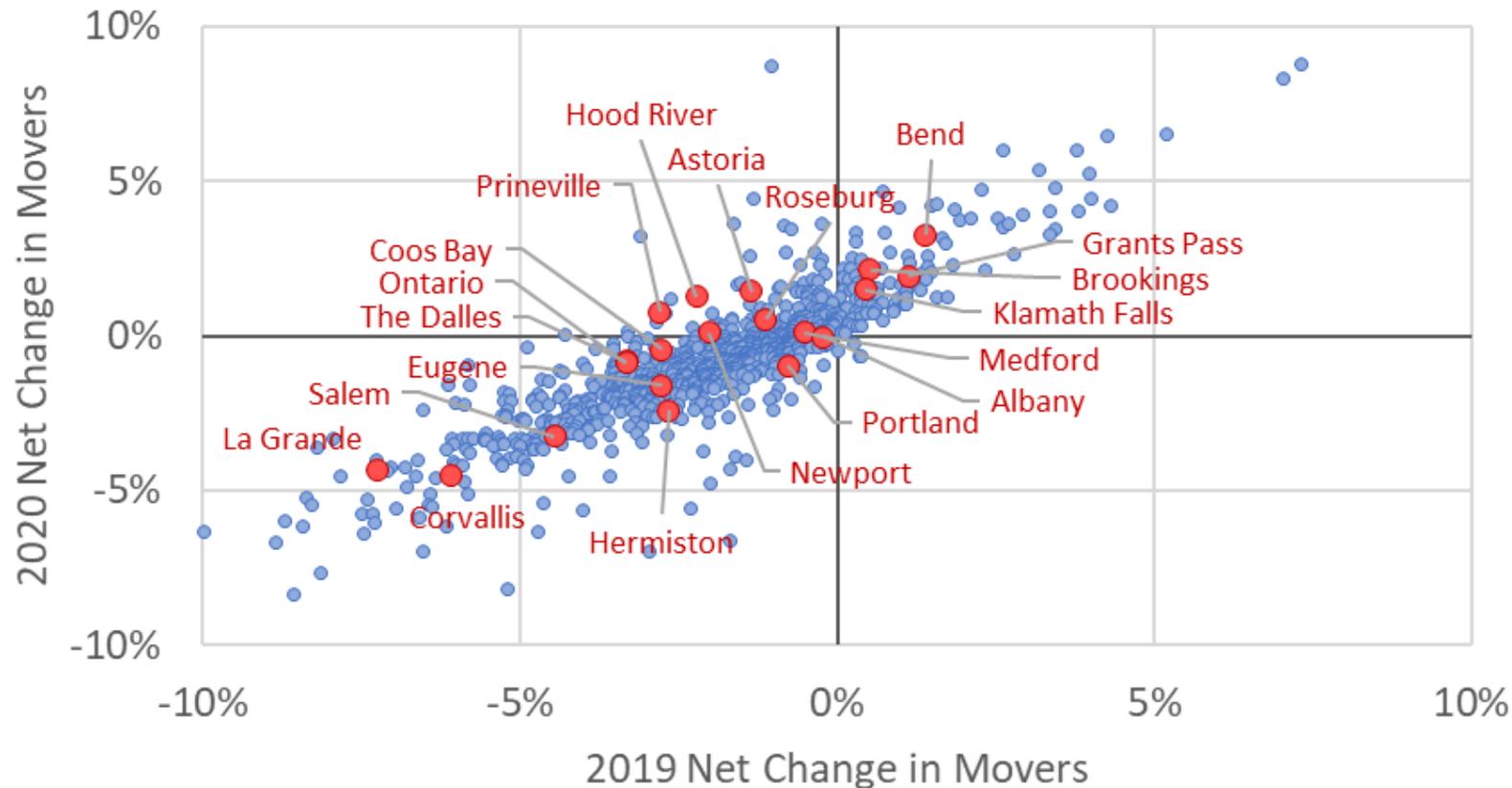




No Sign of Changing Patterns Yet

COVID Does Not Alter Migration Patterns

CBRE and NYT Analysis of USPS Change of Address Forms



- USPS incomplete data set, in particular misses young adults
- 2020 Census
 - ~25,000 lower than PSU estimate
- Pop growth forecast being updated
 - 2021 hangover in the forecast lessens impact of lower Census count

