

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, September 19, 2024

7:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

1. Call To Order, Declaration of a Quorum & Introductions (7:30AM)

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2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda (7:40AM)

- 3.1 Consideration of the July 18, 2024 JPACT Minutes
(7:40AM)

[24-6127](#)

Attachments: [071824 JPACT Minutes](#)

4. Updates From the JPACT Chair (7:45AM)

- 4.1 · Summary of nominated projects for a potential RFFA bond [COM](#)
[24-0832](#)
- Westside Multimodal Improvements Study
 - Transit minute
- Attachments: [WMIS Recommendations and Implementation Plan Summary of Step 2 Letters of Interest.pdf](#)
[Potential RFFA Bond Nominations Summary](#)

5. Information/Discussion Items (8:00AM)

- 5.1 TriMet Safety and Security Presentation (8:00AM) [COM](#)
[24-0834](#)
- Presenter(s): Andrew Wilson, Executive Director of Safety and Security,
Trimet

Attachments: [JPACT Worksheet](#)

- 5.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (8:30AM) [COM](#)
[24-0835](#)
- Attachments: [JPACT Worksheet](#)
[Attachment A](#)

6. Updates From JPACT Members (9:00AM)

7. Adjourn (9:30AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីសេវាសម្រាប់ពលរដ្ឋ www.oregonmetro.gov/civilrights

បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គ

ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 JPACT Work Program

As of 07/31/24

Items in italics are tentative

<p>July 18, 2024 (online)</p> <ul style="list-style-type: none"> • Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements (consent) • Resolution No. 24 -5424, For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements (action) • RFFA Next Steps (Ted Leybold (10 min)) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) 	<p>August 15, 2024- No meeting</p>
<p>September 19, 2024 (in person)</p> <ul style="list-style-type: none"> • Consideration of the July 18, 2024 JPACT Minutes • <i>Comment from the Chair- Summary of nominated projects for the bond (5 min)</i> • <i>Comment from the Chair- Westside Multimodal Improvements Study (5 min)</i> • <i>Comment from the Chair Transit minute (5 min)</i> • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) (30 min) 	<p>October 17, 2024 (online)</p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding: Recommendation (Action) • IBRP Supplemental Draft Environmental Impact Statement (Kristin Leonard and Greg Johnson, IBR; 20 min) • Connecting Communities Transit Study (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min)
<p>November 21, 2024 (In person)</p> <ul style="list-style-type: none"> • <i>Comment from the Chair- Regional Rail Study Kickoff (5 min)</i> • <i>Comment from the Chair- RFFA Step 2 application summary (5 min)</i> • <i>Regional Emergency Transportation Routes Phase 2 (Tom Kloster, Metro; 20 min)</i> • TV Highway Project Development Update (Jess Zdeb, Metro; 30 min) 	<p>December 19, 2024 (online)</p> <ul style="list-style-type: none"> • RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (Grace Cho (she/her), Metro; 45 min) • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • Cascadia Corridor Ultra-High-Speed Rail (Catherine Ciarlo and Ally Holmqvist, Metro; 20 min)

3.1 Consideration of the July 18, 2024 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, September 19, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 18, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Mingus Mapps
Joe Buck
Rian Windsheimer
Ali Mirzakhali
Anne McEnery-Ogle
Travis Stovall
Steve Callaway
Curtis Robinhold

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
City of Portland
Cities of Clackamas County
ODOT
Oregon Department of Environmental Quality
City of Vancouver
Cities of Multnomah County
Cities of Washington County
Port of Portland

MEMBERS EXCUSED

Sam Desue
Carley Francis
Leann Caver
Jesse Beason

AFFILIATION

TriMet
Washington State Department of Transportation
C-Tran
Multnomah County

ALTERNATES PRESENT

Jef Dalin
Brett Sherman
Chris Ford
JC Vanatta
Emerald Bogue
Scott Patterson

AFFILIATION

Cities of Washington County
Cities of Clackamas County
ODOT
TriMet
Port of Portland
C-Tran

OTHERS PRESENT: Dwight Brashear, Gerik Kransky, Margi Bradway, Sarah Iannarone, Sara, Tom Powers, John Washington, John Mermin, Chris Smith, Carmen Merlo, Megan Channell, Derek Bradley, Mike Serritella, Steph Noll, Ericka Warren, Brendan Finn, Carly Sylva-Gabrielson, Bryson Davis, JT Flowers, Alex Cousins, Laurie Lebowsky-Young, Sharon Daleo, Blake Perez, Andy Jeffrey, Maluaka, Steve Szigethy, Allison Boyd, Jessica Pelz, Monica Krueger, Bryson Davis, Taylor Steenblock, Aaron Deas, Eric Hesse, Noel, Jean Senechal Biggs, Carol Change, Mandy Putney, Miranda Seekins, Miles Pngilly, Kyung Park, Cynthia Castro, Sarah Paulus, Josie Tecum, Caleb Winter, Alan Lehto, Michael Orman, Matt Ransom, Rebecca Stavenjord, Tiffany Gehrke, Trevor Sleeman, Shoshana Cohen, Ashley Bryers, Adam Torres, Cindy Pederson, Tom Markgraf, Jaimie Lorenzini, Brenda Bartlett, Jeff Gudman, Katherine Kelly

STAFF: Georgia Langer, Catherine Ciarlo, Betsy Emery, Ken Lobeck, Ted Leybold, Jaye Cromwell, Grace Cho, Michelle Bellia, Ally Holmqvist, John Mermin, Kim Ellis, Victor Sin, Ina Zucker, Gerritt Rosenthal, Monica Krueger, Anneliese Koehler, Susanne Raymond, Lake McTighe, Victor Sin, Liza Hunrichs, Dan Kaempff, Anthony Cabadas, Tom Kloster, Jess Zdeb, Marielle Bossio, Gerritt Rosenthal, Ramona Perrault, Ken Lobeck, Jaye Cromwell,

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Connor Ayers read aloud the instructions for providing public testimony.

Bryson Davis shared his support of the Albina Project and the highway capping project. He shared that this is an extraordinary opportunity.

Steph Noll, Oregon Trails Coalition, asked that JPACT address two critical funding gaps, which are safe routes to school and Oregon community paths. She shared that they cannot leave out these ODOT safety programs when maintaining and investing in great streets.

John Washington, executive director of the Soul District Business Association, shared he is in support of the Rose Quarter project. He shared that this project would support the economic development of this district.

