



Metro



2027-30

Metropolitan Transportation Improvement Program

Adoption Draft

Appendix IV: Performance Evaluation

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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. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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APPENDIX IV – PERFORMANCE EVALUATION

Regional Transportation Plan (RTP) Performance Measure Assessment

Analysis Purpose

The following section outlines the purpose of the 2027-2030 MTIP performance evaluation, analysis framework, and the performance measures for the 2027- 2030 MTIP system performance analysis. As part of federal requirements, a performance evaluation was completed to understand the impacts of the 2027-2030 MTIP investment package towards the region's goals for the transportation system. The following section includes evaluation inputs, information about the RTP Goals and performance measures, assumptions, technical tools, project lists, evaluation results, and key findings.

As part of the 2027-2030 MTIP, Metro must demonstrate how the development and the overall investment package is consistent with the long-range transportation plan as well as other federal requirements pertaining to the development of the MTIP. Therefore the 2023 RTP priorities of: Mobility Options, Safe Systems, Equitable Transportation, Thriving Economy, and Climate and Environment will be used to guide the evaluation of the 2027-2030 MTIP, particularly as it relates to capital investments to enhance the regional transportation system. Additionally, since a key policy area (and federal requirement) of the 2023 RTP is to adequately maintain and operate the regional transportation system, Metro also performed an assessment of maintenance and preservation investments programmed in the 2027-2030 MTIP in the primary MTIP document. While the development of the 2027-2030 MTIP must demonstrate meeting numerous federal requirements, the performance evaluation of the 2027-2030 MTIP and its alignment towards the 2023 RTP priorities and outcomes is primarily part of demonstrating the federal requirement of the MTIP being consistent with the long-range transportation plan.

The 27-30 MTIP includes 149 projects totaling approximately \$1.2 billion dollars. This dollar amount is slightly smaller than previous TIP cycles while the number of projects is slightly higher than previous years. Nearly 51%, approximately \$623 million, of the 27-30 MTIP is programmed for maintenance and preservation. Maintenance and preservation investments range from pavement repair to bridge deck resurfacing to culvert replacements to replacing aging public transit buses.

Preservation and maintenance investments are not typically included as part of the performance evaluation of the MTIP investment package. Therefore, the remaining \$445 million dollars of investments, approximately 68 projects, make up the 2027-2030 MTIP package of investments that are included as the major inputs to the investment package performance towards regional goals and objectives. While the capital investments within the 27-30 MTIP comprise about 30% of the programming, the number of projects and investment levels of capital investments are less than in previous years.

As of spring 2026, the 2027-2030 MTIP does not include a major capital roadway or transit project. The majority of the 2027-2030 MTIP capital investments comprises of smaller complete streets/pedestrian safety type projects as well as technology and system demand management type projects to support greater movement, whether by walking, bicycling, transit, or gaining efficiency through the existing system.

Listing of Performance Measures, Technical Tools, Assumptions, & Project List

2027-2030 MTIP Performance Measures for System Performance Evaluation

To guide the system performance analysis approach to evaluate the progress the 2027-2030 MTIP makes towards implementing the region's long-range transportation plan, Metro will start from the performance measures associated with the five 2023 RTP priorities: Mobility Options, Safe Systems, Equitable Transportation, Thriving Economy, and Climate and Resilience. Table 1 lists the evaluation performance measures used in the 2023 RTP and outcome being measured. In using the 2023 RTP performance measures for the five priority areas, this provides a point of comparison for demonstrating progress towards advancing the goals and outcomes identified in the Plan.

Table 1. 2023 RTP Goals, Outcomes Being Measured, and Associated Performance Measures

2023 RTP Goals	Outcomes Being Measured	Performance Measure
Mobility	Travel Characteristics	<ul style="list-style-type: none"> • Mode share
	System Completion	<ul style="list-style-type: none"> • System completeness of active transportation networks • System completeness of the active transportation network near transit
	Accessibility	<ul style="list-style-type: none"> • Access to jobs • Access to options (households and jobs near transit)
Safety	Safety Investment	<ul style="list-style-type: none"> • Level of investment going towards projects identified as safety
	Investment on high injury corridors and intersections	<ul style="list-style-type: none"> • Level of safety investment on high injury corridors and intersections
Equitable Transportation	Accessibility	<ul style="list-style-type: none"> • Access to jobs in EFA • Access to options (households and jobs near transit) in EFA
	Safe System Completion	<ul style="list-style-type: none"> • System completeness of active transportation networks in EFA and near transit
	Safety Investments	<ul style="list-style-type: none"> • Level of investments going towards equity projects in equity focus areas
Thriving Economy	System Completion	<ul style="list-style-type: none"> • Active transportation system completeness in centers, station communities, mixed-use areas, employment and industrial areas
	Multimodal Investment	<ul style="list-style-type: none"> • Level of investment in planned job centers, growth areas, and higher than average concentration of jobs
Climate Action and Resilience	System Completion	<ul style="list-style-type: none"> • Active transportation network completeness and near transit

Listing of Performance Measures

In addition to the goals, the 2023 RTP provided performance measures for each goal to measure the impacts of the MTIP investments against the RTP goals. The following portion of this memo will focus on each RTP goal area, the associated performance measures, and the description of each performance measure from the 2023 RTP.

Performance Measures for Goal #1: Mobility Options:

- System completeness- The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks, with completion of bicycle, trail and pedestrian networks by 2035. Using geographic information systems, the system completeness performance measure assesses the percentage of regional transportation networks completed for pedestrian, bicycle, trails, and active transportation completed near frequent transit. No major capital investments were programmed for either the motor vehicle network or transit network. No additional analysis took place for network completion of motor vehicle or transit networks.
- Access to jobs- The RTP prioritizes improving access to jobs via driving and transit relative to the current base year of 2020 the percent of regional jobs accessible by transit was 7% and by driving it was 41%. This performance measure assesses the percentage change of projected jobs accessible within a 30-minute driving commute and a 45-minute transit commute (inclusive of walking).
- Mode share- The RTP aims to triple transit, bike and pedestrian mode shares relative to the performance targets base year of 2010. Using the regional travel demand model, this performance measure assesses the percentage of trips projected to be made by particular forms of transportation: transit, walking, and bicycling.
- Access to options- The RTP aims to increase the share of households that are located near transit and bicycle or pedestrian facilities relative to the current base year. Using outputs from both the regional travel demand model and geographic information system, this performance measure assesses whether the package of capital

investments in the 2027-30 MTIP will increase the number and percentage of all households and jobs with access to transit.

Performance Measures for Goal #2: Safe System:

- Level of safety investment towards safety projects and located on high injury corridors and intersections- The RTP seeks to advance safety by funding projects that benefit safety in the most dangerous locations on the region's transportation network. Utilizing geographic information systems analysis, the level of safety investment performance measure uses all projects identified as safety projects with geometry in the MTIP geodatabase to determine if they are located on a high injury intersection or on a high injury corridor.

Performance Measures for Goal #3: Equitable Transportation:

- Access to jobs and equity- The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities). Utilizing the outputs from the regional travel demand model, the access to jobs and equity performance measure compares the percentage of the region's jobs that can be reached within typical 30-minute driving and 45 minute transit commute times in equity focus areas and other communities for each analysis scenario.
- Safe system completion and equity- The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers. Using geographic information system analysis, the safe system completion and equity performance measure uses a geospatial analysis to determine how much of the planned regional pedestrian and bike networks are completed in equity focus areas. Additionally, GIS analysis for pedestrian and bicycle network completion near transit in equity focus areas was also completed.
- Level of safety investments and equity- The RTP seeks to advance equity by funding projects that benefit equity in the communities that have the greatest needs. Using geographic information system analysis, this performance measure assesses the percentage of the 2027-30 MTIP capital investments that are going towards equity projects (transit, active transportation projects), capital investments in equity focus areas, and equity projects in equity focus areas.

Performance Measures for Goal #4: Thriving Economy:

- **System completion- job centers-** The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit. Using a geographic information system analysis, the system completion-job centers performance measure analyses how many miles and what percentages of the pedestrian and bicycle network are completed in centers, station communities, mixed-use areas, employment, and industrial areas.
- **Multimodal Travel-** The RTP supports the economy by prioritizing by filling gaps in the transportation network and by designing the transportation system for multimodal travel. Utilizing a geographic information systems analysis, the multimodal travel performance measure assesses the percentage of capital projects in job centers, growth areas, and higher-than-average concentrations of jobs.

Performance Measures for Goal #5: Climate Action and Resilience:

- **Active transportation system completion-** The RTP aims to complete the transit, bicycle, trail and pedestrian networks by 2035, and to complete all networks by 2045. Using geographic information systems, the system completeness performance measure assesses the percentage of regional transportation networks completed for pedestrian, bicycle, trails, and active transportation.
- **System completion near transit-** The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) to provide safe and convenient access to stations and stops. A geographic information systems analysis will provide the MTIP evaluation with completion percentages of both the pedestrian and bicycle networks that are near transit.

The Motor Vehicle Emissions Simulator (MOVES) was not used during the evaluation process for the 2027-30 MTIP due to there not being any major capital roadway projects or significant state mobility policies, like tolling or roadway pricing. These projects and policies typically have impacts on emissions modeling. The projects in the 2027-30 MTIP would have very minimal impacts, if any, on auto emissions. The performance measures used are around active transportation completeness and system completion near

transit. These investments offer alternatives to automobiles and help reduce auto emissions.

Technical Tools

The 2027-2030 MTIP performance evaluation will use the following analytical tools for the purpose of evaluating of the 2027-2030 MTIP investment package. These tools are:

- Travel Demand Model
- Geographic Information Systems (GIS)

Analytical Tools Key Assumptions

The 2027-2030 MTIP performance evaluation contains several key assumptions and limitations due to the analytical tools. The assumptions can be broken down into two areas: model assumptions and geospatial assumptions. The modeling assumptions are most applicable to the mobility and equity performance measures. Whereas the geospatial assumptions are most applicable to the safety, equity, thriving economies, and climate performance measures.

Model assumptions: The travel demand model is a travel behavior model which predicts travel activity levels by mode (bus, rail, car, walk or bike) and on road segments, estimates travel times between transportation analysis zones (TAZ) by time of day, and certain out-of-pocket costs perceived by travelers in getting from any one TAZ to any other. The travel demand model uses a four-step process for modeling/forecasting travel demand. This four-step process consists trip generation, trip distribution, mode choice, and trip assignment. The travel demand model uses what is known about the existing transportation system and travel behavior to predict what travel conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The models used in the Portland metro region is peer-reviewed and validated against observed data.

The 2027-2030 MTIP performance evaluation included four scenario assumptions which were modeled using the travel demand modeling tool. Each scenario serves as a reference point for understanding the effect of the 2027-2030 MTIP package of transportation investments reflected in the build (2030) scenario. The base year scenario (2020) provides context for performance relative to a baseline condition and understand how population

and employment growth affects performance. The 2027 No Build scenario provides a comparison of the transportation investment made to date against the baseline. Whereas the comparison between the 2030 build and 2030 no build provides a better understanding of how the capital investments contribute towards the performance of the transportation system. The scenario assumptions are identified in Table 2.

Table 2. Table of scenarios used in the 2027-30 MTIP performance evaluation.

Scenario Assumptions	Inputs	Land Use	Transit Service	Parking
Base Year (2020) ¹	The base year includes the transportation investments built and open for service as of the January 2020. This is the same base year used as part of the 2023 RTP.	Population, households and employment assumptions reflect the adopted 2020-2045 distributed forecast. ²	The base year includes transit service which were in effect as of January 2020. This is the same base year used as part of the 2023 RTP.	Reflects observed parking costs as of 2020.
No Build (2027)	The 2027 no build assumes no additional transportation investments aside from those projects which local jurisdictions and regional partners have confirmed completed or under construction with an expected completion date prior to 2027.	The land use forecast will follow the projected growth in population, households and employment according to the adopted 2020-2045 distributed forecast.	Observed service levels from Summer of 2025.	Reflects values interpolated from 2020 and 2030 parking charges described here.
No Build (2030)			Observed service levels from Summer of 2025.	Reflects 2030 RTP parking which includes small charges for Centers and Station Communities.
Build (2030)	The 2030 build scenario reflects all the investments identified in the 2027-2030 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance, preservations, and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis	This is the same land use assumptions used in the analysis of the 2023 RTP.	Observed service levels from Summer of 2025.	Reflects 2030 RTP parking which includes small charges for Centers and Station Communities.
1. This is the same base year used as part of the 2023 RTP				
2. Adopted by the Metro Council in 2021 (Ordinance No. 21-1457) the 2020-45 Distributed Forecast of households and jobs was the land use assumption used for the 2023 RTP. See Appendix M of the 2023 RTP for more information				

Geospatial assumptions: Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2027-2030 MTIP system performance evaluation, the transportation investments are mapped to assess the spatial relationships between the investments and the region wide transportation system. Active transportation system completeness, safety, economic, and equity considerations are being assessed through GIS. The main GIS tool used for the transportation equity system evaluation is a proprietary program ArcGIS made by ESRI. The underlying base and street network is Metro’s published Regional Land Information System (RLIS) data.