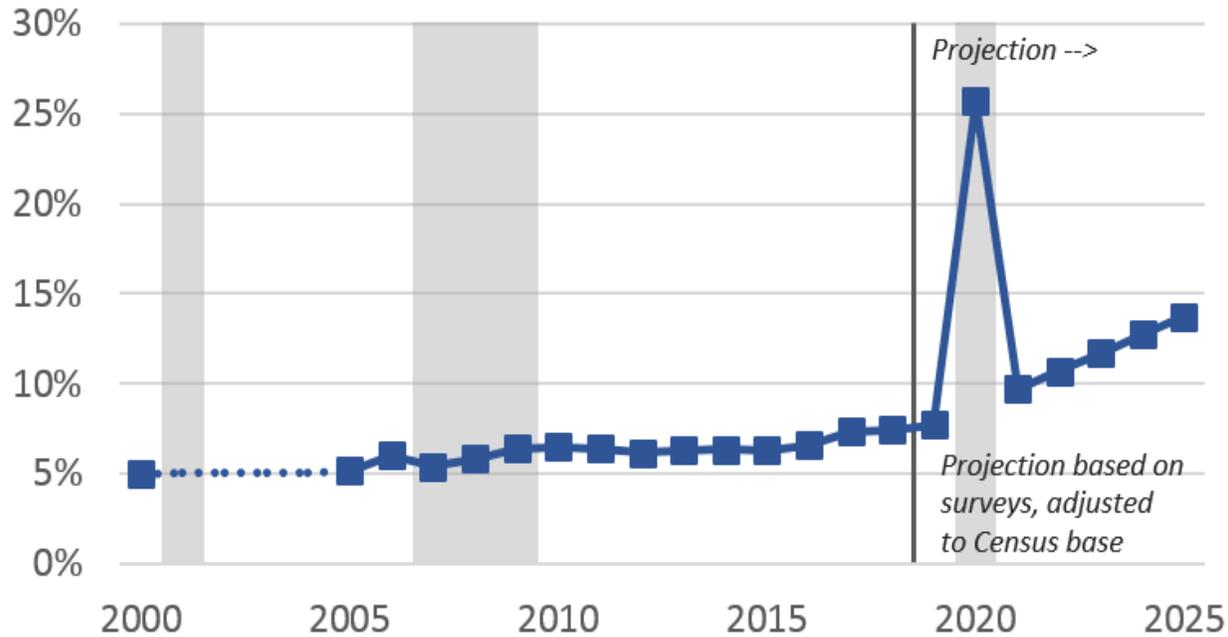




Working from home is the wild card

Working at Home on the Rise

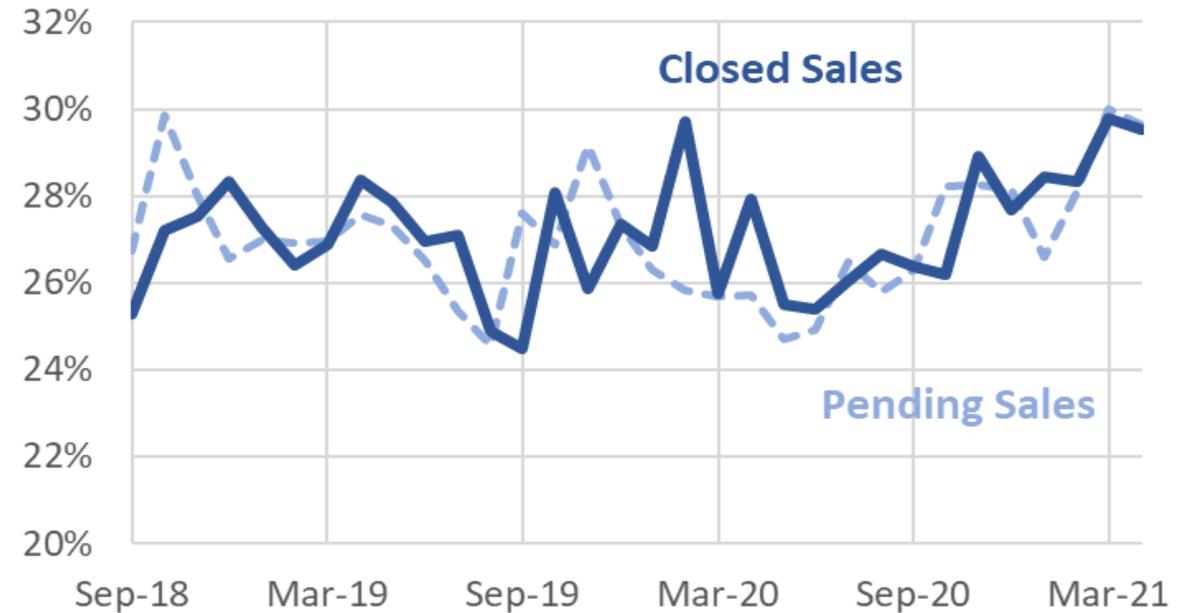
Share of Employed Oregonians that Work from Home