Chris Smith, No More Freeways, shared that he supports the MTIP bundle for the Rose Quarter project. He shared the cover project is very much supported. He noted that it is preferable to him that they build the cap without widening the highway.

Sarah Iannarone, executive director of the Street Trust, shared that safe routes to school should be supported in the safety strategy for Oregon's transportation priorities.

There being no more testimony, Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Ted Leybold who shared the fatal traffic accidents that have occurred since the last meeting. He also shared that one of the deaths they reported at the previous meeting as a traffic death has been reclassified as a homicide.

Chair Gonzales shared that starting in September, they will have a new recurring item on the agenda called the Transit Minute following the JPACT trip. They will provide a regular quick update on ridership recovery, sharing where they are now and highlighting the key efforts by regional partners to get to where they want to be. He also shared that the region has secured \$1.5 billion dollar grant from the Federal Bridge Investment Program for the I-5 bridge.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the Consent Agenda. The first was Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements, and the second item was the Consideration of the June 20, 2024, JPACT Minutes.

MOTION: Commissioner Mingus Mapps moved to approve the consent agenda, seconded by Mayor Anne McEnerny-Ogle

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5. ACTION ITEMS

5.1 Resolution No. 24-5425 For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements

Chair Gonzalez introduced Ted Leybold, Ken Lobeck, and Megan Channell, and Albina Trust staff to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters discussed the two federal funding awards and the five MTIP Programming actions. They discussed public comment and TPAC action, as well as the project presentations that have taken place. The presenters discussed the federal investment in Albina projects, sharing information about the Neighborhood Access and Equity Grant Awards. They shared information on the Broadway main street and supporting connections, and the City of Portland Request to amend the 2024-27 MTIP to program the \$38.4 million dollar grant awarded through the Neighborhood Access and Equity program. They discussed the project overview and the grant funding for the highway cover. The presenters discussed the partnership and engagement they have conducted and shared details on the MTIP amendment request.

JPACT Member Discussion:

Commissioner Mingus Mapps shared that the City of Portland is delighted to move forward with this project. He

noted that the leadership of the community members has been great and shared that this is an opportunity to improve safety and reconnect neighborhoods.

Mayor Steve Callaway shared that on behalf of the communities of Washington Counties, they strongly support this. He noted that he hopes this repairs trust going forward.

Chair Gonzalez expressed appreciation for the leadership that led to this significant moment, noting that this project represented the largest award ever granted under the Reconnecting Communities program. He emphasized that this project brought the region together in a unique, once-in-a-generation opportunity to achieve multiple regional goals. Chair Gonzalez highlighted the collaboration between government and community as a model worth replicating to accelerate progress toward their objectives. Chair Gonzalez thanked the presenters for their efforts in carrying the project forward and expressed gratitude for reaching the stage where action could be taken.

MOTION: Commissioner Mingus moved to approve Resolution No. 24-5425, seconded by Mayor Stovall

ACTION: With all in favor, the action item was approved.

6. INFORMATION/DISCUSSION ITEMS

6.1 RFFA Next Steps

Chair Gonzalez introduced Grace Cho and Ted Leybold to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters shared an overview of the 2028-2030 Regional Flexible Fund Allocation, and shared where they are on the timeline for the 28-30 RFFA Process. They explained that they are currently at the pre-application and process communication phase. They shared that they are working on candidate project identification, which will occur from August to October of 2024. The presenters shared details about the candidate project identification, as well as the project evaluation and bond scenarios analysis details. The presenters discussed the proposal selection and public comment key dates, as well as the deliberation and decision key dates. They additionally mentioned the committee roadshow dates and asked for questions or comments from the JPACT members.

JPACT Member Discussion:

Commissioner Paul Savas expressed concern over the unusually short nomination period for the project, noting that the timeline, combined with vacations and holidays, did not allow enough time to fully optimize the use of available funds. He mentioned that the limited window seemed more suited for projects already prepared for implementation rather than for innovative or creative initiatives. Commissioner Savas pointed out that while the flexible funds (RFFA) were intended to create broader opportunities, the narrowed criteria and the long-term commitments required by bonding reduced flexibility. He remarked that this limited flexibility particularly impacted less developed areas that needed groundwork to launch projects. Commissioner Savas concluded by emphasizing that, in his experience, having such a brief nomination period during this time of year was unprecedented.

Commissioner Nafisa Fai raised concerns regarding funding limitations for project bond candidates. She referenced the recent JPAC meeting, where Washington County discussed several projects being considered. Commissioner Fai directed her question to Metro staff, asking if there were any specific funding constraints or a maximum amount that project candidates should request, given that some projects are large enough to potentially consume the entire bond funds. She also inquired about the process for evaluating all proposals and creating a cohesive bond proposal for future JPAC consideration.

Grace Cho responded by stating that there were no maximum limits set for project nominations in the current process. She noted that while there were minimum thresholds for certain categories like first and last mile, safe access to transit, and transit vehicle priority projects, these were only intended to establish a baseline for the scale of projects being considered for the bond. Cho explained that the decision not to set maximum limits was intentional, allowing for a better understanding of various project needs. She added that after receiving nominations, there would be a screening and financial analysis phase, followed by discussions with nominating agencies to clarify the rationale behind requests and explore scalability options if needed.

There being no further discussion, Chair Gonzalez moved onto the next agenda item.

6.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development:

Chair Gonzalez introduced Anneliese Koehler, Tom Powers, Derek Bradley, Miles Pengilly, Carly Sylvia-Gabrielson and Carmen Merlo to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters shared the educational presentations that have been conducted regarding the 2025 Legislative Priorities, and shared the future JPACT discussions that will take place, as well as the adoption. They shared the timeline of the JPACT 2025 State Transportation package and the overall framing for this package. The presenters shared the challenges of this package, noting that it is not a top tier issue for voters, the perception of transportation funding, and that they have limited funding for the many needs they have. The presenters shared the opportunities for sustainable funding sources and the region's track record for when they work together. They discussed the themes and framing, and what has changed since the last package. They finally shared key takeaways, noting first that 2025 is not guaranteed and that they need to build legislative support, second that money keeps them together and projects pull them apart, and finally that supporting the sustainability of the transportation system is critical but not flashy.

JPACT Member Discussion:

Margi Bradway shared that Multnomah County is ready to be a regional partner in this effort with the State Legislature. She outlined three priority areas for the legislative session: maintenance and operations for critical needs, resiliency, and safety. She expressed confidence that their priorities were reflected in the framework that had been shared and confirmed their support for the proposal as presented.