The other key geospatial assumption is the definition of the high injury corridors and intersections. The high injury corridors and intersections were

defined as part of the updated Regional Transportation Safety Strategy, adopted as part of the 2023 RTP. The high injury corridors and intersections for the Portland metropolitan region are based on analysis of crash data and other information and updated in 2022 with transportation safety data from 2016-2020. Figure 1 is a map of all high injury intersection and corridors in the Metro region.

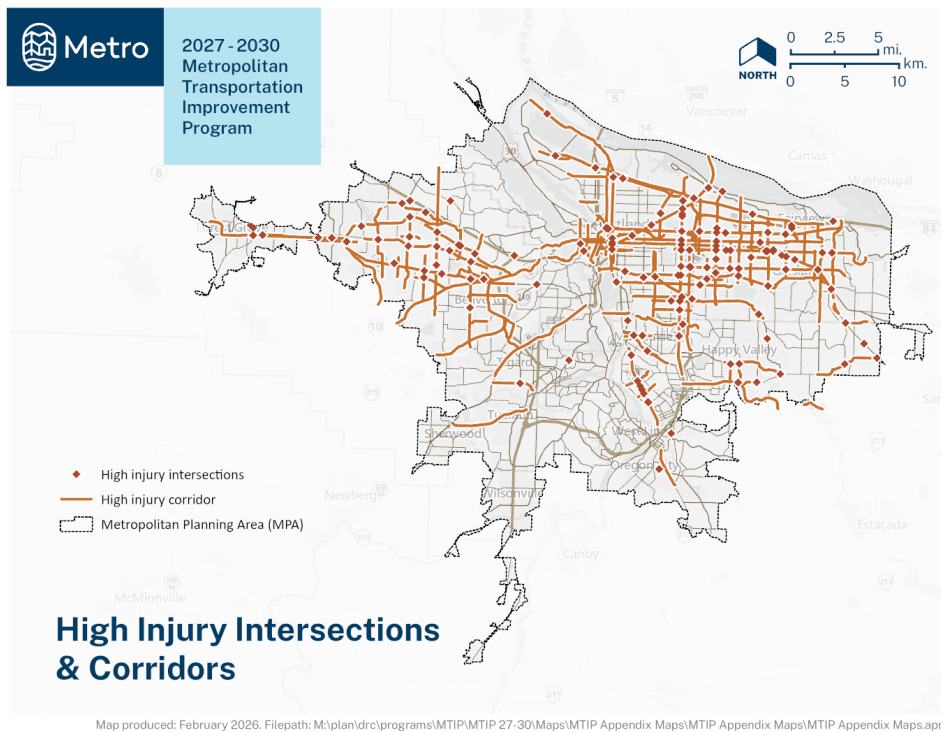
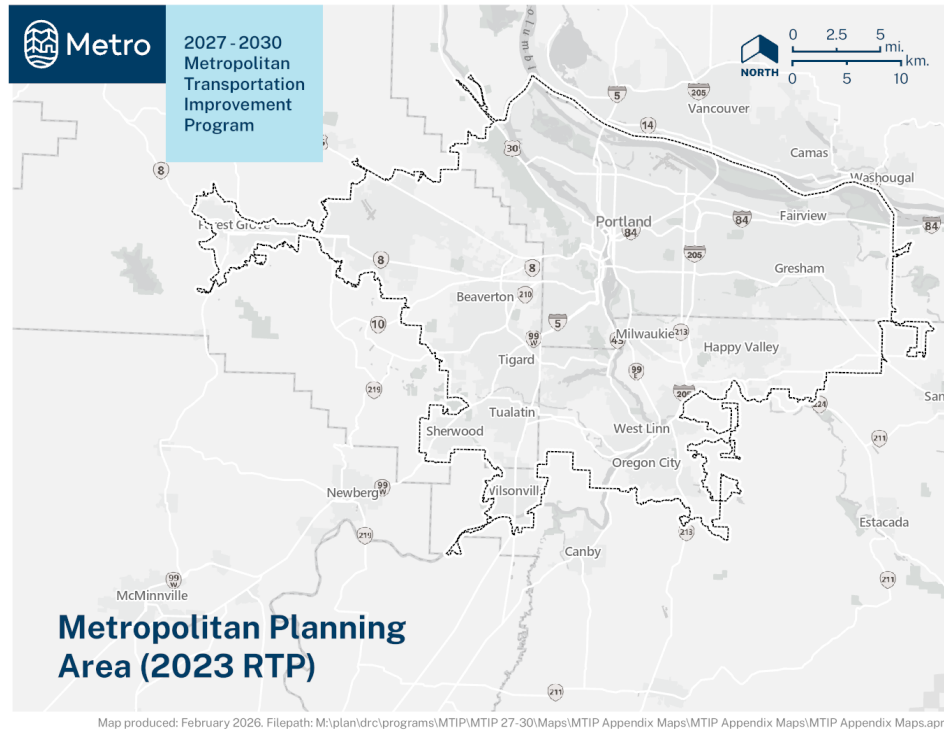


Figure 1. Map of High Injury Corridors & Intersections.

Evaluation geography and inputs Geography of analysis

Region: The 2027-2030 MTIP focuses on the near-term investments for the regional transportation system within the metropolitan planning area (MPA). The MPA is the defined geography for Metro’s metropolitan planning organization (MPO) activities. Region or system-wide figures reported are for the MPA. Figure 2 shows a map of the metropolitan planning area.



Figures 2. Map of the Metropolitan Planning Area.

Sub-Regions: To gather a better understanding of the performance of the 2027-2030 MTIP investment profile at a local scale, the evaluation approach includes a sub-regional analysis as part of the system analysis for select performance metrics. The 2027-2030 MTIP performance evaluation examines how projects perform in the following sub-regions:

- City of Portland
- Clackamas County
- Multnomah County (excludes city of Portland)
- Washington County

For the county sub-regions, only the urbanized portions of Clackamas, Multnomah, and Washington counties within the metropolitan planning area were part of the sub-regional assessment. Rural areas, which are outside of the metropolitan planning area were not included. The results for these sub

regions are included in the complete evaluation results attached to the appendix.

Equity Focus Areas:

The 2027-2030 MTIP performance evaluation also looked at the package of investments through a lens of understanding how the transportation investments serve marginalized communities. To apply such a lens to the evaluation, a sub-geography was created called the equity focus areas. The equity focus areas include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency

The equity focus areas are spatially based and identifies, using the best available data, the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. Figure 3 illustrates the equity focus areas.

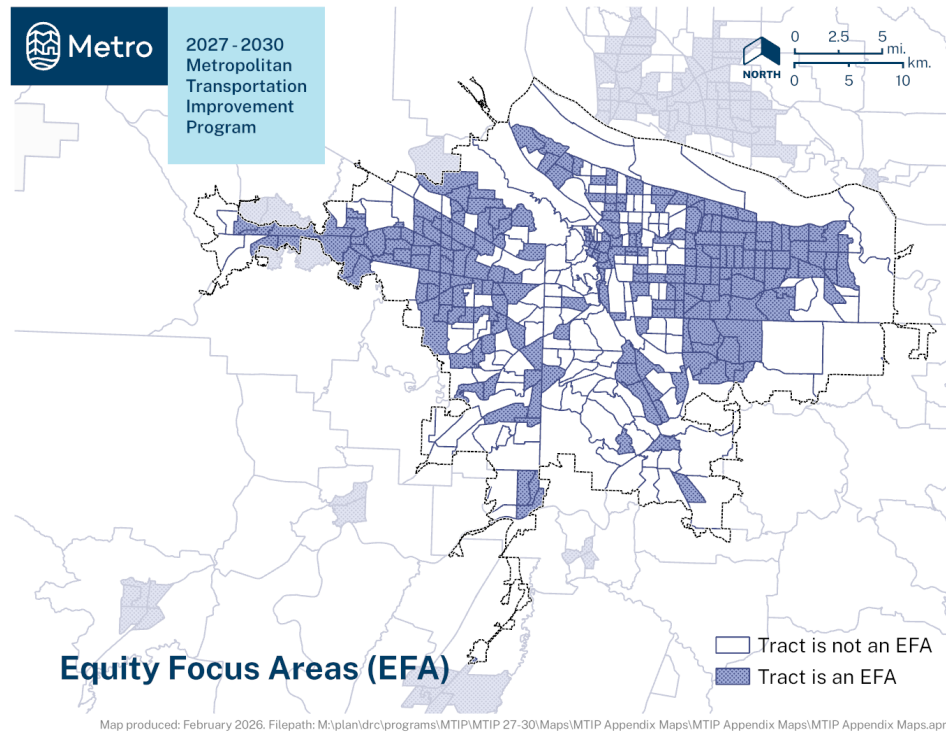


Figure 3. Map of Equity Focus Areas in the Metro Region.

Adopted in the RTP by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2018, the equity focus areas were initially developed in support of the evaluation of the 2018 RTP. The Metro Council directed Metro staff to bring further focus on equity and align the evaluation of the 2018 RTP closer to the agency-wide Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPAREDI) as well as provide a framework for analyzing and developing findings for the Civil Rights Assessment of the Plan. Based on the direction, Metro staff developed the equity focus areas as an analytical tool to assess a suite of planned transportation investments. The equity focus areas have been used in subsequent equity analysis efforts, including the 2023 Regional Transportation Plan, the 2021-2024 MTIP and the 2024-2027 MTIP performance evaluations, and the regional barometer.

Performance Evaluation Inputs – 2027-30 MTIP Transportation Investments

The 2027-2030 MTIP adoption draft includes 149 transportation project and program investments programmed for federal fiscal years 2027 through 2030. For each performance measure, only a subset of the 149 transportation

projects and programs were included in the evaluation. This is due to the methodology for the individual performance measure, the analysis tool deployed, and the type of project/program that is applicable to the measure. For example, the safety performance measures utilize geospatial analysis techniques and a specific definition of safety to identify projects which reduce fatalities and serious injuries. Based on these specifications, approximately 45 of the 149 projects were evaluated in the safety analysis. Due to the criteria to include projects in the performance measures approximately half of the projects and programs included in the 2027-2030 MTIP were not evaluated. Projects and programs not evaluated meet one or more of the following criteria. These include:

- The project is programmatic in nature, meaning the investment is generally region-wide (e.g. bus purchases and replacements);
- The project is not capital investments (e.g. repaving an existing roadway; bridge deck replacement; Regional Travel Options education and outreach);
- The project is a planning project (e.g. system and corridor planning);
- The project is only programmed through project development, since details such as the alignment, type, size, and location have not been identified, thus lack the details for the evaluation tools to capture the investment.

The following is a list of each project used in the evaluation and the measures associated with that project.

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Beaverton Creek Trail: Westside Trail-SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.	Tualatin Hills PRD	Washington	Beaverton	No	Yes	Yes	Yes	No
Willamette Greenway Trail: Columbia Blvd Bridge	In North Portland at the intersection of the Willamette Greenway Trail and N. Columbia Blvd, construct a bicycle and pedestrian bridge over Columbia Blvd as an gap closure for added pedestrian and bicyclists safety and to support the overall extension of the Willamette Greenway Trail from Kelly Point Park to Cathedral Park	Portland Parks	Multnomah	Portland	No	Yes	Yes	Yes	No
North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.	Tigard	Washington	Tigard	No	No	No	Yes	No
NE MLK Blvd Safety & Access to Transit: Cook - Highland	Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.	Portland	Multnomah	Portland	Yes	Yes	Yes	No	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for pedestrians and bicyclists, pedestrian crossing, transit islands to improve transit operations and comfort, pedestrian islands to shorten crossing distance, paving, and signal controller upgrades to better manage speeds and traffic flow.	Portland	Multnomah	Portland	Yes	Yes	Yes	Yes	Yes
Aloha Access Improvements: SW 174th Ave - SW 187th Ave	Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.	Washington County	Washington	Hillsboro	Yes	No	No	Yes	Yes
SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	Portland	Multnomah	Portland	Yes	Yes	Yes	No	No
SE Stark St: 111th - 151st Ave (Portland)	Convert existing two-way left turn lanes to a raised median with pedestrian crossing improvements at various intersections of SE Stark to improve safety.	Portland	Multnomah	Portland	Yes	Yes	Yes	No	Yes
SE Flavel St at 72nd Ave (Portland)	Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.	Portland	Multnomah	Portland	Yes	Yes	Yes	No	No
162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	Complete street safety elements including arterial rehabilitation, ADA ramps, and crossings, pedestrian sidewalk and buffered bike lane construction to 162nd Ave from NE Glisan St north to NE Halsey St for increased pedestrian and bicyclist safety.	Gresham	Multnomah	Gresham	Yes	Yes	Yes	Yes	Yes
NE Sandy Blvd: NE 201st Ave to Quail Hollow mobile home park	Construct and install bicycle facilities, sidewalks & pedestrian crossings, plus transit access amenities to increase comfort, safety, and access for all modes.	Multnomah County	Multnomah	Fairview, Gresham	Yes	Yes	Yes	Yes	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
148th Ave safety & access to transit: SE Powell to NE Halsey	Complete ped/bike elements such as adding buffered/protected bike lanes, constructing enhanced pedestrian crossings, completing signal modifications and lighting upgrades to improve comfort and access for people walking, biking, and taking transit.	Portland	Multnomah	Portland	Yes	Yes	Yes	Yes	No
57th Ave/Cully Blvd ped/bike upgrades: Klickitat-Prescott	Complete ped/bike elements including sidewalk infills, reconstruct curbs, street channelization, add protected bike lanes & pedestrian crossings, construct transit islands, signal rebuild, and Shaver St repaving to provide increase safety and access.	Portland	Multnomah	Portland	Yes	Yes	Yes	Yes	No
North Portland Greenway: Columbia Blvd to Cathedral Park	In North Portland, address gaps in the N. Portland Greenway commuter trail from Columbia Blvd to Cathedral Park by constructing new bike/ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, pave multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security, plus lighting and regulatory signage for wayfinding	Portland	Multnomah	Portland	No	Yes	Yes	Yes	Yes
Council Creek Regional Trail: Enhanced Pedestrian Crossings	Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro. Trail portion being delivered under project key 23549.	Washington County	Washington	Cornelius, Forest Grove, Hillsboro	Yes	No	No	No	Yes
I-5: Capitol Highway - OR217	Design for future installation of electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	Oregon DOT	Clackamas, Multnomah, Washington	Lake Oswego, Portland, Tigard	No	No	No	No	Yes