Source: Census, Brynjolfsson et al, Upwork, Oregon Office of Economic Analysis

What Suburban Flight?

City of Portland Share of Regional Home Sales



Latest Data: April 2021 | Source: RMLS, Oregon Office of Economic Analysis



Oregon Office of Economic Analysis





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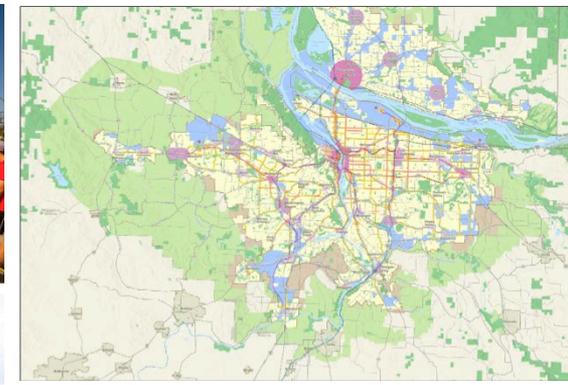
@OR_EconAnalysis



Regional mobility policy update

TPAC/MTAC Workshop
June 23, 2021

Kim Ellis, Metro
Lidwien Rahman, ODOT



Today's purpose

Report back what we heard

Hear your feedback in preparation for TPAC's recommendation to JPACT:

- Are we on the right track?
- Have we missed anything?