Commissioner Nafisa Fai expressed appreciation for the work done in developing the legislative priorities and confirmed Washington County's support for the draft JPAC priorities. She emphasized agreement with the short-term funding solutions aimed at stabilizing operations and maintenance, as well as the need for long-term, sustainable funding to ensure stability and fair distribution of revenues to local agencies. Commissioner Fai

highlighted the importance of completing the House Bill 2017 projects and increasing investment in safe urban arterials and main streets. She also supported prioritizing increased state funding for transit capital and operations and enhancing the resilience of critical infrastructure, such as airports and bridges. Commissioner Fai echoed the sentiment that addressing funding challenges should be the primary focus to attract investment and effectively represent the region. She expressed eagerness to collaborate and noted that Washington County, including staff and leadership, is ready to partner and support these efforts.

Commissioner Paul Savas expressed overall support for the draft but suggested an edit. He highlighted concerns raised during the recent JPAC trip to Washington, D.C., specifically about transportation funding. Commissioner Savas emphasized that while Oregon faces unique challenges, the public and state legislators often do not fully grasp the impending financial crisis caused by the reliance on gas tax revenues, which are becoming unsustainable. He pointed out that federal and state efforts, such as CAFE standards and the phase-out of gasoline-powered vehicles, are reducing this revenue stream, making it necessary to rethink funding strategies. Commissioner Savas stressed the importance of better public and legislative education on this issue, noting that visual aids like graphs could be particularly effective. Additionally, he underscored the need to fulfill commitments made in House Bill 2017. Commissioner Savas cited Washington State's success in transportation funding as a model, where visible investments have gained public support. He concluded by reiterating support for the draft while emphasizing the need for continued efforts in educating and addressing the funding challenges.

Commissioner Mingus Mapps expressed appreciation for the presentation and confirmed the City of Portland's support for the draft legislative priorities. He reassured others that Portland would be an engaged and collaborative partner in the upcoming legislative session. Commissioner Mapps highlighted the city's focus on addressing basic transportation needs, given current challenges in maintaining the system. He emphasized that Portland, particularly PBOT, requires funding for essential services like paving, crosswalk striping, and snow clearing. Commissioner Mapps noted that without adequately delivering these basic services, it would be difficult to gain continued support from Portland voters and taxpayers as they work toward reimagining transportation funding.

Mayor Travis Stovall expressed appreciation for the work behind the draft legislative priorities and confirmed the City of Gresham's full support for them. He highlighted a potential initiative Gresham is considering: a revolving loan fund for new greenfield developments. Mayor Stovall explained that as new communities are developed, especially with the state's push for increased housing production, it remains challenging to fund the necessary transportation infrastructure. He noted that system development charges do not fully cover these costs. The proposed revolving loan fund, similar to those for other infrastructure projects with low-interest options, could help ensure that new housing developments are supported by adequate transportation infrastructure. While this initiative is not specifically included in the current priorities, Mayor Stovall emphasized its importance for Gresham as development in greenfield areas continues.

Mayor Steve Callaway praised the presentation and highlighted the idea that while problems unite people, solutions can sometimes be divisive. He affirmed that the communities of Washington County support the draft priorities and emphasized the importance of maintaining the 50-30-20 funding split between cities and counties. Mayor Callaway suggested that if project selection becomes contentious, it's important to remember existing programs like Safe Streets and Safe Routes to Schools. He also noted that if there is an increase in the employer tax, it should be accompanied by enhanced transit services for large employers in Washington County. Finally, he referenced examples from other states, such as Minnesota, and stressed the need to address Oregon's kicker

law. Mayor Callaway criticized the kicker for preventing the state from investing excess revenue in critical infrastructure and transportation, describing this as a missed opportunity and a significant oversight.

Mayor Joe Buck commended the presentation and echoed sentiments expressed by other mayors from Clackamas County. He acknowledged the declining gas tax revenues but noted that the tax base supporting TriMet's payroll tax has been increasing. Mayor Buck stressed the need to recognize changing transit usage patterns and workplace formations across the region, ensuring that businesses and individuals paying the tax see tangible benefits. He emphasized that different communities require different tools and approaches, rather than a one-size-fits-all solution. Mayor Buck highlighted the need for visible improvements in local neighborhoods, such as well-maintained streets, pathways, and safe transit options, to ensure that residents feel the benefits of their contributions. He concluded by expressing support for the draft priorities while emphasizing the need to balance large-scale projects with neighborhood-level improvements.

Rian Windsheimer expressed appreciation for the efforts of the regional government affairs team in developing a regional vision that is both ambitious and realistic. He particularly valued the emphasis on safety and long-term sustainable funding, acknowledging the challenge of addressing these issues but stressing their importance for the future. Windsheimer also highlighted the need for ongoing focus on safety, preservation, and maintenance. He noted the difficulty in communicating the financial strain faced by the region to the public, especially when large sums are allocated to projects like IBR. Windsheimer concluded by supporting the priorities as long as they align with the broader state vision.

Miles Pengilly expressed strong support for the draft priorities and suggested adding a focus on leveraging federal funding opportunities. He emphasized the importance of including strategies to secure local matching funds to access the significant federal infrastructure funding available. Pengilly also agreed with Commissioner Savas on the need to educate the public about the financial realities of transportation funding. He noted that many people underestimate their actual contribution to transportation costs and that a clearer understanding of these costs could help address the current funding shortfall.

Curtis Robinhold thanked everyone for their work on the document and acknowledged the regional priorities reflected in it. He expressed a desire for more focus on intermodal and freight connections, noting their critical role in connecting businesses to markets and supporting tens of thousands of jobs. Robinhold mentioned Governor Kotek's proposal for a \$40 million state investment in container service and connectivity at Terminal 6, which will require legislative approval. He emphasized that supporting investments in freight and intermodal infrastructure should be a key component of the region's transportation strategy. Robinhold requested that his team draft additional language on this topic to present to the group and appreciated the support for advancing intermodal priorities.

Ali Mirzakhilili acknowledged the excellent work done in developing the priorities and appreciated the thoughtful discussion. He noted that while the investment priorities were well outlined, the document was lacking in terms of revenue strategies. Mirzakhilili pointed out that there was no discussion of long-term revenue solutions or how revenue would be generated, which is an important aspect to consider. He specifically mentioned concerns about relying on a significant increase in transit fares, as it might conflict with other objectives. Mirzakhilili flagged this as an issue for future consideration and expressed hope for support of the overall priorities.