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
US30B: (N Lombard St) at Peninsula Crossing Trail	Install a crosswalk with advance pedestrian warning signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.	Oregon DOT	Multnomah	Portland	Yes	Yes	Yes	Yes	No
SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Reduce this section from 4 to 3 lanes (one in each direction and a center turn lane). Add north-south left-turn lanes on SE Chavez at SE Raymond St. Rebuild the signal at SE Holgate to protect left turns. Relocate the bus stop at SE Holgate St closer to the crosswalk.	Portland	Multnomah	Portland	Yes	Yes	Yes	No	No
NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and install a signal at the 21st Ave intersection. Install streetlights at both locations.	Washington County	Washington	Hillsboro	Yes	Yes	Yes	No	No
92nd Ave, E Burnside St and N Basin Ave (Portland)	Signal, signage and lighting & pavement marking upgrades including curb extensions, raised medians to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, and on N Basin St between N Emerson St and N Leverman St.	Portland	Multnomah	Portland	Yes	No	No	No	No
Lake Oswego Signals Visibility Upgrades	Signal upgrades to improve visibility and safety at various locations. Install leading pedestrian intervals and changes from permissive-only green left turn signals to flashing yellow arrows.	Lake Oswego	Multnomah, Clackamas	Lake Oswego	Yes	No	No	No	Yes
SE Foster Rd: 101st Ave - 136th Ave	Install speed feedback signs, additional lighting and raised pavement markers to improve safety.	Portland	Multnomah	Portland	Yes	No	No	No	No
Gresham Pedestrian Improvements	Install crosswalks with flashing lights, stop bars and signs to improve safety. Install curb ramps to meet current standards.	Gresham	Multnomah	Gresham	Yes	No	No	No	No
OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	Oregon DOT	Washington	Hillsboro	Yes	No	No	No	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
US26 Active Traffic Management	Design for a project to install variable advisory speed, variable message , queue warning and advanced directional signage to help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve operations.	Oregon DOT	Multnomah, Washington	Hillsboro, Portland, Beaverton	No	No	No	No	Yes
OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	Install pedestrian crosswalks with a flashing lights and lighting. Improve the rail crossing at SW 142nd Ave. This project improves safety for pedestrians and transit riders.	Oregon DOT	Washington	Beaverton, Hillsboro	Yes	No	No	No	No
OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	Install a crosswalk with rapid flashing lights and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.	Oregon DOT	Multnomah	Portland	Yes	No	No	Yes	No
NW Naito Parkway Rail Crossing (Portland)	Relocate the crossing light and gate, and upgrade bicycle/pedestrian facilities to provide a safer experience for the traveling public.	Oregon DOT	Multnomah	Portland	Yes	Yes	Yes	No	Yes
Beaverton Downtown Loop: Phase I Demo	Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.	Beaverton	Washington	Beaverton	Yes	Yes	Yes	Yes	Yes
Gresham Park Paths: Columbia View Park and N. Gresham Park	Construct an approximately 800 foot multi-use path across Columbia View Park, and an approximately 1,400 foot multi-use path across North Gresham Park. Both paths will provide pedestrian and local bicycle connectivity and school access.	Gresham	Multnomah	Gresham	No	Yes	Yes	Yes	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Washington Street: Metro South - Abernethy Rd	Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of a flashing light at high volume pedestrian crossing area.	Oregon City	Clackamas	Oregon City	No	No	No	Yes	Yes
East Forest Grove Safety Improvement Project	Along OR8 at the N Adair St and Yew St, install a new traffic signal to reduce crashes and provide protection for pedestrians connecting to transit and commercial options.	Forest Grove	Washington	Forest Grove	Yes	No	No	No	No
OR8 curb ramps (Beaverton & Hillsboro)	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	Washington	Hillsboro, Beaverton	No	No	No	Yes	Yes
US26: SE 267th Ave, SE Stone Rd and SE Haley Rd	Install lighting and flashing beacons at 267th Ave and Haley Rd. Install treatments preventing vehicle movements left onto and across US26 at SE Stone Rd.	Oregon DOT	Multnomah, Clackamas	N/A	Yes	Yes	Yes	No	No
OR8 and OR10 lighting, signage and signal replacements	Install lighting, signing and signal upgrades to improve safety in these corridors	Oregon DOT	Multnomah, Washington	Portland, Beaverton, Hillsboro, Cornerlius, Forest Grove	Yes	No	No	No	Yes
E Burnside St: SE 17th Ave to SE 26th Ave (Portland)	Install an enhanced crosswalk with a refuge island, flashing beacons and lighting at E Burnside & 22nd. Install speed feedback signs to treat the segment from 17th-26th; and stop ahead signs with stop bars for the 22nd at Burnside intersection to improve pedestrian safety	Portland	Multnomah	Portland	Yes	No	No	No	No
N Columbia Blvd at N Vancouver Ave (Portland)	Install a new traffic signal with lighting improvements and repair pavement as necessary to improve safety.	Portland BOT	Multnomah	Portland	Yes	No	No	No	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
OR8: SW Canyon Rd at OR217 Ramps (Beaverton)	Install intersection traffic safety cameras at this interchange to improve safety.	Oregon DOT	Washington	Beaverton	Yes	No	No	No	Yes
Enhanced Pedestrian Crossings (Gresham)	Install enhanced crosswalks with flashing beacons at various locations throughout the City to improve pedestrian safety.	Gresham	Multnomah	Gresham	Yes	No	No	No	No
OR99E: (SE McLoughlin Blvd) SE River Rd - W Arlington St	Install additional lighting, and signal improvements such as adding new signal heads to improve safety. Improve safety for vulnerable road users by installing sidewalk infill and 4 enhanced crosswalks with median refuge islands and flashing beacons.	Oregon DOT	Clackamas	Gladstone	Yes	No	No	No	Yes
OR8: (Tualatin Valley Hwy) East Ln - SW 170th Ave	Improve pedestrian safety by upgrading signals, install 2 crosswalks with median refuge islands and rapid flashing beacons. Install a section of sidewalk infill along OR8 from East Ln to NW 334th Ave.	Oregon DOT	Washington	Beaverton, Cornelius, Hillsboro	Yes	No	No	No	Yes
Kelley Creek Trail (Gresham)	Preliminary design activities for Kelley Creek Trail alignment across Pleasant Valley from City of Gresham west annexation border with Portland to east of SE 190th Drive to determine natural resource area conflicts, local connectivity, and easement needs.	Gresham	Multnomah	Gresham, Portland	No	No	No	No	Yes
I-5: SE Main St - S Abernathy St ITS Upgrade	Preliminary design to upgrade and repair dynamic message signs and related infrastructure to ensure drivers have information of road conditions ahead.	Oregon DOT	Multnomah	Portland	No	No	No	No	Yes
Red Rock Creek Trail OR217 Bridge (Tigard)	Planning study for a bicycle and pedestrian bridge over OR 217 will provide a safe and more convenient alternative for active transportation users to cross the barrier between the two most rapidly growing neighborhoods in Tigard.	Tigard	Washington	Tigard	No	No	No	No	Yes
OR213: 82nd Ave	Funding for safety, pavement, and stormwater investments, enhancing all modes of travel.	Oregon DOT	Multnomah, Clackamas	Portland	Yes	No	No	No	Yes

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Improvements (FFY 2027-30)									
The Gateway Connector: Gateway – NE 102nd Ave (TriMet)	Preliminary design for the construction a path for pedestrians, bicyclists and other vulnerable road users from Gateway Transit Center through Gateway Shopping Center to connect with NE102nd Ave.	TriMet	Multnomah	Portland	No	No	No	No	Yes
Willamette River Broadway Bridge Northwest Ramp	Rehabilitate the NW Broadway ramp and the western section of the main bridge to repair the bridge and replace the deck surface. This work will extend the life of the structures and improve safety.	Multnomah County	Multnomah	Portland	No	No	No	No	Yes
Boeckman Creek Regional Trail Boardwalk (Wilsonville)	Preliminary design for the construction of the final segment of the Boeckman Creek Regional Trail. This project will complete the north-south, off-street trail network on the east side of Wilsonville, finalizing connections between adjacent residential areas, schools, parks, and local businesses with access to City Hall, library, community center, shopping, medical, and employment center.	Wilsonville	Clackamas	Wilsonville	No	No	No	No	Yes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue Project Development	Project development activities to design a buffered pedestrian/bicycle multiuse path adjacent along the north side of Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Milwaukie	Clackamas	Milwaukie	No	Yes	Yes	Yes	Yes

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Trolley Trail Bridge: Portland Ave-Clackamas River Greenway Trail	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City. The new bridge would be used exclusively for pedestrians/bicyclists and would be part of a larger multi-use trail network by connecting to the existing Clackamas River trail to the south. The new trail width will be 12' paved with 2' gravel shoulders on both sides. Planning and project design activities are reflected in ODOT Key 22139.	Gladstone	Clackamas	Gladstone, Oregon City	No	Yes	Yes	Yes	Yes
OR99E 10th Street to tumwata village: Streetscape Enhancements	Complete design through NEPA for streetscape enhancements and reconfiguration on McLoughlin Boulevard which will include widened sidewalks, curb extensions, improved crossings, and new green spaces increasing safety for pedestrians and bicyclists. Planning activities completed under project key 22142.	Oregon City	Clackamas	Oregon City	No	No	No	No	Yes
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave between NE Glisan Street and north of NE Marine Drive, conduct planning activities to develop a corridor safety plan that inclusively engages the community in identifying safety project priorities in the corridor, evaluating design alternatives, and develop preliminary designs to advance installation of safety countermeasures and construction projects to fill complete street gaps.	Multnomah County	Multnomah	Fairview, Gresham	No	No	No	Yes	Yes
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	On NW Division Street at the intersection of the Gresham-Fairview Trail to Birdsdales Avenue, construct a 6-foot sidewalk and a 5-foot cycle track on both sides of the street behind the existing curb. Additionally, construct 475 feet of retaining wall to support the sidewalk on the north side and to hold back slope near the Birdsdales intersection on the south side.	Gresham	Multnomah	Gresham	Yes	Yes	Yes	No	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
NE MLK Jr Blvd: NE Hancock St to NE Lombard St - Safety and Access to Transit	On NE Martin Luther King (MLK) Boulevard between NE Hancock Street to NE Lombard Street, construct new enhanced crossings at NE Bryant, NE Failing, and NE Sacramento streets. Additionally, retime and coordinate signals to reduce excessive speeding and improve intersection lighting along the corridor to improve safety for people walking, crossing, and accessing transit along this corridor.	Portland BOT	Multnomah	Portland	Yes	No	No	Yes	No
NE Glisan Street: NE 80th Avenue to NE 102nd Avenue - Multimodal Safety and Access	Reorganize travel lanes on NE Glisan Street from 82nd Avenue to I-205 and add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings to improve safety along the NE Glisan Street and improve access to transit and other destinations on 82nd Ave. Enhanced crossings are for intersections at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening on NE Glisan Street from 92nd Avenue to I-205. Enhance the existing rectangular rapid flashing beacon pedestrian-bike crossing at 87th Avenue, and modify signals at both entrances to I-205 to allow for better safety and comfort of non-motorized street users.	Portland BOT	Multnomah	Portland	Yes	Yes	Yes	No	Yes

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Cedar Mill Town Center: Cornell, Barnes, and Saltzman Roads - Transit Reliability and Pedestrian-Bicycle Safety Enhancements	In the Cedar Mill Town Center, improve bus reliability and provide safe access to transit along Cornell and Barnes roads at: Cornell Road and Murray Boulevard, Cornell Road between Dale Drive and 129th Avenue, Cornell Road at Barnes Road, Cornell Road at Saltzman Road, and Barnes Road between Saltzman Road and Lost Springs Terrace. Bus reliability treatments includes and mix of transit signal priority improvements, lane reconfigurations, Business Access and Transit (BAT) lanes, right turn except bus at intersections along Cornell and Barnes Roads. Pedestrian and bicycle safety design treatments includes a mix enhanced pedestrian crossings such as Rectangular Rapid Flashing Beacons, median islands, Pedestrian Hybrid Beacon, ADA-accessible ramps left turn bike box, and intersection bike signals along Cornell and Barnes Roads.	Washington County	Washington	N/A	Yes	Yes	Yes	Yes	Yes
Portland Metro and Surrounding Area Safety Construction	Construction funding for safety (ARTS) projects.	Oregon DOT	Washington, Clackamas, Multnomah	N/A	Yes	No	No	No	No
Leading Pedestrian Intervals & Smart Detections - Beaverton	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 33 sites for added pedestrian safety.	Beaverton	Washington	Beaverton	Yes	No	No	No	No