Project purpose

- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

State, regional and local decisions

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

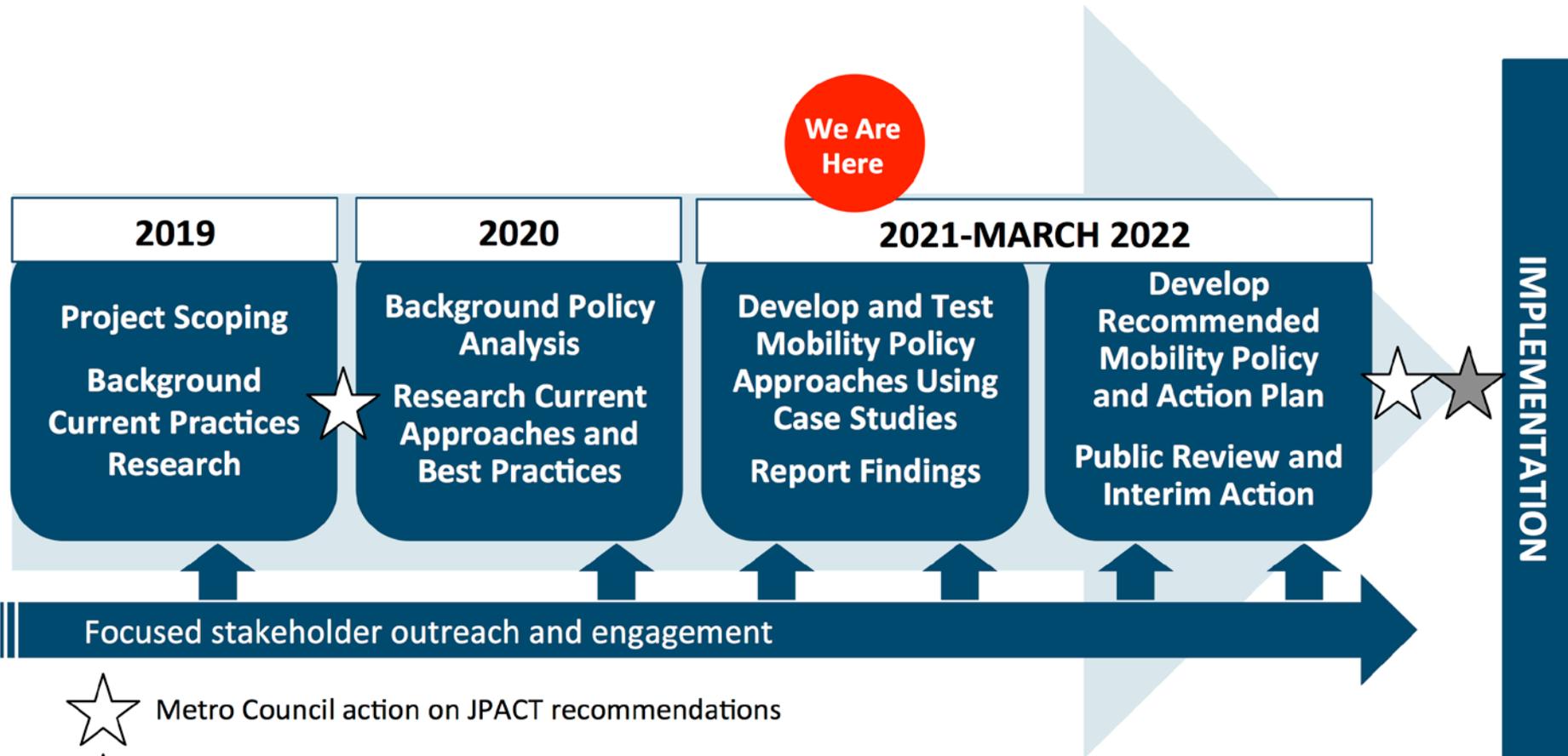
Managing and designing roads

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

Project timeline



Metro Council action on JPACT recommendations



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

2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.



Equity



Climate



Safety



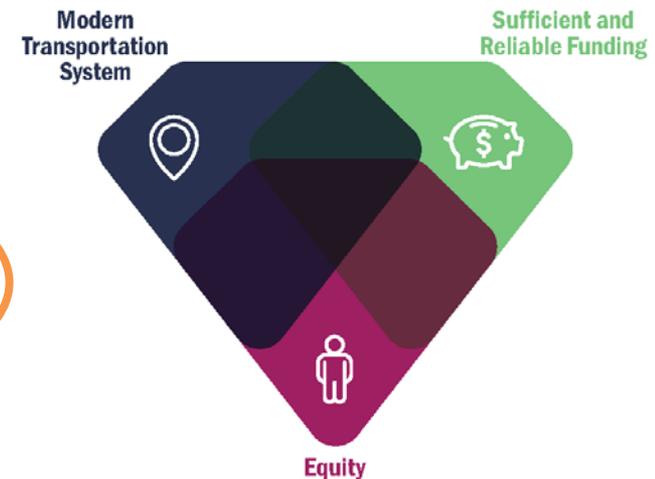
Congestion

Oregon Transportation Commission Strategic Action Plan priorities

Modern Transportation System

Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change and help Oregon communities and economies thrive.