Councilor Lewis emphasized the importance of addressing both regional and ODOT funding challenges, noting that local government budgets face similar issues. She supported the direction of the discussion and highlighted

the need to include considerations for freight beyond just specific locations, such as the future freight passage through the Willamette Falls Locks Authority. Councilor Lewis praised the document and the work of the government relations teams, expressing full support for the priorities. She stressed the importance of using data and clear storytelling to advocate for significant systemic changes in the upcoming legislative cycle.

Councilor Simpson expressed strong support for the priorities and commended the staff for their hard work. He emphasized the importance of incorporating community feedback into the priorities, particularly regarding safety and access around schools. Councilor Simpson highlighted the need to continue valuing and involving community voices in discussions, noting that such input was crucial in securing funding for projects like the freeway cover. He underscored the power of community involvement and urged that it remain a key focus in future efforts.

Mayor McEnery-Ogle noted that the issues addressed in the draft priorities are similar to those faced in her area. She expressed agreement with Mayors Steve Callaway and Joe Buck on the importance of preservation, safety, and investment in transit. She emphasized the need for support from Olympia to fund transit throughout their communities.

Scott Patterson acknowledged that transit funding is a key issue that CTRaN is actively exploring with partners in Washington and maintaining close contact with TriMet and others in Oregon. He expressed willingness to assist in advancing progress and offered support where possible. Patterson concluded by stating that everything looks good to him.

Due to time constraints, JPACT Chair Gonzalez postponed the Regional Emergency Transportation Routes Phase 2 presentation to a future meeting.

Member Updates:

Mayor Anne McEnery-Ogle shared that they are very excited about the \$1.5 Billion dollar grant, and they look forward to moving the project forward.

Rian Windsheimer thanked everyone for their patience when they closed Highway 84. He shared that they cleaned up over 1,000 pounds of litter and that they had a great outcome with partners who did a lot of work to help.

7.ADJORN

Chair Gonzalez adjourned the meeting at 9:28AM.

Respectfully Submitted,

Georgia Langer

Georgia Langer,
Recording Secretary

07/18/2024

Minutes 8

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 18, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	07/18/2024	Fatal Crash Slide	071824-01
5.1	Presentation	07/18/2024	Resolution No. 24-5424 Presentation	071824-02
5.1	Presentation	07/18/2024	Resolution No. 24-5424 Presentation 2	071824-03
6.1	Presentation	07/18/2024	RFFA Next Steps Presentation	071824-04
6.2	Presentation	07/18/2024	Regional Transportation Priorities and Funding Presentation	071824-05

4. Updates From the JPACT Chair

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, September 19, 2024

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, September 11, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 1A.1 – Bond Nominations Summary

Purpose: To provide JPACT the summary of the bond nominations received for the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond.

Background:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. A project nomination period was held from July 26 to September 6, 2024 where regional partners had the opportunity to consult with Metro staff and submit a bond nomination form during that time. Over the course of the six week period, Metro conducted eight bond nomination consultation meetings with regional partners.

Step 2 Potential Application Summary:

Included in the attachment is a listing of the bond nominations for consideration for the Regional Flexible Fund Step 1A.1 process. In summary:

- Total Requested Regional Flexible Fund Bond Proceeds: \$181 million
- Total Estimate Cost of Potential Projects: \$1.369 billion*
- Number of Nominations Received: 10

*Project costs for two projects not included because they were not provided.

Next Steps

Metro staff are to review the nomination forms for minimum eligibility requirements and determine whether follow up information is needed. Nominators will receive notifications in September or October on their nomination status or if additional information is requested.

Attachment

Summary of nominations for the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond Nomination Summary.

2028-2030 Regional Flexible Fund - Step 1A.1 - New Project Bond Nominations Summary

Project Title	Applicant	Sub-Region	Application Category	Draft Cost Estimate	Funding Request	Brief Description
Portland Streetcar: Montgomery Park Extension	City of Portland	City of Portland	CIG	\$120,000,000	\$20,000,000	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland. This project includes construction of an approximately 0.65 one-way route mile corridor extension with a total of four stations. Project includes multimodal extensions of area streets to support the extension and will also include rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets.
Tualatin Valley Highway Transit Project	TriMet	Washington County	CIG	\$300,000,000	\$30,000,000	Construct a new FX transit line (in replacement of existing transit line 57) along Tualatin Valley Highway from Beaverton to Forest Grove. Frequency to turn into 12 minute service every day of the week for most hours of the day. The project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival, ADA accessibility, other transit priority treatments, and zero emissions buses.
82nd Avenue Transit Project	TriMet	Regional	CIG	\$300,000,000	\$30,000,000	Construct a new FX transit line (in replacement of existing transit line 72) along 82nd Avenue from Clackamas Town Center to Northeast Portland. Frequency to turn into 10 minute service every day of the week for most hours of the day. The project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, weather protection and amenities at stations, ADA accessibility, other transit priority treatments, and zero emissions buses.
Better Bus Program	Metro	Regional	Transit Vehicle Priority Program		\$11,000,000	The program will fund Better Bus projects to improve transit speed and reliability. This includes project development, design, and delivery based on Better Bus and FX planning. Focusing on design and construction within the TriMet service area.
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	Regional	First-Last Mile/Safe Access	\$19,880,000	\$15,904,000	This project will build a complete street with separated cycle tracks, sidewalks, improved pedestrian crossings, and transit stops. This project also includes a new bridge over Red Rock Creek. This is the first of two phases which will in total span 99W to OR-217.
OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	Clackamas County	Combined First-Last Mile and Transit Vehicle Priority	TBD	\$9,000,000	This project involves constructing sidewalks and improving streetscapes between 10th Avenue and Tumwata Village, including wider sidewalks, curb extensions, better crossings, and transit signal priority and service upgrades. It includes upgrading transit access by installing curb ramps, improving crossings, and adding transit amenities at 12 intersections along Line 33 to complement planned TriMet upgrades.
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Multnomah County	Combined First-Last Mile and Transit Vehicle Priority	\$447,000,000	\$25,000,000	This Project improves transit on the new Burnside Bridge and the surrounding area, including new bus stops, protected bike lanes, traffic diverters, modified traffic signals, and pedestrian refuge islands. It will also upgrade detour routes with new bus stops, sidewalk reconstruction, and extended bike lanes. The project will construct a dedicated eastbound bus-only lane on the bridge and a bus dwell area and realign NE Couch St to accommodate future streetcar operations.
Downtown Hillsboro Transit Center Expansion Project	City of Hillsboro	Washington County	Combined First-Last Mile and Transit Vehicle Priority	\$15,012,722	\$12,572,722	The Project will convert the one-way facility to two-way operations, double the number of bus berths to ten, provide 2 loading zones to accommodate 60' buses, modify 2 traffic signals, provide security and safety upgrades and improvements to pedestrian and bicycle circulation.
SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Washington County	Transit Vehicle Priority	\$14,515,238	\$12,618,499	The project aims to construct an elevated guideway for MAX light rail vehicles over SW 185th Avenue to improve the intersection's overall design. It includes completing detailed design, engineering, and environmental reviews and securing federal funding for these phases.
Sunrise Gateway Corridor/ Hwy 212	Clackamas County	Clackamas County	First-Last Mile/Safe Access	142.7-162.3 Million	\$15,000,000	This project will complete NEPA re-evaluation, complete urban arterial street elements, and integrate pedestrian and bike-friendly elements, i.e., roundabouts and multiuse paths. Add grade-separated intersections and a mobility hub to safely connect TriMet riders to the ClackCo Industrial Shuttle
			Totals:	\$1,368,907,960	\$181,095,221	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, September 10, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Letters of Intent Received