Project Name	Project Description	Lead Agency	County	City	Safety	Mobility	Accessibility	System Completeness	Multimodal Travel
Clackamas Countywide Traffic Signal Safety Upgrade	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists.	Clackamas County	Clackamas	Milwaukie, Happy Valley, Gladstone, Lake Oswego, West Linn, Oregon City, Canby	Yes	No	No	No	No
Washington County Rumble Strips	Install centerline and shoulder rumble strips on various roads throughout Washington County to warn drivers they are drifting out of the lane and allow them to take corrective action.	Washington County	Washington	N/A	Yes	No	No	No	No
Systemic Signal Upgrades (Portland)	Improve signals by replacing signal heads, installing reflective backplates at various intersections and re-spanning the intersection at one location to improve safety.	Portland	Multnomah	Portland	Yes	No	No	No	No
Region 1 All Roads Transportation Safety Program FFY28	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2028. Projects to be selected based on program requirements.	Oregon DOT	Clackamas, Multnomah, Washington	N/A	Yes	No	No	No	No
Region 1 All Roads Transportation Safety Program FFY29	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2029. Projects to be selected based on program requirements.	Oregon DOT	Clackamas, Multnomah, Washington	N/A	Yes	No	No	No	No
Region 1 All Roads Transportation Safety Program FFY30	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2030. Projects to be selected based on program requirements.	Oregon DOT	Clackamas, Multnomah, Washington	N/A	Yes	No	No	No	No

The following is a list of projects or programs not included in the evaluation.

Project Name	Project Description	Lead Agency	City	County
Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	Install grade separated bike facilities, pedestrian crossings, bus stops and access to transit facility, and intersection treatments prioritizing pedestrian visibility and protection.	West Linn	West Linn	Clackamas
HCT and Capital Project Bond Payments (FFY 2027)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2027)	TriMet	N/A	Clackamas, Multnomah, Washington
TriMet Bus/Rail Preventative Maintenance program (2028)	Metro's STBG funds are exchanged with TriMet local funds under the Metro-TriMet Transit Oriented Development (TOD) exchange program. The STBG contributes to TriMet's annual Bus/Rail Preventive Maintenance program (2028).	TriMet	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
TSMO Program Sub-allocation Funds (FFY 2025-27)	Regional Transportation System Management and Operations (TSMO) program funding supporting strategies that provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and help reduce air pollutant/greenhouse gas emissions via agency grant capital and system improvement awards . (RFFA Step 1 FFY 2025-27 allocation years)	Metro	N/A	Clackamas, Multnomah, Washington
TSMO Administration (FFY 2027)	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2027 allocation year).	Metro	N/A	Clackamas, Multnomah, Washington
Regional Travel Options (RTO) program (FFY 2025-27)	Metro’s RTO program funds programs that inform and encourage people to use walking, biking, rolling, transit and ride-sharing to maximize the efficiency of the region’s transportation system through educational outreach, awarding of grants to educate, encourage and reduce barriers to increase the use of travel options, plus includes	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
	resources to support schools, local Safe Routes to School programs			
Safe Routes to School program (FFY 2025-27)	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.	Metro	N/A	Clackamas, Multnomah, Washington
Next Corridor Planning (FFY 2025-27)	Funding that supports transportation system or project planning that involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan (FFY 2025-27 RFFA Step 1 allocation)	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Freight and Economic Development Planning (FFY 2025-27)	Completes required planning and coordination actions to develop, set, and implement the regional freight policy and plan for the Metro region and provides support for the region's goods movement infrastructure and integrated freight network to identify and resolve related congestion, safety, related mobility issues to help develop regional jobs and competitive advantages.	Metro	N/A	Clackamas, Multnomah, Washington
Regional MPO planning (FFY 2027)	Provides funding to support transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Clackamas, Multnomah, Washington
SMART 5307 Bus Purchase, Prevent Maintenance & Tech (2027)	Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.	SMART	Wilsonville	Clackamas
SMART 5339 Bus and Bus facilities (2027)	Contribution for one replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.	SMART	Wilsonville	Clackamas
TriMet Bus and Rail Preventive Maintenance (2027)	Capital preventive maintenance for bus and rail in federal fiscal year 2027.	TriMet	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	Supports mobility management, purchase of services, and operating activities for services provided by TriMet, Subrecipients and/or Contractors, focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2027.	TriMet	N/A	Clackamas, Multnomah, Washington
TriMet Bus/Rail Preventive Maintenance (2027)	FTA's 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway) formula apportionment supports TriMet's annual Bus and/or Rail Preventative Maintenance program (2027).	TriMet	N/A	Clackamas, Multnomah, Washington
TriMet Bus Purchase (2028)	Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2028 to be used on existing fixed routes across TriMet's 3 county service region.	TriMet	N/A	Clackamas, Multnomah, Washington
Portland Metro Planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Metro	N/A	Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
I-5: Northbound Interstate Bridge	Pavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to the proposed future replacement of this structure.	Oregon DOT	N/A	Multnomah
I-205: Glenn Jackson Bridge (Columbia River)	Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.	Oregon DOT	N/A	Multnomah
S Holly Lane: Abernethy Creek Bridge	Replace the existing bridge with a new single-span bridge to ensure continued connectivity.	Clackamas County	N/A	Clackamas
Portland metro Safe Routes to School construction reserve	Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Oregon Transportation Network - TriMet FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	Oregon DOT	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd	Safety improvements on 5.5 miles of 122nd Avenue from Sandy Blvd south to Foster Rd including: street lighting upgrades, 4 miles of protected bike lanes, pedestrian/bicycle signal upgrades, reducing vehicle lanes, adding pedestrian crossings, adding raised medians, landscaping, bus stop curb extensions, speed reader boards with automated enforcement and a roundabout.	Portland	Portland	Multnomah
82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	Complete project development scope activities on 82nd Ave from US30BY/Lombard St south to SE Clatsop to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections and updating signal timing.	Portland	Portland	Clackamas, Multnomah
Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 5	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	N/A	Washington
TSMO Administration (FFY 2028)	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2028 allocation year).	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
TSMO Administration (FFY 2029)	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2029 allocation year).	Metro	N/A	Clackamas, Multnomah, Washington
TSMO Administration (FFY 2030)	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2030 allocation year).	Metro	N/A	Clackamas, Multnomah, Washington
TSMO Program Sub-allocation Funds (FFY 2028-30)	Regional Transportation System Management and Operations (TSMO) program funding supporting strategies that provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and help reduce air pollutant/greenhouse gas emissions via agency grant capital and system improvement awards . (RFFA Step 1 FFY 2028-30 allocation years)	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Regional Travel Options (RTO) program (FFY 2028-30)	Metro's RTO program funds programs that inform and encourage people to use walking, biking, rolling, transit and ride-sharing to maximize the efficiency of the region's transportation system through educational outreach, awarding of grants to educate, encourage and reduce barriers to increase the use of travel options, plus includes resources to support schools, local Safe Routes to School programs	Metro	N/A	Clackamas, Multnomah, Washington
Regional MPO planning (FFY 2028)	Provides funding to support transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Clackamas, Multnomah, Washington
Regional MPO planning (FFY 2029)	Provides funding to support transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Clackamas, Multnomah, Washington
Regional MPO planning (FFY 2030)	Provides funding to support transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Clackamas, Multnomah, Washington
SMART 5307 Bus Purchase, Prevent Maintenance & Tech (2028)	Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.	SMART	Wilsonville	Clackamas

Project Name	Project Description	Lead Agency	City	County
SMART 5307 Bus Purchase, Prevent Maintenance & Tech (2029)	Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.	SMART	Wilsonville	Clackamas
Metro Regional Flexible Fund New Project Bond Payment FFY28	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2028).	Metro	N/A	Clackamas, Multnomah, Washington
SMART 5307 Bus Purchase, Prevent Maintenance & Tech (2030)	Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.	SMART	Wilsonville	Clackamas
Oregon Transportation Network - TriMet FFY30	Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements. 5310	Oregon DOT	N/A	Clackamas, Multnomah, Washington
SMART 5339 Bus and Bus Facilities (2028)	Contribution for up to four replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.	SMART	Wilsonville	Clackamas
Oregon Transportation Network - TriMet FFY29	Urbanized public transit capital funding for federal fiscal year 2029. Funds will be transferred to FTA for delivery. Projects and	Oregon DOT	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
	programs to be determined based on funding requirements. 5310			
Oregon Transportation Network - TriMet FFY28	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements. 5310	Oregon DOT	N/A	Clackamas, Multnomah, Washington
SMART 5339 Bus and Bus Facilities (2029)	Contribution for up to four replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.	SMART	Wilsonville	Clackamas
US30B: NE Sandy Blvd at NE 162nd Ave	Preliminary design to replace the traffic signal at this intersection to improve visibility and safety.	Oregon DOT	N/A	Multnomah
SMART 5339 Bus and Bus Facilities (2030)	Contribution for up to four replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.	SMART	Wilsonville	Clackamas

Project Name	Project Description	Lead Agency	City	County
Metro Aerial Photo and LIDAR Support - UPWP 2028-30	RFFA Step 1 UPWP special allocation for Metro to complete required aerial photography and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies as part of the annual UPWP and to support planning, modeling, forecasting, policy making, resiliency and performance measurement activities.	Metro	N/A	Clackamas, Multnomah, Washington
Next Corridor Planning (FFY 2028-30)	Funding that supports transportation system or project planning that involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan (FFY 2028-30 RFFA Step 1 allocation)	Metro	N/A	Clackamas, Multnomah, Washington
Freight and Economic Development Planning (FFY 2028-30)	Completes required planning and coordination actions to develop, set, and implement the regional freight policy and plan for the Metro region and provides support for the region's goods movement infrastructure and integrated freight network to identify and resolve related congestion, safety, related mobility issues to help	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
	develop regional jobs and competitive advantages.			
TriMet Bus/Rail Preventive Maintenance (2028)	FTA's 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway) formula apportionment supports TriMet's annual Bus and/or Rail Preventative Maintenance program (2028).	TriMet	N/A	Clackamas, Multnomah, Washington
TriMet Bus/Rail Preventive Maintenance (2029)	FTA's 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway) formula apportionment supports TriMet's annual Bus and/or Rail Preventative Maintenance program (2029).	TriMet	N/A	MPA Region
TriMet Bus/Rail Preventive Maintenance (2030)	FTA's 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway) formula apportionment supports TriMet's annual Bus and/or Rail Preventative Maintenance program (2028).	TriMet	N/A	MPA Region
HCT and Capital Project Bond Payments (FFY 2028)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit	TriMet	N/A	MPA Region

Project Name	Project Description	Lead Agency	City	County
	(HCT) and other related projects, administered by TriMet (2028)			
HCT and Capital Project Bond Payments (FFY 2029)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2028)	TriMet	N/A	MPA Region
HCT and Capital Project Bond Payments (FFY 2030)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2028)	TriMet	N/A	MPA Region
TriMet Bus and Rail Preventive Maintenance (2028)	Capital preventive maintenance for bus and rail in federal fiscal year 2028.	TriMet	N/A	MPA Region
TriMet Bus and Rail Preventive Maintenance (2029)	Capital preventive maintenance for bus and rail in federal fiscal year 2028.	TriMet	N/A	MPA Region
TriMet Bus and Rail Preventive Maintenance (2030)	Capital preventive maintenance for bus and rail in federal fiscal year 2028.	TriMet	N/A	MPA Region
Columbia Levee Connector (The Street Trust)	Preliminary design activities for a .75-mile trail segment to link to Connect the Parkrose and Argay Terrace neighborhoods to the Marine Drive and Columbia Slough Trails.	Other	N/A	Multnomah

