

PBOT/BPS Perspectives on DLCD CFEC Rulemaking



February 8, 2022

Planning and Sustainability Commission



PBOT
PORTLAND BUREAU OF TRANSPORTATION

What do the proposed rules mean for Portland?

- More Transportation System Plan (TSP) direction for investing in multimodal priorities and deepening public involvement, especially for priority populations (BIPOC, lower-income, others traditionally underrepresented)
- Greater emphasis on VMT reduction as performance measure in TSPs and Regional Transportation Plans (RTP)
- Further reform of parking minimums/mandates and possible EV parking requirements
- Equity analysis as part of Housing Needs Analysis (HNA) and Housing Production Strategies (HPS)

Key high impact issues for Portland

- Staff strongly support intent and general rulemaking direction, coupled with clear guidance tools and funding for implementation
- Local/regional GHG targets as VMT/capita reduction targets, reflecting locus of control
- Division 44 (Region GHG Scenario Modeling) - VMT targets proposed to apply at regional scale only.
 - Concerns about local accountability and potential impact of state-led projects
- VMT performance standards moving from auto-centric (e.g., v/c) towards multimodal standards aligned with desired outcomes
 - Risk of conflicting standards and recommendation to make VMT reduction primary/decisive factor

What are Portland's expectations for Metro RTP?

- Climate Smart Strategy assessment and revisions to meet GHG (VMT) reduction goals and demonstrate local contributions
- Demand management-focused pricing policy and parking reform
- Regional Mobility Policy Implementation
- Urban Growth Management decision/2040 Refresh - revisit Centers and Corridors standards and update functional plans