Purpose: To provide JPACT the summary of the letters of intent received for the Step 2 application process.

Background:

As part of the 2028-2030 Regional Flexible Fund Step 2 allocation, a pre-application period was held from August 12 – August 23, 2024. During the pre-application period, eligible entities interested in applying for Step 2 Regional Flexible Funds were asked to submit a Letter of Intent to Apply. The Letter of Intent was to include potential projects in which the eligible entity would submit an application. The potential project identified in the Letter of Intent is non-binding, meaning that the eligible entity is not required to submit an application for each project listed or may submit a project application not included on the list of potential projects in the Letter of Intent.

Step 2 Potential Application Summary:

Included in the attachment is a listing of the potential projects to submit a Step 2 application for the Regional Flexible Fund allocation process. In summary:

- Total Requested Regional Flexible Funds: Just under \$232 million
- Total Estimate Cost of Potential Projects: \$353.5 million
- Number of Applications: 40
- Project Development Only Applications: 10

The 2028-2030 Regional Flexible Funds Step 2 Call for Projects opened on September 6th and closes on Friday November 15th at 4 p.m. Information can be found on the [2028-2030 Regional Flexible Fund](#) webpage on the Metro website.

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
RTP 12123: Downtown Loop Complete Street: Hall Boulevard - 3rd to 5th	City of Beaverton	Washington County	\$12,000,000	\$10,767,600	Construct complete street on Hall Blvd between 3rd Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks. [Note: Federal Community Project Funding will complete Hall Blvd: 1st to 3rd]	No
RTP 12122: Downtown Loop complete Street: Watson Ave - 1st to 5th	City of Beaverton	Washington County	\$16,555,000	\$14,854,802	Construct complete street on Watson Blvd between 1st Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks.	No
RTP 12129: Mckernan Creek Parkway: Siler Ridge Lane to Kemmer Road	City of Beaverton	Washington County	\$3,580,000	\$3,212,334	Design new collector street in Cooper mountain area with separated bike and pedestrian facilities. Design bridge/culvert crossing to protect Mckernan Creek natural resources area and provide connectivity to street and trail networks.	Yes
Trolley Trail Bridge	City of Gladston	Clackamas County	\$10,500,000	\$8,000,000	Construction Funds for the Trolley Trail Bridge Replacement Project.	No
Division Complete Street – GFT to Birdsdale	City of Gresham	Multnomah County	\$4,100,000	\$3,678,930	Construct both sides of Division Street with a sidewalk and bicycle lane or multi-use path from Gresham-Fairview Trail to Birdsdale Avenue.	No
Halsey Complete Street –192nd to 201st	City of Gresham	Multnomah County	\$9,400,000	\$8,433,860	Construct both sides of Halsey Street with sidewalks and bicycle lane from 192nd to 201st.	No
Gresham-Fairview Trail Phase 5	City of Gresham	Multnomah County	\$1,000,000	\$897,300	Construct a multi-use path along the roadway of 185th to Marine Drive. Design work includes a railroad overpass and the Columbia Slough bridge.	Yes
OR 212/224 Intersection Mobility Project	City of Happy Valley	Clackamas County	\$8,012,200	\$6,512,200	Reconfigure Rock Creek Junction to provide one new eastbound turn lane and one new southbound receiving lane. The project will also construct dedicated bike/ped facilities on the southside of OR 212, shifting vulnerable users out of the road shoulder.	No
162nd Ave Extension South: Phase 2	City of Happy Valley	Clackamas County	\$32,619,600	\$16,979,600	The Project will provide a 2 to 3-lane roadway with continuous left turn lane, sidewalks, and bike lanes. Project will improve safety on a High Injury Corridor, linking high density residential areas and public schools to the industrial employment area. Project is RTP Project 11346.	No
^LRV Cloud Connectivity Project	City of Hillsboro	Washington County	\$2,950,000	\$2,360,000	Equip all TriMet LRVs with advanced GPS and TSP technology to allow system-wide advanced detection, signal control and predicted arrival times.	No
^Smart 185	City of Hillsboro	Washington County	\$3,200,000	\$2,950,000	Construct an AI-powered interconnected traffic signal control system and better bus project on 185th Ave corridor.	No
Hillsboro Transit Center	City of Hillsboro	Washington County	\$2,100,000	\$1,800,000	Complete Project Development and Final Design phases of the Hillsboro Transit Centerexpansion project.	Yes
Westside Trail Segment One	City of King City	Washington County	\$7,000,000	\$7,400,000	This project will include an approximately .8-mile stretch of paved bike/ped pathway north-south between SW Beef Bend Rd and the Tualatin River, as well as 3 street connections for neighborhood and city collector streets as defined in the City's Transportation System Plan.	No
*Improvements to SW 137th Ave between SW Fischer Rd corridor	City of King City	Washington County	\$3,300,000	\$3,300,000	Improvements to be made on SW 137th Ave to bring the street to City standards, including sidewalks and bicycle lane.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
Lakeview Boulevard project	City of Lake Oswego	Clackamas County	\$750,000	\$672,975	Project development for the widening of Lakeview Blvd for 3,500 feet to provide two 14-foot shared-use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Yes
Railroad Avenue Capacity Improvements	City of Milwaukie	Clackamas County	\$10,136,000	\$1,819,000	Develop and construct multiuse path for pedestrians and road improvements to extend bus service to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas.	Yes
W Burnside St. MultiModal Improvements	City of Portland	City of Portland	\$8,200,000	\$7,357,860	Intersection redesign, repaving, depaving, protected bike lanes, and signal rebuild at Burnside/Broadway and down Broadway one block to Ankeny/Pine. Signalized crossing for pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food carts, Darcelle park/plaza, etc.	No