Project Name	Project Description	Lead Agency	City	County
Enhanced seniors mobility/ individuals w/disabilities (2028)	Supports mobility management, purchase of services, and operating activities for services provided by TriMet, Subrecipients and/or Contractors, focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2028.	TriMet	N/A	MPA Region
Enhanced seniors mobility/ individuals w/disabilities (2029)	Supports mobility management, purchase of services, and operating activities for services provided by TriMet, Subrecipients and/or Contractors, focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2028.	TriMet	N/A	MPA Region
Enhanced seniors mobility/ individuals w/disabilities (2030)	Supports mobility management, purchase of services, and operating activities for services provided by TriMet, Subrecipients and/or Contractors, focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2028.	TriMet	N/A	MPA Region
Metro TOD-TriMet Preventive Maintenance Exchange Reserve	Metro's federal contribution 2028-30 reserve to the annual Metro-TriMet Transit Oriented Development (TOD) exchange program. The STBG contributes to TriMet's annual Preventive Maintenance program	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Troutdale Road Multi-Use Path: Gresham to Troutdale	Preliminary design activities, community engagement and preliminary design for a project to construct a multi-use path along Troutdale Rd.	Multnomah County	N/A	Multnomah
Westside Trail - Tualatin River Bridge (King City)	Preliminary design activities for a project to construct a new bridge across the Tualatin River to provide a safe alternative crossing and connect the Ice Age Tonquin Trail and Westside Trail	King City	King City	Washington
Westside Trail Pedestrian & Bike Bridge over US26 (THPRD)	Preliminary design for the construction of a pedestrian and bike bridge over US 26 with a trail and ramp segment either side of US 26 connecting NW Cornell Rd with NW Greenbrier Parkway. The ramp on the northern side consists of a separate bridge over a wetland.	Tualatin Hills PRD	N/A	Washington
Region 1 Fix-it Operations Construction Program FFY28	Region 1 Operations program funding reserves for federal fiscal year 2028. Projects to be selected based on program requirement	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Region 1 Fix-it Operations Construction Program FFY29	Region 1 Operations program funding reserves for federal fiscal year 2029. Projects to be selected based on program requirement	Oregon DOT	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Region 1 Fix-it Operations Construction Program FFY30	Region 1 Operations program funding reserves for federal fiscal year 2030. Projects to be selected based on program requirement	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Region 1 Fix-it Operations Project Development Program	Region 1 Fix-it Operations program funding reserves for planning and project development activities planned for federal fiscal year 2027. Project will be selected at a later date based on program requirements.	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Metro Regional Flexible Fund New Project Bond Payment FFY29	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2029).	Metro	N/A	Clackamas, Multnomah, Washington
Metro Regional Flexible Fund New Project Bond Payment FFY30	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2030).	Metro	N/A	Clackamas, Multnomah, Washington
Carbon Reduction Program Reserve (FFY 2028-30)	Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources (FFY 2028-2030 Allocation). Allocation of funds to be undertaken at a later date.	Metro	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Portland Metro Area ADA Curb Ramp Design, Phase 8	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland Metro area including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Portland Metro Area ADA Curb Ramp Design, Phase 9	Construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 & US30 at mile point 10.83 through the Portland Metro area including Canby, Gladstone, Oregon City & Milwaukie to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	N/A	Clackamas, Multnomah, Washington

Project Name	Project Description	Lead Agency	City	County
Portland Metro Area ADA Curb Ramp Design, Phase 10	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the City of Portland metro area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to meet compliance with the Americans with Disabilities Act (ADA) standards	Oregon DOT	N/A	Clackamas, Multnomah, Washington
Portland Metro area 2027-2030 ADA curb ramp design, phase 2	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	N/A	Clackamas, Multnomah, Washington

Summary Reporting on Performance Evaluation Results

Overall, the \$1.2 billion package of investments maintains or makes minor progress towards RTP goals and outcomes. With over half, or 51 percent, of the 2027-30 MTIP comprising of preservation and maintenance investments, which are not typically evaluated towards regional transportation goals and outcomes and not a major capital transportation project included in the 2027-30 MTIP, the results are not surprising.

That said, areas where the investments trend toward the desired outcome include:

- Increase in the overall investment focused on addressing fatal and serious injury vehicular crashes
 - With a particular emphasis on addressing vehicle crashes on those roadway facilities in communities of color and with lower incomes,
- Progress on completing the pedestrian and on-street bicycle network,
 - With a particular focus on completing gaps in the pedestrian network near frequent transit stops and stations in communities of color and with lower incomes,
 - With a particular emphasis on completing the pedestrian and on-street bicycle network in job and activity centers
- Addressing key active transportation gaps that shift commuter travel from vehicles to cycling and create a viable travel alternative.

Although 2027-30 MTIP investments demonstrate some positive local outcomes, the \$1.2 billion investment is largely not on pace for meeting RTP goals. The results of the RTP implementation system performance analysis indicate the region maintaining or incremental progress. This can seem disappointing, but the challenge of making significant leaps in progress necessitates much larger investments for a massive, complex, and aging transportation system. Getting to that level of investment requires partnership and commitment between community, local governments, state agencies and federal partners. So even a result of maintaining or incremental progression can be viewed as a step in the right direction.

Also, the 2027-30 MTIP at this stage is an incomplete snapshot of overall investment anticipated during the 2027 through 2030 period. This is partially due to ODOT's transition to the 10 Year Capital Investment Plan, which limits programming of new transportation projects beyond a planning or

preliminary engineering phase in an effort to manage project delivery. That impacts evaluation assumptions that transportation projects will be completed and contribute to certain evaluation metrics. When these ODOT led capital program their construction phases throughout federal fiscal years 2027 through 2030, the increased investment is likely to make further incremental progress towards advancing the region’s goals.

Reporting of the Analysis and Results of Each Performance Measure

The subsequent sections outlines the analyses undertaken for the 2027-30 MTIP performance evaluation. The analysis is organized by the RTP goal and associated performance measures. A snapshot summary of the 2027-2030 MTIP performance evaluation is provided in Table 3.

Table 3. Summary Table of 2027-30 MTIP Performance Evaluation.

RTP Priority of Overarching Goal	Overall Performance
Mobility Options	o
Safe System	+/o
Equitable Transportation	+/o
Thriving Economy	-/o
Climate Action and Resilience	o

Key: o neutral or progress/regression is very minimal

^ not addressing the region’s priority; has other benefits

+ trending towards the desired outcome for that priority

- trending away from the desired outcome for that priority

+/o neutral or minimal progression with trajectory to trend toward desired outcome

-/o neutral or minimal regression with risk/trajectory to trend away from desired outcome

Mobility Options

RTP Goal: “People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.”

Performance measures: System completion, system completeness near transit, mode share, access to jobs, access to options

System Completeness Using geographic information systems, the system completeness performance measure assesses the percentage of regional transportation networks completed for pedestrian, bicycle, trails, and active transportation completed near frequent transit. The percentage of the regional transportation network completed is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP. Motor vehicle and transit system completeness were not assessed due to a lack of investments in the 27-30 MTIP.

Table 4. % completeness of the active transportation network

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP aims to complete the transit, bicycle, trail and pedestrian networks by 2035, and to complete all networks by 2045.				
% of the pedestrian network that is complete	58%	58%	63%	100%
% of the bicycle network that is complete	55%	55%	60%	100%
% of the trail network that is complete	45%	45%	48%	100%
The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.				
% of the pedestrian network near transit that is complete	65%	65%	68%	63%
% of the bicycle network near	62%	61%	66%	60%

transit that is complete				
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Key Findings

- The 2027-30 MTIP investments and results are falling short of what was in the 2023 RTP 2030 Financially Constrained scenario. However, the region is moving in a positive direction as it is exceeding the target set for 2030 in the 2023 RTP. Factors like project delivery delays, cost inflation, and a transportation funding crisis are impacting on the ability to complete infrastructure projects, which can explain why the 2027-30 MTIP investments are not meeting what was planned for in the 2023 RTP for 2030.
- Both pedestrian and bicycle networks near transit exceed the targets established for 2030 in the 2023 RTP. A majority new segments of the pedestrian and bicycle networks that are being added through the 2027-30 MTIP will be completed within areas near transit. Most of the new trail segments being added are also near transit. The pedestrian network near transit sees a 2% increase in completeness from the investments in the 2027-30 MTIP compared to the current network in 2025.
- Although there are investments which increase the progress of completing the pedestrian, bicycle, and trail networks throughout the region in the 2027-30 MTIP, the results are very modest. Increases in the completeness of these networks are incremental. While there is some progress in the results of the 2027-30 MTIP investments towards completing the active transportation networks, the results remain slightly behind the results from the 2023 RTP fiscally constraint scenario for 2030 and the targets set for 2030.

Mode Share

- Using the regional travel demand model, this performance measure assesses the percentage of trips projected to be made by particular forms of transportation: transit, walking, and bicycling. The percentage of trips made by different forms of travel is based on the capital projects included in the 2027-30 MTIP investment profile that add to these networks. Additionally, results are provided for the previous MTIP cycle and the 2023 RTP financially constrained scenario for 2030.

Table 5. % in mode share between transit, walking, and bicycling.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.				
Transit mode share	4.7%	3.5%	4.4%	N/A
Pedestrian mode share	7.5%	7.6%	7.5%	N/A
Bicycle mode share	3.8%	3.6%	3.5%	N/A

Key Findings

- TriMet is facing budget shortfalls which impact both current service levels and ability to invest in enhanced transit services. The 2020 transit network, has a pre-pandemic transit system which was more robust. The 2030 network used the 2025 summer transit system which has less total revenue hours, different routes, and a greater focus on all day service rather than peak only. Furthermore, jobs and population increase in modeling efforts between 2020 and 2030. These compounding factors lead to a reduction in transit mode share from the 2024-27 MTIP and fail to make progress on the 2030 RTP fiscally constrained result.
- The bicycle mode share reflects a small decrease of 0.2% from the 2024-27 MTIP.
- Pedestrian mode share is the only mode which sees an increase, a modest increase of 0.1%.

Access to jobs

- Using the regional travel demand model, this performance measure assesses the percentage change of projected jobs accessible within a 30-minute driving commute and a 45-minute transit commute (inclusive of walking). The percentage change in projected jobs is based on a build and no-build scenario. The build scenario reflects the capital projects included in the 2027-30 MTIP. The no-build reflects a scenario without the capital projects included in the 2027-30 MTIP. Additionally, results are provided for the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP for comparison purposes.

Table 6. % in regional jobs (all jobs) is accessible by transit and driving.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP prioritizes improving access to jobs via driving and transit relative to the base year.				
% of regional jobs accessible by transit	7%	5%	8%	7%

% of regional jobs accessible by driving	42%	39%	41%	40%
The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.				
% of regional jobs accessible by transit	7%	5%	8%	41%

Key Findings

- The reduced transit service in 2025 compared to the transit service in 2020 reduces access to jobs by 2%. The 2027-30 MTIP results of access to jobs by transit are behind the 2030 RTP FC and the 2030 RTP target. Part of the impact of the reduced transit service leads to more auto congestion affecting both job access for both automobiles and transit as transit riders may begin to drive more and the growing population don't have access to robust transit options.

Access to Options

- Using outputs from both the regional travel demand model and geographic information system, this performance measure assesses whether the package of capital investments in the 2027-30 MTIP will increase the number and percentage of all households and jobs with access to transit. Additionally, results from the 2023 RTP fiscally constrained scenario for 2030 and any 2030 targets from the 2023 RTP are also provided for comparison analysis. This measures the percentage of households and jobs located within walking distance of a frequent transit line.

Table 7. % of households and jobs located within walking distance of a frequent transit station.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained	2023 RTP 2030 Performance Target
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			Scenario Result	
The RTP aims to increase the share of households and jobs that are located within walking distance of frequent transit service relative to the base year.				
% of households located within walking distance of a frequent transit station	N/A	57.1%	56%	54%
% of jobs located within walking distance of a frequent transit station	N/A	86%	67%	64%

Key Findings

- This measure was not used during the development and adoption of the 2024-27 MTIP. However, it was included in the development and adoption 2023 RTP. Despite the reductions in transit service, results from the 2027-30 MTIP modelling indicate both households and jobs within walking distance of a transit station to exceed both the 2030 RTP fiscally constrained result and the 2030 RTP target. While the households within walking distance of a transit station did exceed 2030 target, jobs located near frequent transit stations performed high can be attributed to TriMet’s commitment to providing transit services to locations of high employment.

Safe System

RTP Goal: “Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.”

Performance measures: level of safety investments

Level of Safety Investments

- Utilizing geographic information systems analysis, the level of safety investment performance measure uses all projects identified as safety projects with geometry in the MTIP geodatabase to determine if they are located on a high injury intersection or on a high injury corridor. The percentage of safety projects in high injury intersections and high injury corridors is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030.

Table 8. % in 2027-30 MTIP capital spending in safety investments by safety project, located on high injury corridor, or high injury intersection.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result
The RTP seeks to advance safety by funding projects that benefit safety in the most dangerous locations on the region's transportation network.			
% of the capital MTIP spending invested in projects identified as safety projects	34%	36%	67%
% of the capital MTIP spending invested in projects located on	25%	28%	48%

high injury corridors or intersections			
% safety projects that are located on high injury corridors or intersections	73%	76%	50%

Key Findings

- Approximately 36% of capital funding in the 2027-30 MTIP goes towards projects that have been identified as safety projects, and 28% of the capital budget goes towards projects that are on the high-injury network, which includes a small share of roads and intersections where most of the serious crashes in the region occur. Compared to the safety investments made in the 2024-27 MTIP, there is a slight increase of the percentage of capital funds and percentage of projects going to safety in the 2027-30 MTIP.

Equitable Transportation

RTP Goal: “Transportation system disparities experienced by Black, Indigenous and people of color and people with low income are eliminated. The disproportionate barriers that people of color, people who speak limited English, people with low income, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.”

Performance measures: Access to jobs and equity, safe system completion and equity, access to options and equity, serious crashes and equity, level of safety investments in equity focus areas

Access to Jobs and Equity

1. Utilizing the outputs from the regional travel demand model, the access to jobs and equity performance measure compares the percentage of the region’s jobs that can be reached within typical 30-minute driving and 45 minute transit commute times in equity focus

areas and other communities for each analysis scenario. The 2027-30 MTIP result reflects the capital projects included in the 2027-30 MTIP. Results are also provided for the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP for comparison purposes.