- Preservation and stewardship
- **Safety**
- **Accessibility, mobility and climate change**
- **Congestion relief**
- Project delivery
- Innovative technologies



Who we heard from

Spring 2021 Engagement

Metro Council

County coordinating committees

Regional advisory committees

1 community leaders forum

1 freight and goods forum

2 practitioner forums – planners,
engineers, modelers



More than
350
participants



zoom

What we heard on shaping the mobility policy elements

Equity and climate should be explicit in the updated mobility policy

Many aspects of access are important to mobility:

- Access to places
- Access to travel options
- Affordability is key to access

Efficient use of the transportation system is important to mobility

Quality connections between travel options are important to mobility



What we heard on shaping the mobility measures

Ensure that all elements are reflected across the measures

Ensure measures are focused on people and places, many seem vehicle-focused

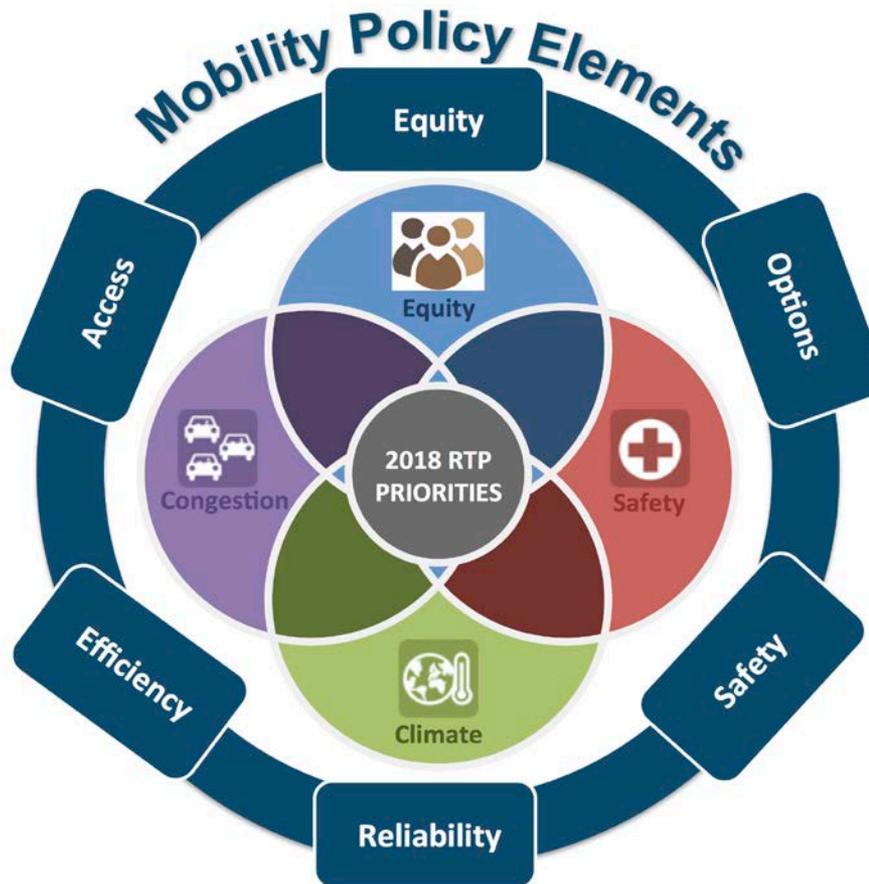
Avoid redundancy in the measures

Ensure flexibility to allow for different measures in different contexts (land use and transportation functions), **without being overly complex**



REGIONAL MOBILITY POLICY UPDATE

DRAFT definition of urban mobility: *People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.*



Mobility elements to be reflected in updated policy

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Efficiency

People and businesses efficiently use the public's investment in our transportation system to travel where they need to go.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

Mobility measures recommended for testing

1. Multimodal level of service

- Multimodal level of service (MMLOS)
- Level of traffic stress
- Pedestrian crossing index
- System completion
- Queuing length
- Volume to capacity ratio