Red Electric Trail Western Segment	City of Portland	City of Portland	\$9,000,000	\$8,075,700	Construct segment of Red Electric Trail, a multi-use path connecting Alpenrose to SW Cameron Road. Partner with Portland Parks and Recreation on development and delivery.	No
NE MLK Jr Blvd Safety and Access to Transit, Phase 2	City of Portland	City of Portland	\$8,144,370	\$7,307,944	New enhanced crossings and safety and multimodal improvements at existing signalized intersections along the northern end of MLK Jr Blvd (NE Hancock to NE Lombard St) to improve safety for people walking, crossing, and accessing transit along this corridor.	No
NE 82nd Ave Multimodal Access: NE Prescott St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Construct bike and pedestrian improvements from NE 72nd to I-205 Multi-use path, and enhanced crossings at key intersections to improve access to 82nd Ave and connect to I-205 Multi-use path.	No
NE 82nd Ave Multimodal Access: NE Glisan St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Reorganize travel lanes, construct bike lanes, build more signalized crossings at key intersections to improve access to 82nd Ave.	No
Outer Halsey ITS Signal Improvements	City of Portland	City of Portland	\$4,000,186	\$3,589,370	Implement Speed Management, Freight Signal Priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing from NE Jonesmore St (82nd Ave) to 148th Ave. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals along the corridor will be ready for implementation of next generation transit signal priority timing.	No
Cedar Creek Trail	City of Sherwood	Washington County	\$9,700,000	\$8,703,810	Regional trail between 99W and SW Roy Rogers Rd.	No
Oregon Street Improvements	City of Sherwood	Washington County	\$8,400,000	\$7,621,320	Widening of substandard road to collector standards including multi-use path.	No
North Dakota Street (Fanno Creek) Bridge Replacement	City of Tigard	Washington County	\$22,270,679	\$16,630,000	This project will replace the existing bridge with a new bridge wide enough to accommodate pedestrians and cyclists (on both sides) along with motor vehicles. The bridge will also fulfill environmental regulation requirements in the design.	No
Hunziker St Sidewalks	City of Tigard	Washington County	\$4,900,000	\$4,000,000	This project will add sidewalk and bike lanes on the north side of Hunziker from the end of the current sidewalk (near 7585 Hunziker) to 72nd Ave.	No
Tiedeman Ave Complete Street, Segment 1	City of Tigard	Washington County	\$9,442,781	\$8,400,000	This project will build a complete street with shared use paths on both sides from Walnut St to the Fanno Creek Bridge.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
*SE Oak Grove Blvd RTP # 11504 TSP # 1069	Clackamas County	Clackamas County	\$3,049,000	\$2,735,868	Fill gaps in pedways and bikeways between SE Rupert Dr. and SE East Ave.	No
SE Concord RTP # 11501 TSP # 1062	Clackamas County	Clackamas County	\$6,500,000	\$5,832,450	Fill gaps in bike and ped facilities as necessary between SE Harold and Oatfield Rd.	No
Clackamas Industrial Area Bike/Ped Improvements (TSAP) RTP # 11772 TSP # 2005, 3000, 3015	Clackamas County	Clackamas County	\$4,556,000	\$4,088,099	Improve intersection of 106th and OR 212, and Jennifer Drive and 122nd Ave to facilitate bike and pedestrian safety per county adopted TSAP and provide ADA accessibility improvements as needed. Also improve intersection geometry to facilitate truck access to industrial park. Add pedestrian facilities from 82nd Dr. to 135th Ave as necessary.	No
SE Clackamas Rd RTP # 11506 TSP # 1076, 2020	Clackamas County	Clackamas County	\$8,786,000	\$7,883,678	Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed between SE Johnson Rd and SE Webster Rd.	No
97th Ave/Mather Road Complete Street RTP # 11522 TSP # 1011	Clackamas County	Clackamas County	\$5,516,000	\$4,949,507	Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary.	No
233rd Avenue: Completing Multimodal and Safety Gaps in East Multnomah County	Multnomah County	Multnomah County	\$1,000,000	\$897,300	Complete public engagement, safety planning, and develop design safety alternatives needed to effectively pursue future construction funding for complete street gaps along 233rd in Fairview and Wood Village. (RTP # 10388 and 10389)	Yes
Willamette Falls Shared Use Path	Oregon City	Clackamas County	\$14,000,000	\$3,000,000	The Willamette Falls Shared-Use Path is a proposed key active transportation connection in Oregon City between 10th Street and tumwata village. A preferred alternative has been identified in a refinement plan, which consists of a single span structure fully external to the roadway and existing viaduct. Next steps are to refine the concept for the recommended alternative, primarily through a Type, Size, & Location (TS&L) analysis, which will further inform the design and cost estimate.	Yes
McLoughlin Boulevard Streetscape Enhancements (Phase 3)	Oregon City	Clackamas County	\$1,200,000	\$1,076,000	The McLoughlin Boulevard Streetscape Enhancements from McLoughlin Boulevard between 10th Street and tumwata village that improve the experience of people walking and biking the corridor, including wider sidewalks, enhanced crossings, additional landscaping, and new open spaces. These enhancements would complement the proposed Willamette Falls Shared-Use Path, as well as improve connections between the waterfront, the proposed tumwata village, and Oregon City downtown. Next steps are to advance the final design & planning of the streetscape enhancements.	Yes
McLoughlin to Canemah Trail	Oregon City	Clackamas County	\$781,000	\$700,000	Advance the final planning & design of the trail connection for the McLoughlin to Canemah Trail (MCT). A planned shared-use path approximately one-mile in length that will link the Canemah Bluff Natural Area to the McLoughlin Promenade. An alignment feasibility & evaluation report was completed in 2018, identifying a preferred alignment.	Yes