Table 9. % of regional jobs accessible by transit and driving in equity focus areas.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).				
% of regional jobs accessible by transit in equity focus areas	9%	6%	9%	5%
% of regional jobs accessible by driving in equity focus areas	44%	41%	42%	39%

Key Findings

- The reduction in transit service also has an impact on jobs accessible my jobs and auto in equity focus areas as well. There is a reduction in both accessible jobs by auto and transit in equity focus areas of approximately 3%. Despite the 2027-30 MTIP results falling behind the 2030 RTP FC results, the 2027-30 MTIP results remain ahead of the 2030 RTP targets. In the coming years, as transit agencies build service networks to accommodate places of employment, the region

will continue to make strides in meeting accessible jobs in equity focus areas.

Safe System Completion and Equity

- Using geographic information system analysis, the safe system completion and equity performance measure uses a geospatial analysis to determine how much of the planned regional pedestrian and bike networks are completed in equity focus areas. Additionally, GIS analysis for pedestrian and bicycle network completion near transit in equity focus areas was also completed. The percentage of the pedestrian and bicycle networks completed in equity focus areas, and near transit, is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP.

Table 10. % of completion in the active transportation network in Equity Focus Areas

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained	2023 RTP 2030 Performance Target
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			Scenario Result	
<p>The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.</p>				
% of the pedestrian network that is complete within EFAs	71%	71%	76%	51%
% of the pedestrian network near transit that is complete within EFAs	75%	76%	79%	58%
% of the bicycle network that is complete within EFAs	62%	63%	69%	53%
% of the bicycle network near transit that is complete within EFAs	66%	67%	72%	60%

Key Findings

- Although modest, the results from the 2027-30 MTIP modelling indicate improvements in completing active transportation networks

near transit in equity focus areas. In fact, most of the investments that are dedicated towards improving completion of active transportation system networks are in equity focus areas near transit. Despite the 2027-30 MTIP results coming in lower than the 2030 RTP fiscally constrained results, there is a clear indication of the progress the region is making towards these goals. Additionally, the 2027-30 MTIP investment in this area continue to exceed the 2030 RTP targets.

Level of Safety Investments and Equity

- Using geographic information system analysis, this performance measure assesses the percentage of the 2027-30 MTIP capital investments that are going towards equity projects (transit, active transportation projects), capital investments in equity focus areas, and equity projects in equity focus areas. The percentage of investments is based on the capital projects included in the 2027-30 MTIP investment profile and compared the 2023 RTP financially constrained scenario for 2030.

Table 11. % of capital spending in safety investments in equity focus areas.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
<p>The RTP seeks to advance equity by funding projects that benefit equity in the communities that have the greatest needs.</p>				
<p>% of the capital MTIP spending invested in equity projects (transit or walk/bike investments)</p>	<p>N/A</p>	<p>67%</p>	<p>70%</p>	<p>N/A</p>
<p>% of the capital MTIP spending invested in projects located in equity focus areas</p>	<p>N/A</p>	<p>38%</p>	<p>43%</p>	<p>N/A</p>
<p>% of the capital MTIP spending invested in equity projects that are in equity focus areas</p>	<p>N/A</p>	<p>21%</p>	<p>28%</p>	<p>N/A</p>

Key Findings

- This measure was not utilized in the 2024-27 MTIP and was developed during the 2023 RTP process. The 2027-30 MTIP makes modest gains in capital MTIP spending going towards equity transportation projects in transit and active transportation, nearly meeting the 2030 RTP fiscally constrained result. The capital investments in the 2027-30 MTIP going towards projects located in equity focus areas and equity projects in equity focus areas do not meet the 2030 RTP fiscally constrained result.

Thriving Economy

RTO Goal: “Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.”

Performance measures: system completion – job centers, multimodal travel

System Completion – Job Centers

- Using a geographic information system analysis, the system completion-job centers performance measure analyses how many miles and what percentages of the pedestrian and bicycle network are completed in centers, station communities, mixed-use areas, employment, and industrial areas. The percentage of the pedestrian and bicycle networks completed in the previously mentioned areas is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP.

Table 12. % of completion for pedestrian and bicycle networks in centers, station communities, mixed-use areas, industrial, and employment areas.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.				
% of the pedestrian network that is complete within centers, station communities, and mixed-use areas	78%	77%	77%	63%
% of the bicycle network that is complete within centers, station communities, and mixed-use areas	66%	67%	69%	60%
% of the pedestrian network that is complete within employment and industrial areas	N/A	42%	46%	63%
% of the bicycle network that is complete within employment and industrial areas	N/A	55%	59%	60%

Key Findings

- The highlight of this performance measure is the increase of the bicycle network that is with centers, station communities, and mixed-use areas. While the relative increase is small, roughly 1%, the connections made to places of employment are important to attracting workforce and making safer connections to employment. Additionally, the 2027-30 MTIP result exceeds the 2030 RTP target and the region continues to make gains on this performance measure.
- The pedestrian network in centers, station communities, and mixed-use areas does see a slight decrease from the 2024-27 MTIP. However, the overall result is on track with the 2030 RTP fiscally constrained result and exceeds the 2030 RTP target, indicating the region is on track for this performance measure.
- The region still has work to do to get on track for both the pedestrian and bicycle networks within employment and industrial areas. While these performance measures were not analyzed in the 2024-27 MTIP, they were developed in the 2023 RTP and progress is slowly being made. The bicycle network in these areas is more developed and closer to 2030 RTP targets than the pedestrian network.

Multimodal Travel

- Utilizing a geographic information systems analysis, the multimodal travel performance measure assesses the percentage of capital projects in job centers, growth areas, and higher-than-average concentrations of jobs. The percentages of capital investment are based on the capital projects included in the 2027-30 MTIP investment profile and compared to the 2023 RTP financially constrained scenario for 2030.

Table 13. Percentages of capital investments in job centers, growth areas, and higher-than-average concentration of jobs.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP supports the economy by prioritizing by filling gaps in the transportation network and by designing the transportation system for multimodal travel.				
% of the capital MTIP invested in projects located in planned job centers and growth areas	N/A	52%	84%	N/A
% of the capital MTIP invested in projects located in areas that currently have higher-than average	N/A	45%	78%	N/A

concentrations of jobs				
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Key findings

- This measure was developed during the 2023 RTP and was not included in the 2024-27 MTIP. As a new measure, slow progress is being made towards 2030 RTP fiscally constrained results. Since this measures capital projects, and there is not a high capital budget in the 2027-30 MTIP, there isn't the progress hoped to be made.

Climate Action and Resilience

RTP Goal: “People, communities and ecosystems are protected, healthier and more resilient. Carbon emission and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.”

Performance measures: Active transportation system completeness, system completion near transit

The Motor Vehicle Emissions Simulator (MOVES) was not used during the evaluation process for the 2027-30 MTIP due to there not being any major capital roadway projects or significant state mobility policies, like tolling or roadway pricing. These projects and policies typically have impacts on emissions modeling. The projects in the 2027-30 MTIP would have very minimal impacts, if any, on auto emissions. The performance measures used are around active transportation completeness and system completion near transit. These investments offer alternatives to automobiles and help reduce auto emissions.

System Completion – Active Transportation

Using geographic information systems, the system completeness performance measure assesses the percentage of regional transportation networks completed for motor vehicle, transit, pedestrian, bicycle, trails, and active transportation. The percentage of the regional transportation network completed is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP.

Table 14. % completeness of the active transportation network

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP aims to complete the transit, bicycle, trail and pedestrian networks by 2035, and to complete all networks by 2045.				
% of the pedestrian network that is complete	58%	58%	63%	100%
% of the bicycle network that is complete	55%	55%	60%	100%
% of the trail network that is complete	45%	45%	48%	100%

Key Findings

- As more of the active transportation network is built out, more transportation options that are low or emission free are available to

utilize. Completing active transportation networks as soon as possible will help reduce emissions as more users can get to their destinations efficiently and safely.

- See key findings in Mobility Options as well.

System Completion Near Transit

- A geographic information systems analysis will provide the MTIP evaluation with completion percentages of both the pedestrian and bicycle networks that are near transit. The percentage of the pedestrian and bicycle networks near transit completed is based on the capital projects included in the 2027-30 MTIP investment profile and compared to the previous MTIP cycle, the 2023 RTP financially constrained scenario for 2030, and any identified targets for 2030 in the 2023 RTP.

Table 15. Change in percentage of pedestrian and bicycle networks completed near high frequency transit.

Measure	24-27 MTIP Result	27-30 MTIP Result	2023 RTP 2030 Fiscally Constrained Scenario Result	2023 RTP 2030 Performance Target
The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.				
% of the pedestrian network near transit that is complete	65%	65%	68%	63%
% of the bicycle network near transit that is complete	62%	61%	66%	60%

Key Findings

- A key strategy to help reduce automobile emissions is combining both active transportation and transit use. This entails ensuring the active transportation network is connected to transit routes and the networks are safe and convenient. Combining both safe active transportation connections to efficient transit makes this option more attractive to automobile use and helps reduce emissions. The 2027-30 MTIP investments make minimal improvements in these connections compared to the 2024-27 MTIP. However, the 207-30 MTIP results are ahead of the 2030 RTP targets and the region continues to make progress towards completing these networks near transit.

Federal Performance Targets

Since the passage of the Federal surface transportation legislation, "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and continued in the Infrastructure Investment and Jobs Act (IIJA), a comprehensive performance-based planning approach was required to be incorporated for the planning processes of state DOT's, MPOs and Transit Agencies.

This included the setting of coordinated targets, reporting on a set of performance measures and prioritizing projects using a coordinated performance-based planning process. The required Federal Performance Measures fall into three categories: maintenance, safety, and performance.

Table 16. Federal Performance Measures by Categories

Maintenance	Pavement and Bridge Conditions
	Transit Asset Management
Safety	Roadway Safety
	Transit Safety (Public Transportation Agency Safety Plans (PTSAP))
System Performance	System Reliability
	Freight Movement & Economic Vitality
	Congestion Mitigation and Air Quality (CMAQ)

Transportation Performance Management requires state DOT’s, MPOs, and Transit Agencies to establish regional targets and set baselines, and collect and monitor data to measure the performance of the system to inform transportation investments. To evaluate how the upcoming MTIP progresses toward these targets, Metro used a combined investment and qualitative analysis approach. Table 2 is a summary of how the 2027-30 MTIP contributes to performance targets set for the national goal areas.

Table 17. Summary of Progress Toward Federal Performance Targets

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
Infrastructure Condition: percent Interstate system pavements in good condition	No	\$91.1 million in roadway and bridge preservation and maintenance
Infrastructure Condition: percent Interstate system pavements in poor condition	Yes	
Infrastructure Condition: percent non-interstate system pavements in good condition	Undetermined ¹	
Infrastructure Condition: percent non-interstate system pavements in poor condition	Undetermined ²	

¹ ODOT changed pavement data collection vendors in 2022. Due to the change in data collection vendors, ODOT was unable to determine whether the actuals reported for 2023 would meet 2023 or 2025 pavement conditions targets for the non-interstate system at the time of the 2024 Federal Transportation Performance Period 2: Mid Performance Period Report for the Portland Metropolitan Region.

² See footnote 2.

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
Infrastructure Condition: percent NHS bridges in good condition	Yes	
Infrastructure Condition: percent NHS bridges in poor condition	Yes	
Infrastructure Condition (Transit Rolling Stock): percent transit revenue vehicles ³ meet or exceed useful life benchmark	Yes & No ⁴	\$595 million toward transit asset management
Infrastructure Condition (Transit Equipment): percent service vehicles meet or exceed useful life benchmark	Yes & No ⁵	
Infrastructure Condition (Transit Facilities): percent facilities rated below 3 on the condition scale	Yes & No ⁶	
Infrastructure Condition (Transit Infrastructure): percent	Yes & No ⁸	

³ A transit revenue vehicle is any bus, train, or paratransit vehicle actively transporting paying passengers. These vehicles generate "revenue service" miles and hours while available to the general public, separating them from maintenance, training, or out-of-service vehicles.

⁴ In general, the region's transit agencies – TriMet, SMART, and City of Portland Streetcar – are making progress towards their TAM targets, but no single transit agency met all the individual TAM targets set forth for the target year. For TriMet, there is not a consistent pattern of where underperformance of the TAM target occurs. One year it is the rolling stock TAM targets not met, then in another year it is infrastructure, and in another year, it is the equipment. For SMART and the City of Portland Streetcar, the agencies have consistently not met TAM performance targets set for rolling stock until 2023. The region's transit agencies continue to make adjustments to address underperformance and set achievable annual targets. See the 2024 Federal Transportation Performance Period 2 Mid Performance Period Report for the Portland Metropolitan Region in Appendix IV.

⁵ See footnote 4.

⁶ See footnote 4.

⁸ See footnote 4.