2. Access to destinations/opportunity

3. Vehicle miles traveled (VMT) per capita

4. Person and goods throughput

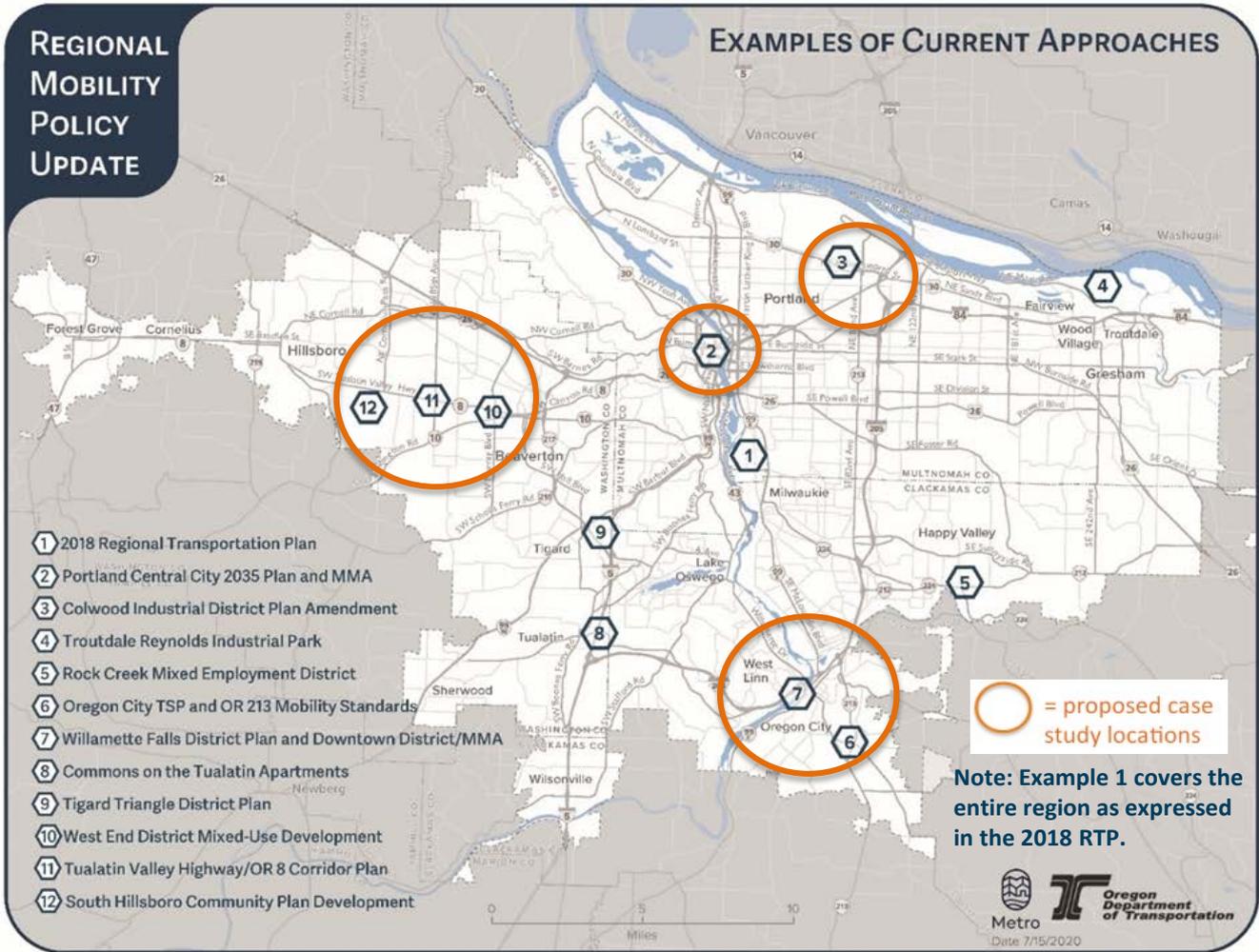
5. Travel time reliability

- Travel time reliability
- Travel time

6. Congestion

- Travel speed
- Duration (hours)
- Queuing length
- Volume to capacity ratio

Case studies to test mobility measures

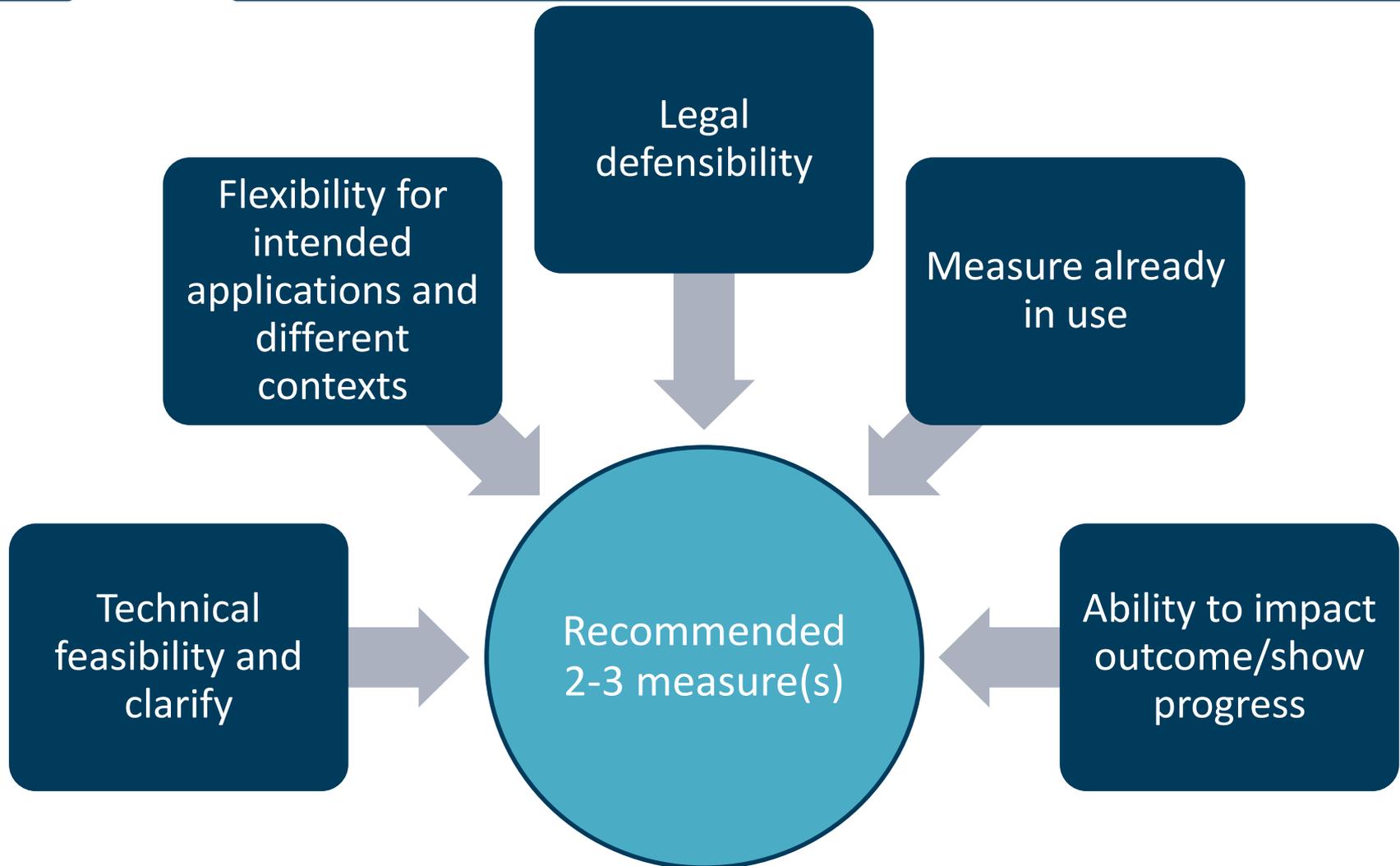


Orange circle = seven proposed case study locations

- Tualatin Valley Highway area
- Downtown Portland area
- Middle Columbia Corridor Industrial area
- Oregon City area

Information about all twelve current examples available on the project website:
oregonmetro.gov/mobility

Criteria for evaluating measures



Looking ahead: next 6 months



April to June 2021 – Seek input on mobility policy elements and measures for testing



July 2021 – Seek JPACT and Metro Council direction on mobility elements and measures to test



Summer to Fall 2021 – Test mobility policy measures through case studies and report findings for further input



Late 2021 to Early 2022 – Seek input on recommended mobility policy (and measures)



Spring 2022 – Seek JPACT and Metro Council direction to carry recommended mobility policy forward to 2023 RTP

Discussion questions

Feedback on the revised elements and measures recommended for testing?

Anything missing?

Thank you!

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