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
WestsideTrail Pedestrian and Bicycle Bridge	Tualatin Hills PRD	Washington County	\$34,000,000	\$6,000,000	Construction of the Westside Trail Pedestrian and Bicycle Bridge, completing a key trail segment in the extensive Metro Regional Trail system and connect the 25-mile-long Westside Trail over U.S. 26 and linking communities from King City to the City of Portland.	No
Beaverton Creek Trail Merlo Road/158th Improvements (10578)	Washington County	Washington County	\$6,500,000	\$5,830,000	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools and recreation for the Aloha community.	No
Safe Access to Priority Transit Corridors (11468, 12063, 12064)	Washington County	Washington County	\$7,500,000	\$6,729,750	Conduct project development, preliminary/system engineering, design, and construct up to five enhanced bike/ ped crossings including ADA improvements, sidewalk infill, signal upgrades for leadingpedestrian intervals and lowcost transit priority (queue bypass/jump lanes) on priority transit corridors.	No
Project Development 175th Avenue Corridor – SW Condor Lane to SW Kemmer Rd (12179)	Washington County	Washington County	\$2,890,000	\$2,590,000	Evaluate corridor and design project to realign substandard curve and install culvert for wildlife crossing; Improve 3-lane arterial with protected bike, pedestrian facilities, and turn lanes where appropriate. This project supports regional connectivity through the area of the Cooper Mountain Community Plan.	Yes
Notes: *Applicant indicated the likely project cost estimate once updated will meet the minimum total project cost threshold.						
^Indicates project is a Transportation System Management and Operations (TMSO) project and different consideration for the minimum threshold applied.						

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Summary	Total Estimated Project Cost	Total Requested Step Regional Flexible Funds	Total Number of Applications
Totals:	\$323,538,816	\$231,994,057	40
Sub-Region			
Clackamas County	\$106,405,800	\$64,249,377	13
East Multnomah County	\$15,500,000	\$13,907,390	4
Washington County	\$156,288,460	\$113,149,616	17
City of Portland	\$45,344,556	\$40,688,274	6



Westside Multimodal Improvements
Study

Recommendations and Implementation Plan

June 2024



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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
JPACT	Joint Policy Advisory Committee on Transportation
NWACT	Northwest Area Commission on Transportation
PDX	Portland International Airport
PMG	project management group
RMPP	Regional Mobility Pricing Project
RTDM	regional travel demand model
RTP	regional transportation plan
TPAC	Transportation Policy Alternatives Committee
VMT	vehicle miles traveled
WMIS	Westside Multimodal Improvements Study

Summary: Recommendation from Steering Committee

The recommendation described below has been endorsed by the Steering Committee for the Westside Multimodal Improvements Study (WMIS) and was presented to the following participating local jurisdictions: Beaverton, Hillsboro, Portland, Washington County, Multnomah County, TriMet and Metro.

The Steering Committee – composed of elected officials and representatives of participating agencies, businesses, and community organizations from the Greater Portland region – guided a study of multimodal transportation needs and opportunities for improvement in the Westside Corridor. The Oregon Department of Transportation (ODOT) and Oregon Metro (Metro) convened the committee and the study in collaboration with local governments, local agency partners, business representatives, and community members to identify multimodal investments that address transportation needs, support the regional economy, and accommodate future growth in a socially equitable and environmentally sustainable way.

The Steering Committee adopted a problem statement (see Attachment D, Meeting #2 and Attachment G) for the study that identifies the following concerns related to travel on US 26 between Hillsboro and the Vista Ridge Tunnel:

- Traffic congestion and increased motor vehicle trips.
- Unreliable travel times for people driving and moving freight.
- Decline in transit use.
- Dispersed and incomplete active transportation networks.
- Increasing numbers of total traffic fatalities and serious injuries in the past 5 years.

Project partners considered more than 80 potential multimodal projects, strategic, and technology investment options in the development of a preferred set of investments and programs that would likely address the problem statement. The investment options were grouped into scenarios, and each scenario was evaluated for its potential to address the

problem statement. This evaluation was completed using measures within five priority areas: mobility and reliability, safety, social equity, climate action, and economic vitality. The Steering Committee developed its final recommendation based on the results of the evaluation.

State and regional policy guidance direct that improvements to system efficiency and management are required before additional highway capacity can be considered. The recommendations of the Steering Committee are consistent with that hierarchy, as described in Policy 1G of the *Oregon Highway Plan*,¹ Policies 5 and 6 of the *Metro 2023 Regional Transportation Plan Regional Motor Vehicle Network*,² and in the Metro Regional Congestion Management Process.³

The Steering Committee came to consensus on the recommendations below. The recommendations are organized as follows:

- **Multimodal Investments.** Transportation demand management and transit-supportive programs and projects that need more local, state, and federal funding to be successful.
- **Strategic Capital Investments and Funding Strategy.** Advance study of tolling paired with complementary corridor investments.
- **Future Considerations.** Items lacking consensus to advance but that may be considered in the future.

Recommended Multimodal Investments

Multimodal solutions are an important part of any solution addressing transportation needs in the region. State and regional priorities point to providing transportation alternatives to support our communities and advance our region's climate, safety, and social equity goals. Although the improvements listed in this section may not individually have a substantial impact on the overall mode share or other travel performance measures within the Westside, they could be significant at a smaller scale and would provide important travel options to the community. These investments are listed in

¹ Oregon Highway Plan. <https://www.oregon.gov/odot/Planning/Documents/OHP.pdf>

² 2023 Regional Transportation Plan. <https://www.oregonmetro.gov/sites/default/files/2023/12/21/2023-RTP-Ordinance-No-23-1496-adopted-package-exhibit-A.pdf>

³ Metro Regional Congestion Management Process. https://www.oregonmetro.gov/sites/default/files/2018/12/05/RTP-Appendix_L_CMP%20Roadmap20181206web.pdf

Table S-1. A multifaceted partnership, including both the public and private sectors, is needed to help realize these investments.

- Local agencies should consider transit-oriented development policies and strategies.
- Employers can invest in travel option programs such as vanpools to address commuting trips.
- State and federal funding is needed to support capital investments in transit to implement this package of transportation investments.