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
track segments with performance restrictions ⁷		
Safety: Fatalities and serious injuries	No	\$288.5 million toward transportation projects that address severe crashes ⁹
Safety: Transit fatalities per 1 million VRM ¹⁰	Yes & No ¹¹	\$608.8 million toward transit preventive maintenance, facilities, technologies, and operations support activities that reduce fatalities, serious injuries and safety events
Safety: Transit serious injuries per 1 million VRM ¹²	Yes & No ¹³	
Safety: Transit safety events per 1 million VRM ¹⁴	Yes & No ¹⁵	

⁷ Under federal transit regulations, a "track segment with performance restriction" is defined as any portion of the rail route where the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full service speed. Restrictions can be caused by issues with rail fixed guideway, track, power & signal systems.

⁹ Calculation method for the safety federal performance target differs from the calculation method for the RTP safety performance measure used in the RTP implementation system performance evaluation.

¹⁰ Vehicle Revenue Miles, or VRM, are defined as the miles that vehicles are scheduled to or actually travel while in revenue service.

¹¹ Smaller transit providers, namely SMART and City of Portland Streetcar, generally met the safety performance targets established for 2021, 2022, and 2023, the last reported information in the 2024 2024 Federal Transportation Performance Period 2 Mid Performance Period Report for the Portland Metropolitan Region. TriMet did not meet the safety performance targets for both 2021 and 2022. TriMet also did not meet system reliability targets for deviated/fixed route bus or demand response in 2022 or 2023. However, in areas in which a transit agency is underperforming towards its target, the trending trajectory is moving in the direction towards the target year over year. See Appendix VI for more information.

¹² See footnote 3

¹³ See footnote 11

¹⁴ See footnote 3

¹⁵ See footnote 11

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
System Reliability: Transit reliability rate of in-service vehicle failures (miles)	Yes & No ¹⁶	\$608.8 million toward transit preventive maintenance, facilities, technologies, and operations support activities that reduce in service vehicle failures
System Reliability: percent person-miles traveled on Interstate are reliable	Yes	\$188 million toward transportation system management, freight planning, and bond repayments for capital projects that support roadway system reliability
System Reliability: percent person-miles traveled on non-Interstate NHS are reliable	Yes	
Freight Movement & Economic Vitality: Truck Travel Time Reliability (TTTR) Index	Yes	

National Highway System Pavement and Bridge Condition Targets

Target Overview

Bridge and Pavement Condition reporting under MAP-21 (Moving Ahead for Progress in the 21st Century Act) refers to the standardized, data-driven reporting and mapping by state Departments of Transportation (DOTs) that assesses the condition of the National Highway System (NHS) infrastructure, focusing on pavement smoothness (IRI) and bridge structural integrity (Good/Fair/Poor) to meet federal performance targets for efficient investment and accountability.

Metro set 2023 and 2025 regional targets for pavement and bridge conditions within the region's MPO boundary in the 2023 RTP (Tables below). Since the region's pavement and bridge condition have a much higher usage

¹⁶ See footnote 11

within the MPO boundary than in the rest of the state, targets are less aggressive than those set for Oregon statewide and have the 2016 and 2017 baselines and recent levels of pavement and bridge maintenance funding. ODOT, as the lead agency on pavement and bridge condition, is responsible for reporting conditions to Metro.

It is worth noting ODOT changed pavement data collection vendors in 2022 which resulted in changes to baseline data and actual results. ODOT is now better able to evaluate pavement rutting, and some pavement previously labeled ‘good’ may no longer be ‘good’ due to this identification of rutting. The 2023 and 2025 targets for percentage of both interstate and non-interstate pavement in good condition have been adjusted downward to account for the new assessment methods of pavement conditions.

Findings

The 2027-2030 MTIP package includes 9 identified project investments, approximately \$91.1 million, that will contribute towards the achievement of the pavement and bridge asset management targets. This is approximately a 54% decrease from the \$200 million of investments in both the 2024-2027 MTIP cycle. A majority of these investments are coming through ODOT’s Fix-It operations program whose aim is to fix or preserve the state’s transportation system, including bridges, pavement, culverts, traffic signals and others.

During the most recent second reporting period, the percentage of non-interstate pavement in ‘good’ condition in 2023 was 16.5% and did not meet the 2023 target of 30%. The percentage of pavement on the Interstate System in poor condition was 1.3% which was lower than the 2023 target of 1.5%. Data for 2023 actuals were not available for percentage of pavement on non-Interstate NHS in good or poor condition in the most recent Federal Transportation Performance Period 2 Mid Performance Period Report published in October 2024.

Table 18. Asset Management - Pavement Condition Targets

Asset Management – Pavement Condition ¹⁷

¹⁷ Data Source: Oregon Department of Transportation

^{**}ODOT changed the metrics for calculating percent of pavement on non-Interstate NHS in good and poor condition

Performance measure	First Performance Period Jan. 1, 2018 to Dec. 31, 2021					Second Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2018 Baseline	2020 Actual	2021 Actual	2022 Target	2022 Target achieved ?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Percent of pavement on the Interstate System in good condition	46.5%	50.9%	61.8%	35%	yes	39.9%**	16.5%	30%	30%
Percent of pavement on the Interstate System in poor condition	0.8%	0.5%	0.3%	0.5%	yes	1.0%**	1.3%	1.5%	1.5%
Percent of pavement on the non-Interstate NHS in good condition	17.5%*	13.4%*	Not available	32%*	no	10.0%**	Not available	12%	12%
Percent of pavement on the non-Interstate NHS in poor condition	10.4%*	11.8%*	Not available	25%*	no	20.5%**	Not available	25%	25%

The percentage of NHS bridges in the Portland region classified in ‘good’ condition remained at 6 percent from 2017 until 2023 exceeding the target of 5% in 2023. The percentage of NHS bridges classified in poor condition increased from 1% to 2% in 2023, quickly approaching the decreasing targets. The 2023 and 2025 targets were adjusted from 1% to 2% to be closer to the 2022 target. Still, the region achieved the 2022 and 2023 targets for both bridge condition performance measures. As for programming in the 2027-2030 MTIP, the preservation and maintenance is a majority of the investment profile which continues to invest into the maintenance of existing bridges.

Table 19. Asset Management - Pavement Condition Targets

***ODOT changed pavement data collection vendors in 2022. ODOT believes that the new vendor has an ability to better evaluate the level of rutting in the pavement, which impacts pavements that were near thresholds and went from good to fair conditions, or from fair to poor condition

Asset Management – Pavement Condition ¹⁸									
Performance measure	First 4-year Performance Period					Second 4-year Performance Period			
	2017 Baseline	2020 Actual	2021 Actual	2022 Target	2022 Target achieved ?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Percent of NHS bridges classified in good condition	6%	6%	6%	5%	yes	6%	6%	5%	5%
Percent of NHS bridges classified in poor condition	1%	1%	1%	5%	yes	1%	1%	2%	2%

Transit Asset Management (TAM) Measures and Targets

Target Overview

The purpose of the Federal Transit Administration (FTA) Transit Asset Management (TAM) program is to achieve and maintain a State of Good Repair (SGR) for public transportation Assets.

State of Good Repair is the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset is: 1) able to perform its designed function, 2) does not pose a known unacceptable safety risk, and 3) its lifecycle investments have been met or recovered.

The FTA TAM Final Rule requires recipients and subrecipients of federal financial assistance that own, operate, or manage capital assets used for public transportation to develop TAM plans for their assets (this includes vehicles, facilities, equipment, and support infrastructure).

Transit asset performance is measured by a subgroup of capital assets within an asset category. The following table shows the Performance Measures required to be reported to the National Transit Database (NTB).

¹⁸ Data Source: Oregon Department of Transportation

Table 20. TAM Performance Measures

Capital Assets	Performance Measure
Equipment: Non-revenue service vehicles by asset class	Percentage of nonrevenue vehicles met or exceeded Useful Life Benchmark
Rolling Stock: Revenue vehicles by asset class	Percentage of revenue vehicles met or exceeded Useful Life Benchmark
Infrastructure: Only rail fixed-guideway, track, signals and systems	Percentage of track segments with performance restrictions
Facilities: Maintenance and administrative facilities; passenger facilities and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale

Findings

In general, the region’s transit agencies are making progress towards their TAM targets as shown in Table 9, but no single transit agency met all TAM targets set forth.

As the largest transit service provider in the region, TriMet’s performance on the TAM targets is vital because transit plays a significant role

in the region’s implementation strategy to achieve the Regional Transportation Plan goals. For previous TAM targets set for 2020, 2021 or 2022, TriMet has not been able to meet all the individual targets across the four major categories: rolling stock, equipment, facilities, and infrastructure. In most cases, TriMet met many of the individual targets, but with each year the actual performance does not meet one or two. There is not a consistent pattern of where underperformance of the TAM target occurs. For 2023, 2024, and 2025, TriMet’s TAM targets were set to levels TriMet viewed as achievable.

For the smaller transit providers, namely SMART, TAM targets are generally achieved (and/or adjustments were made to address underperformance). However, SMART had consistently not met TAM performance targets set for rolling stock until 2023. For SMART, underperformance has held steady for

buses since 2020 but recently declined in 2022 for cutaway buses. In 2023, it met its target for buses but still not for cutaway buses.

Most transit investments in the 2027-2030 MTIP are towards maintenance and preservation of the existing transit system. At over \$595 these investments focus on replacing aging buses and replacing parts of the light rail track and making repairs at transit stations. These investments are expected to contribute to achieving a State of Good Repair.

Table 9 for Transit Asset Management Targets can be found at the end of Federal Performance Measures and Target section.

Roadway Safety

Target Overview

The Federal Highway Administration (FHWA) mandated specific safety performance measures, primarily focused on the number and rates of fatalities and serious injuries on all public roads. These are calculated as 5-year rolling averages for both the total count and the rate per 100 million VMT. States must set annual targets for safety measures (fatality/serious injury counts and rates). States can also set aggregate targets for urbanized areas and non-urbanized areas.

Metro set ambitious targets for safety within the region's Metropolitan Planning Area (MPA) boundary in the Regional Transportation Plan (RTP) in 2018: a sixteen percent reduction in fatalities and serious injuries by 2020, a fifty percent reduction by 2025 and zero fatalities and serious injuries by 2035. The Vision Zero target remained unchanged in the 2023 RTP. To be on track to meet these goals, fatalities and serious injuries needed to decline 16 percent from the base year (2015) to the target year (2020). However, fatalities increased 50 percent, and serious injuries increased 12 percent.

Findings

The 2027-2030 MTIP package includes 71 identified project investments that will contribute towards the achievement of the roadway safety targets. In total, approximately \$288.5 million is programmed to improve safety conditions in the Metro region in the 2027-30 MTIP. This is approximately a 86% increase from the \$155 million of investments in the 2024-2027 MTIP cycle.

According to the most recent data in the Federal Performance Reporting, the five year rolling average in 2022 baseline data shows that none of the five safety targets are met in the Metro region. There is an increase in number of fatalities from 93 in 2020 to 105 in 2022. However, the fatalities per 100 million vehicle miles traveled remained the same at 0.9. Still much higher than the targets of 0.4 and 0.3 for 2023 and 2025 respectively. The number of serious injuries between 2020 and 2022 also increased from 512 in 2020 to 636 in 2022 creating a widening delta between the 2022 baseline and the 2023 (293) and 2025 (229) targets. The number of serious injuries per 100 million vehicle miles traveled also increased from 4.8 in 2020 to 5.7 2022 and, again, much higher than the targets in 2023 (2.6) and 2025 (2.0). Finally, number of non-motorized fatalities and serious injuries remained the same (129) between 2020 and 2022, but still much higher than the 2023 and 2025 targets of 72 and 57 respectively.

While data trends continue to show that the region is moving in the opposite direction for the five MAP-21 safety performance measures, the public awareness and the number of fatalities resulting from crashes in the region has increased the urgency to do more to prevent these fatalities. The 2027-2030 MTIP reflects investments that look to address aspects of the roadway to reduce crashes, particularly severe crashes that lead to serious injuries and fatalities. In addition, both the prioritization criteria for allocating federal and state discretionary funding in the STIP and the Regional Flexible Funds reflect the significant emphasis on reducing crashes. While reducing crashes is predicated on numerous strategies, the diverse set of investments in the 2027-2030 MTIP continues to aim and get back on track towards the region’s ambitious safety goal of Vision Zero and the metrics.

Table 21. Roadway Safety – Fatalities and Serious Injuries Targets

Roadway Safety – Fatalities and Serious Injuries ¹⁹							
Performance Measure	First Performance Period Jan. 1, 2018 to Dec. 31, 2018				Second Performance Period Jan. 1, 2022 to Dec. 31, 2025		
	2018 Baseline**	2020 Target	2020 Actual**	Target achieved ?	2022 Baseline**	2023 Target	2025 Target
Number of fatalities	75	52	93	No	105	40	31
Fatalities per 100 million vehicle miles traveled	0.7	0.5	0.9	No	0.9	0.4	0.3

¹⁹ Data Source: Oregon Department of Transportation, crash data analyzed by Metro

** 5-year rolling average of observed crashes as reported by ODOT

Number of serious injuries	512	384	384	No	636	293	229
Serious injuries per 100 million vehicle miles traveled	4.9	3.6	4.8	No	5.7	2.6	2.0
Number of non-motorized fatalities and serious injuries	130	95	129	No	129	72	57

Public Transportation Agency Safety Plan (PTSAP) Targets

Target Overview

The Public Transportation Agency Safety Plan (PTSAP) regulation requires transit agencies to develop an Agency Safety Plan (ASP) and include annual safety performance targets based on the performance measures established in the National Public Transportation Safety Plan. Transit agencies use these targets to monitor and assess the safety performance of their public transit systems.

