



## Regional Mobility Policy Update

# Overview of the Process for Development of the Draft Mobility Policy and Implementation Plan

An overview of the process used to identify the mobility policy elements and develop the draft policy, proposed performance measures and draft implementation action plan follows. The process followed the work plan and engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in November 2019.

### **Step 1 | Project Scoping and Current Measures and Tools Research**

**From April to November 2019**, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. A [Scoping Report](#) and [Stakeholder Interviews Report](#) describe the scoping process and key themes that shaped development of the project work plan and engagement plan approved by JPACT and Metro Council in 2019.

**From Fall 2019 to June 2020**, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The [Portland State University's Synthesis Research on Current Measures and Tools](#) reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility.

### **Step 2 | Policy Analysis and Current Approaches and Best Practices Research**

**In 2020**, the project team reviewed [previous input from historically marginalized and underserved communities](#) and other stakeholders from the [2018 Regional Transportation Plan update](#), development of the [2020 transportation funding measure](#) and the [Scoping Engagement Process](#) for this effort. Based on this review and additional feedback received through two workshops with the TPAC and MTAC in fall 2020, six key transportation outcomes were identified as integral to how we view mobility in the Portland region.

**In Fall 2020**, TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. In Winter 2021, the Consultant team applied the screening criteria through a multi-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appeared most promising for testing and further evaluation through case studies. [A technical memo](#) and supporting documents describing the screening process is available on the project website.

### **Step 3 | Identify Mobility Policy Elements and Test Potential Measures Using Case Studies**

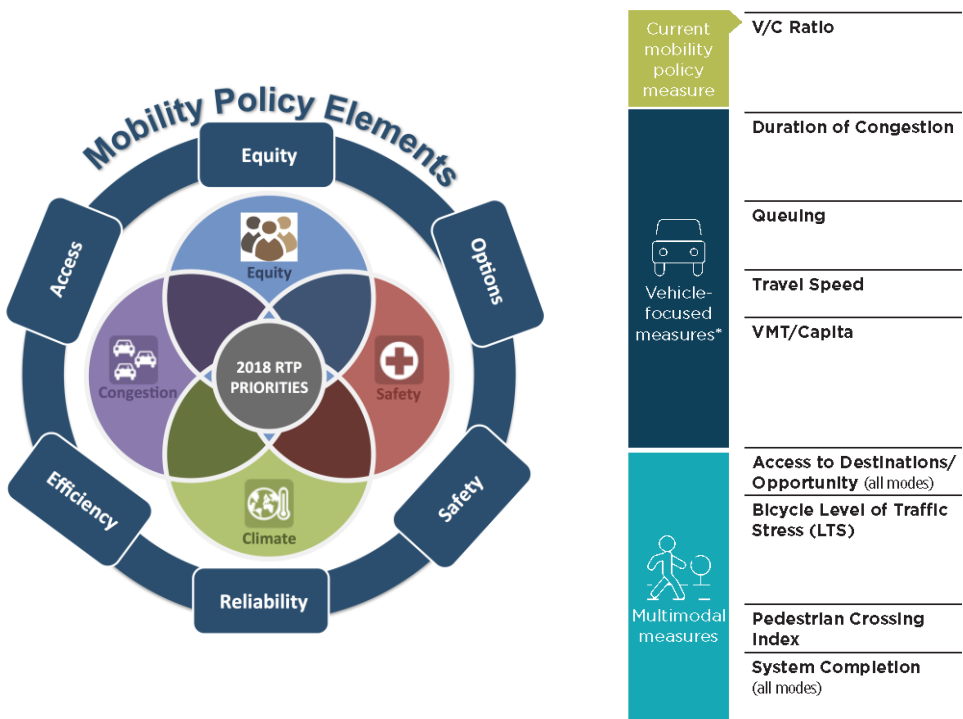
**In spring 2021**, the project team engaged policymakers, practitioners, community leaders and other stakeholders to review and provide feedback on the draft mobility policy elements and potential measures to include in the updated policy. Throughout May and June 2021, the project team engaged stakeholders through online forums, briefings and committee meetings. The four online forums included two forums for planning, modeling and engineering practitioners, a forum for goods and freight professionals, and a forum for community leaders. A total of about 130 people 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), JPACT and the Metro Council – representing more than 350 individual points of input.

A [Stakeholder Engagement Report](#) and [supporting Appendices](#) documenting the Spring 2021 engagement process and input received is available on the project website.

In June 2021, JPACT and Metro Council recommended the mobility policy elements and measures in **Figure 2** be further evaluated and tested. The recommendation was informed by past research and input, the technical screening process and subsequent stakeholder input.

**Figure 1: Regional Mobility Policy Elements and Measures Evaluated**



Throughout Fall 2021 and early 2022, the project team evaluated a series of case studies. The case studies research focused on learning more about each of the potential new mobility measures and potential ways in which the measures could be applied across different land use and transportation contexts and for different planning applications – focusing on system planning and plan amendments. A memo providing an [overview of the preliminary case study evaluation work](#) and a [report summarizing the case study analysis and findings](#) are available on the project website.