FTA’s National Safety Plan identifies 14 safety performance measures for all agencies subject to the PTASP regulation. There are two kinds of safety performance measures established in the National Safety Plan: measures of the total number of instances, and measures of the rate of instances.

In areas applicable, Metro’s regional safety performance target of Vision Zero is the established regional target. In categories which the region’s Vision Zero safety target is not consistent with the public transit agency safety performance target, Metro accepted as the regional target the transit agencies safety performance targets.

Findings

The smaller transit providers, namely SMART and City of Portland Streetcar, appear to meet the safety performance targets established for 2020 and 2021. However, the rate of safety events and injuries are trending downwards. In the case of injuries, the total and rate is trending below the 2019 baseline performance levels.

Safety events and injuries can be interpreted as collisions (vehicles, person, object), derailment, hazardous materials spills, fire, “acts of god”/evacuations for safety, system security events, injury to the bus or train operator, or other events such as non-injury slips, trips, & falls when using bus or station stairs or mobility tie down malfunction, smoke or shock, power failure, maintenance

issues. With this wide array of factors, many of the investments in the 2027-2030 MTIP apply towards transit safety and while most of those investments are being made by the transit agencies, some are also being led by local jurisdictions and state agency partners.

The largest set of investments in the 2027-2030 MTIP includes transit investments towards maintenance and preservation of the existing transit system. At over \$595 these investments focus on replacing aging buses and replacing parts of the light rail track and making repairs at transit stations. These investments not only contribute to reducing safety events or injuries, but also keeping the transit system reliable.

Table 10 for Transit Agency Safety Targets can be found at the end of Federal Performance Measures and Target section.

System Performance – National Highway System and Freight Reliability

Target Overview

System Performance Targets under MAP-21 are federal requirements for State DOTs and MPOs to set measurable goals for improving the efficiency and reliability of the National Highway System (NHS), focusing on reliability on interstate and non-interstate system for non-freight person miles traveled.

Metro set 2020 and 2022 regional targets for National Highway System Performance within the region's MPO boundary in the 2018 RTP and continued these same targets for 2023 and 2025 in the 2023 RTP.

Findings

The 2027-2030 MTIP package includes 20 identified project investments that will contribute towards the achievement of the national highway system performance targets and freight movement and reliability targets. In total, approximately \$187 million is programmed to improve and maintain system performance in the Metro region. This is approximately a 87% increase from the \$100 million of investments in the 2024-2027 MTIP cycle.

The percentage of person-miles traveled on the Interstate System in the region that are reliable was 59.4% in 2022 (baseline). However, the 2023 actual reveals the reliability to be at 52.1%, but is still higher than the 2023 target of 43%. The trend from 2017 to 2020 shows an overall improvement in reliability, and thus improvement over the first reporting period. Reliability

peaked at the height of the pandemic, and has since declined, through the second performance period. The percentage of person-miles traveled on the non-Interstate NGA that are reliable in 2023 was 82.8%, much slightly higher than the 2022 baseline (82.4%) and much higher than the 2023 target (66%).

Table 22. National Highway System Performance Targets

National Highway System Performance											
Performance measure	First 4-year Performance Period Jan. 1, 2018 to Dec. 31, 2021							Second 4-year Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2017 Baseline	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2020/ 2022 Target	2022 Target achieved?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate System that are reliable	46%	47%	49%	82.3%	63.4%	43%	yes	59.4%	52.1%	43%	43%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	72%	75%	77%	90.3%	85%	66%	yes	82.4%	82.8%	66%	66%

Freight Movement on the Interstate System and Freight Reliability Targets

Target Overview

MAP-21 established national performance goals, including for freight, requiring states to set targets for improving the Interstate System's freight movement and system reliability, specifically tracking Truck Travel Time Reliability (TTTR) on the Interstate and system reliability on the National Highway System (NHS), using performance measures and strategic plans to reduce congestion and enhance economic vitality by focusing on freight corridors and bottlenecks. The higher the TTTR typically means more unreliability.

Metro set 2020 and 2022 regional targets for freight reliability within the region's MPO boundary in the 2018 RTP and continued these same targets for 2023 and 2025 in the 2023 RTP. (Table below)

Findings

Freight reliability experienced a similar pattern to the highway system reliability, as described above; its reliability peaked during the pandemic and has since worsened, while outperforming 2019 performance and set targets. The 2023 actual was reported to be 2.67 while the target is 3.10 for both 2023 and 2025.

Table 23. Freight Movement on the Interstate System – Freight Reliability Targets

National Highway System Performance											
Performance measure	First 4-year Performance Period Jan. 1, 2018 to Dec. 31, 2021							Second 4- year Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2017 Baseline	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2020/ 2022 Target	2022 Target achieved?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Truck Travel Time Reliability (TTR) Index	2.93	2.88	2.84	2.30	2.44	3.10	yes	2.52	2.67	3.10	3.10

Congestion Mitigation and Air Quality (CMAQ) Measures and Targets

Metro set 2020 and 2022 regional targets for CMAQ measures within the region's MPO boundary in the 2018 RTP and continued these same targets for 2023 and 2025 in the 2023 RTP. Approximately, \$306 million is programmed in the 27-30 MTIP to be invested in projects addressing CMAQ measures.

Per the 2019 federal performance measures applicability review by FHWA, Metro is no longer required to report on the CMAQ Peak-Hour Excessive Delay and the Non-Single Occupancy Vehicle Mode Share performance targets. This is due to the region completing its last obligations of its maintenance plan on October 2, 2017, and in attainment status for all criteria pollutants.

Table 24. Transit Asset Management (TAM) Targets

Transit Asset Management Targets ²⁰													
First Performance Period. Jan. 1, 2018 to Dec. 31, 2021								Second Performance Period. Jan. 1, 2022 to Dec. 31, 2025					
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target	2020 Performance	2021 Target	2021 Performance	2022 Target	2022 Performance	2023 Target	2023 Performance	2024 Target	2024 Performance	2025 Target
TriMet Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)													
AB – Articulated Bus	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0%	0%	0.0%	0%
BU – Bus	15.3%	16.2%	18%	0.0%	5.9%	6.1%	5.8%	0%	0%	0%	6%	0.0%	0%
CU – Cutaway (used for LIFT para-transit)	9.0%	16.6%	45%	45.2%	45.2%	45.2%	43.2%	52.2%	60%	83.0%	61%	55.3%	43%
LR – Light rail vehicles ³	0%	0%	18%	17.6%	17.6%	17.6%	17.6%	17.7%	17.7%	17.7%	13%	15.8%	42%
RP – Commuter rail passenger coach	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0% ⁴	0%
RS – Commuter rail self-propelled passenger car	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	0%
VN – Van (used for LIFT para-transit)	0%	0%	0%	0%	0%	0%	16.5%	23.8%	25.3%	24.1%	48% ¹²	44.3%	100%
TriMet Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)													
Automobiles ⁶	28.6%	28.6%	17%	28.6%	28.6%	28.6%	40%	25%	25%	25%	50%	50%	50%
Trucks and other rubber tire vehicles	34.4%	29.0%	23%	24.3%	24.3%	24.3%	27.8%	34.1%	25.3%	28.9%	36%	36.4%	37%
Steel wheel vehicles	30%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TriMet Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)													

²⁰ Each transit provider must update State of Good Repair targets annually and the agency’s Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. Performance measures and targets are monitored and reported in adopted agency TAM Plans. Due to the timing of agency TAM plan updates, 2024 performance and 2025 targets are only available for TriMet.

Passenger/Parking facilities	1.03%	1.22%	1%	0.9%	0.7%	0.9%	0.6%	0.6%	0.7%	0.0%	1%	0.0%	1%
Administrative/Maintenance facilities	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	0%	0.0%	0%
TriMet Infrastructure – Percent of track segments with performance restrictions													
LR – light rail	4.7%	4.24%	4.0%	5.9%	5.0%	7.6%	5%	7.3%	7%	5.8%	8%	6.2%	7%
YR – Hybrid rail	3.0%	0.42%	3.0%	1.6%	3.0%	0.1%	3%	0%	3%	0.2%	3%	0.0%	3%
SMART Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)													
BU – Bus	33%	35%	33%	43%	20%	43%	25%	43%	26%	25%	26%		
CU – Cutaway Bus				47%	32%	47%	38%	63%	38%	76%	38%		
SMART Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)													
Automobiles	20%	38%	20%	10%	12%	0%	8%	0%	8%	0%	8%		
Truck and other rubber tire vehicles					44%	25%	45%	14%	45%	25%	45%		
SMART Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)													
Passenger/Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative/Maintenance	0%	0%	0%	3%	1.5%	0%	1.5%	0%	0%	0%	0%		

Table 25. Transit Agency Safety Targets

Transit Agency Safety Targets																			
Performance Measure	First Performance Period. Jan. 1, 2018 to Dec. 31, 2021										Second Performance Period. Jan. 1, 2022 to Dec. 31, 2025								
	2019 Baseline		2020		2021		2021		2022		2022		2023		2023		2024		
	Performance		Performance		Target		Performance		Target		Performance		Target		Performance		Target		
	Total	Rate	Total	Rate	Total	Rate	Total	Rate	Total	Rate	Total	Rate	Total	Rate	Total	Rate	Total	Rate	
TriMet Fatalities	Per 1 million Vehicle Revenue Miles (VRM) (100K DR)																		
Commuter /Light Rail Deviated/Fixed	1	0.112	3	0.338	0	0	7	0.79	0	0	4	0.495	0	0	4	0.514	0	0	
Route Bus	1	0.047	0	0	0	0	1	0.046	0	0	0	0	0	0	2	0.101	0	0	
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TriMet Injuries	Per 1 million VRM (100K DR)																		
Commuter /Light Rail Deviated/Fixed	113	12.651	97	10.943	--1	<1.9	66	7.45	--1	<1.9	27	3.34	--1	<1.9	45	5.785	--1	<1.9	
Route Bus	111	5.205	152	6.92	--1	<1.9	120	5.463	--1	<1.9	96	4.936	--1	<1.9	102	5.13	--1	<1.9	
Demand Response	13	1.819	5	0.906	--1	<1.9	6	1.087	--1	<1.9	0	0	--1	<1.9	0	0	--1	<1.9	
TriMet Safety Events	Per 1 million VRM (100K DR)																		
Commuter /Light Rail Deviated/Fixed	114	12.763	111	12.522	--2	<1.3	98	11.056	--2	<1.3	53	6.556	--2	<1.3	61	7.842	--2	<1.3	
Route Bus	112	5.251	164	7.466	--2	<2.6	141	6.419	--2	<2.6	118	6.067	--2	<2.6	123	6.186	--2	<2.6	
Demand Response	11	1.539	4	0.724	--2	--2	5	0.906	--2	--2	3	0.707	--2	--2	0	0	--2	--2	
TriMet System	Rate of in-service vehicle failures (miles) ²¹																		

²¹ System reliability is defined by FTA as the mean distance between major mechanical failures

Reliability Commuter /Light Rail Deviated/Fixed Route Bus Demand Response	N/A <i>(rate only)</i>	120,234 31,000 22,840	N/A <i>(rate only)</i>	27,905 8,912 4,973	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	28,054 10,698 2,435	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	34408 9188 3,313	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	33,085 7,675 4,586	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0
TriMet System	Rate of in-service vehicle failures (miles) ²²																	
Reliability Commuter /Light Rail Deviated/Fixed Route Bus Demand Response	N/A <i>(rate only)</i>	120,234 31,000 22,840	N/A <i>(rate only)</i>	27,905 8,912 4,973	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	28,054 10,698 2,435	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	34408 9188 3,313	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0	N/A <i>(rate only)</i>	33,085 7,675 4,586	N/A <i>(rate only)</i>	>10,000 >15,000 >15,000 0
SMART	Per 100k VRM																	
Fatalities Deviated Fixed/Fixed Route Bus Demand Response	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SMART	Per 100k VRM																	
Injuries Deviated Fixed/Fixed Route Bus Demand Response	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SMART Safety	Per 100k VRM																	

²² System reliability is defined by FTA as the mean distance between major mechanical failures – measured as revenue miles operated divided by the number of major mechanical failures.

Events	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	--	0	0	0	0
Deviated																			
Fixed/Fixed	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	--	0	0	1	2.41
Route Bus																			
Demand																			
Response																			
SMART System	Rate of in-service vehicle failures (miles)																		
Reliability																			
Deviated	N/A	21,324 ⁸	N/A	19,738	N/A	20,837	N/A	19,738	N/A	21,324	N/A	19,738	N/A	20,837	N/A	34,558	N/A	20,837	
Fixed/Fixed																			
Route Bus	(rate only)	14,206 ⁸	(rate only)	10,397	(rate only)	12,778	(rate only)	10,397	(rate only)	14,206	(rate only)	10,397	(rate only)	12,778	(rate only)	4,155	(rate only)	12,778	
Demand																			
Response																			

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.

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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