**Step 4 | Develop Draft Mobility Policy, Measures and Implementation Action Plan to Test and Refine in 2023 RTP Update**

From February to May 2022, the project team engaged TPAC, MTAC and other practitioners through three workshops, an online questionnaire, briefings to staff-level county coordinating committees and a third practitioners forum. The team reported the case study findings and preliminary mobility policy recommendations from the research.

The discussions and questionnaire resulted in additional input on the draft policies, the individual measures being proposed for the updated mobility policy and ideas for how the measures could

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be applied during system planning and when evaluating the transportation impacts of plan amendments. The TPAC and MTAC workshop materials and meeting summaries are available on the Metro website. A [report summarizing feedback from the April 2022 practitioners forum](#) is available on the project website.

**From May to August 2022**, the project team used the previous input received to further develop the draft regional mobility policy and proposed performance measures and presented the policy and measures to TPAC and MTAC at the June 17 joint workshop. Staff from the City of Portland and Multnomah Council submitted additional written feedback following the workshop, and the project team had two follow-up meetings with the city of Portland in July and August as requested at the workshop. The Metro Council discussed the draft policy and proposed performance measures at a July work session and expressed support for the overall direction of the work, including the draft policies and proposed measures, recognizing more details on application of the policy and measures, including thresholds would continue to be developed with TPAC and MTAC through the summer.

**In August 2022**, the project team continued to refine the draft policy, which includes five individual policy statements, and four proposed performance measures to address feedback received. Major changes made to the June draft included:

- Provided additional clarification on use of VMT/capita and baseline setting.
- Removed travel speed for arterials from the draft policy.
- Removed proposed throughway travel speed thresholds pending further TPAC and MTAC discussion of additional travel speed analysis prepared by the Consultant team.
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Clarified the process for applying the policy in system planning and plan amendments.

The project team presented an updated draft policy, measures and action plan to TPAC and MTAC at the August 17 joint workshop. Staff from the Multnomah County, the Federal Highway Administration (FHWA), City of Portland, Washington County and Clackamas County submitted additional written feedback following the workshop. The project team had two follow-up meetings with ODOT technical services staff from Salem and Region 1. A [report summarizing feedback from the August 2022 workshop](#) is available on the project website.

**In Late August and throughout September 2022**, the project team continued to refine the draft performance measures and implementation action plan to address feedback received. Major changes made to the August draft include:

- Added travel speed-based reliability targets for the region's throughways based on additional analysis prepared by the Consultant team.
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Further clarified the process for applying the policy in system planning and plan amendments.
- Expanded the draft implementation action plan to include more specificity on future actions needed to implement the policy and lead agencies and timing for this work.

**In October 2022**, the project team presented an updated draft mobility policy, measures and implementation action plan for review and discussion by TPAC, JPACT and the Metro Council. On October 7, TPAC reviewed and provided feedback on the proposed measures and targets and the draft implementation action plan. Specific TPAC feedback included:

- Expressed general support for further testing and refinement of the draft policy, measures and targets and implementation action plan through the 2023 RTP update pending further discussion in October.
- Expressed broad support for overall direction and the vehicle miles traveled (VMT) per capita and system completeness measures and actions identified to support implementation.
- Recommended further policy discussion of the hours of congestion reliability measure and target and policy implications of proposed thresholds.
- Requested updates to the timing for completion of guidance, methods and tools needed to support implementation to ensure the actions are aligned and coordinated to support local and regional implementation of this policy and new statewide policies and planning requirements. In particular ensure all the tools, guidance and methods need to be available to local governments by the time the Regional Transportation Functional Plan is amended.
- Requested development of a simplified timeline that shows the relationship of implementation of the updated regional mobility policy to regional and statewide planning efforts, including the 2023 RTP update, Oregon Transportation Plan update, Oregon Highway Plan update, implementation of the Climate-Friendly and Equitable Communities (CFEC) rules, and local TSP updates.

Also in October, Metro Council and JPACT reviewed and discussed the draft policy, measures and targets, and implementation action plan. No specific changes were recommended by Metro Council or JPACT. Policymakers appreciated that the policy is focused on building a complete transportation system. They acknowledged additional work is needed to test and refine the draft measures and targets as part of the 2023 Regional Transportation Plan update and to work out more of the details of implementation to understand the implications of the policy and use of the measures before final action on the RTP next year. There was a desire to better understand how the policy will advance the region's climate, equity, safety, mobility and economic development goals and help with local and regional implementation of the statewide Climate-Friendly and Equitable Communities (CFEC) rules.

TPAC's requested updates are reflected in the draft policy and implementation action plan. Policymaker feedback for project staff to work out more of the details of implementation to understand the implications of the policy and use of the measures before final action on the RTP next year is reflected in TPAC's recommendation to JPACT to move forward.