Table S-1 Recommended Multimodal Investments

Program or Investment	Description	Owners
Employer and regional transportation demand management programs	Get There Oregon, a statewide program, will support a focused effort on the needs of Washington County's largest employers in cooperation with regional partners such as Washington County, the Westside Transportation Alliance, and the Washington County Chamber of Commerce.	Metro, Washington County, Washington County Chamber of Commerce, business partners
Close gaps in the pedestrian and bicycle network	Continue to work toward closing sidewalk and bike lane gaps in the west side to support providing access to transit.	City of Hillsboro, City of Beaverton, Washington County, Multnomah County, ODOT
High frequency and high capacity transit improvements	Use the Metro HCT Strategy and follow TriMet concepts laid out in Forward Together 1.0 and 2.0 and for the FX high-capacity bus service to continue to grow high capacity transit options on the Westside. As new transit is developed, continue to consider the need for bus-on-shoulder and new park and rides.	TriMet, Metro
Shuttles and circulators	Continue to add shuttles and circulators, advancing the work done as part of the Washington County Transit Study .	Washington County

Program or Investment	Description	Owners
Park and rides	Consider opportunities for park and rides that might be leased or owned by cities or Washington County.	Washington County, City of Hillsboro, City of Beaverton
Parking pricing	Evaluate local policy and plans to implement town center and regional center parking pricing.	City of Hillsboro, City of Beaverton, Metro (policy)

Recommended Strategic Capital Investments and Funding Strategy

The WMIS demonstrated that tolling was an effective tool to manage congestion and improve safety and travel time reliability on US 26. When paired with projects on nearby routes, increased systemwide benefits are expected. Furthermore, tolling revenues could be leveraged to fund complementary safety, transit-supportive, and operational investments at congested bottleneck locations on and off US 26. Based on the evaluation, the Steering Committee recommends conducting a study of tolling paired with options for phased strategic capital investments on US 26 or ancillary routes. The future study would evaluate local (within the Westside) and regional (beyond the Westside) multimodal transportation network and land use impacts, while balancing congestion management, revenue generation, and equity outcomes. The future study should account for other potential expanded transportation funding efforts to be explored at the local, regional and state levels in addition to federal funding opportunities. The future study would be developed in collaboration with regional partners and would include extensive public engagement. Depending on funding availability and required approvals, capital investments described below could be implemented prior to completion of the full study. Strategic investments to pair with tolling are listed in Table S-2.

Table S-2 Strategic Investments to Pair with Tolling

Program	Description	Owners
Corridor bottleneck improvements: US 26 and I-405	Build upon work done in previous studies such as the ODOT Corridor Bottleneck Operations Studies 1 and 2 which identified recurring bottlenecks and evaluated potential solutions at a high level. On US 26 and I-405, several concepts have been identified for further study. Use the Metro Freight Commodity Study for additional information on demand and the economic impacts of bottlenecks and freight travel time reliability.	ODOT
Cornelius Pass roadway safety and mobility improvements	Cornelius Pass Road (OR 127) between US 26 and US 30 is already used as an alternative to US 26 for hazardous materials transport, some freight, and general traffic. To improve safety, provide system resiliency, and address traffic diversion, the Steering Committee recommends identifying phased improvements to Cornelius Pass Road. Build upon previous work such as the Cornelius Pass Road Safety Evaluation Jurisdictional Transfer Agreement to improve mobility through the corridor and increase safety for hazardous materials that are diverted to Cornelius Pass Road since they are prohibited on US 26 between OR 217 and I-405 due to the Vista Ridge Tunnel.	ODOT
Barnes Road improvements	Evaluate the improvements to Barnes Road at strategic locations within Washington County to improve access to transit, safety, and traffic congestion and address diversion. This would be consistent with the strategic investments section of the 2023 Regional Transportation Plan , which includes a study of widening SW Barnes Road to four or five lanes between OR 217 and SW Leahy Road and to two or three lanes between SW Leahy Road and the Multnomah County line. The design would focus on improving access to transit, safety, and operations and would be advanced within a multimodal framework. Features could include provision of turn lanes in select locations, enhanced bicycle and pedestrian accessibility including completing bike lane and sidewalk gaps and Americans with Disabilities Act (ADA) improvements, enhanced pedestrian crossings, transit priority, and bus stop improvements as part of a corridor-based bus rapid transit project or to ready the corridor for future corridor-based bus rapid transit investment.	Washington County

Program	Description	Owners
Transit-supportive investments: high frequency and high capacity transit	Identify funding and implementation strategies for enhanced transit services and transit-supportive corridor investments that can result in transit travel time and reliability improvements along tolled corridors. Jurisdictions with road and signal authority play an important role in making improvements on roadways to help buses run faster and more reliably in conjunction with the tolling time frame.	TriMet, Metro, ODOT, counties, cities

Future Considerations: Additional Items Discussed by the Steering Committee

A minority of Steering Committee members advocated for studying new capacity projects in the form of the Northern Connector and a new North Willamette bridge. These two projects would create a new connection between Germantown Road/Kaiser Road (north of US 26) across/through the west hills to US 30 and a new bridge across the Willamette River to the vicinity of N Columbia Boulevard or N Lombard Street in North Portland. A new Northern Connector was first evaluated in the *Washington County Transportation Futures Study* in 2017. That study showed the potential of these facilities to provide an efficient and reliable route for freight vehicles, a resilient route option for travelers during winter storms and other incidents, and potentially a safer and more direct route for hazardous materials than the current route over Cornelius Pass Road.

Several factors influenced the Steering Committee’s decision not to include these two projects in the recommended Strategic Capital Investments and Funding Strategy. The primary factors were:

- State and regional policies require that system- and demand-management strategies be used before adding capacity to existing facilities and before building new facilities.
- High construction and ongoing maintenance costs and concerns about potential environmental impacts.
- A lack of support from the majority of jurisdictions through which the facilities would pass.

The Steering Committee agreed that if the combination of multimodal investments and demand management, transit, tolling, and capacity improvements on existing facilities did not adequately address the problem statement and evaluation priorities identified by

the Steering Committee, then the region may want to consider studying new facilities such as the Northern Connector and a new North Willamette bridge.

1 Purpose of Study

The purpose of the Westside Multimodal Improvements Study (WMIS) process was to collaboratively identify the transportation issues in the Westside Corridor and to identify multimodal investments that would address these issues to support the regional economy and accommodate future growth in a socially equitable and environmentally sustainable way.⁴ The corridor, including the areas around the Sunset Highway from Hillsboro through the Vista Ridge Tunnel, is one of Oregon’s major economic centers. Based on Census commute data, there are approximately 85,000 residents and 117,000 workers employed in the study area. Of these people, 27,000 live and work in the area; 97,000 commute to the area for work but live elsewhere; and 64,000 live here and commute elsewhere for work.⁵

The Oregon Department of Transportation (ODOT) and Oregon Metro (Metro) co-managed the WMIS and worked with local governments, local agency partners, and community members to identify transportation issues, needs, challenges, and opportunities in the Westside Corridor.

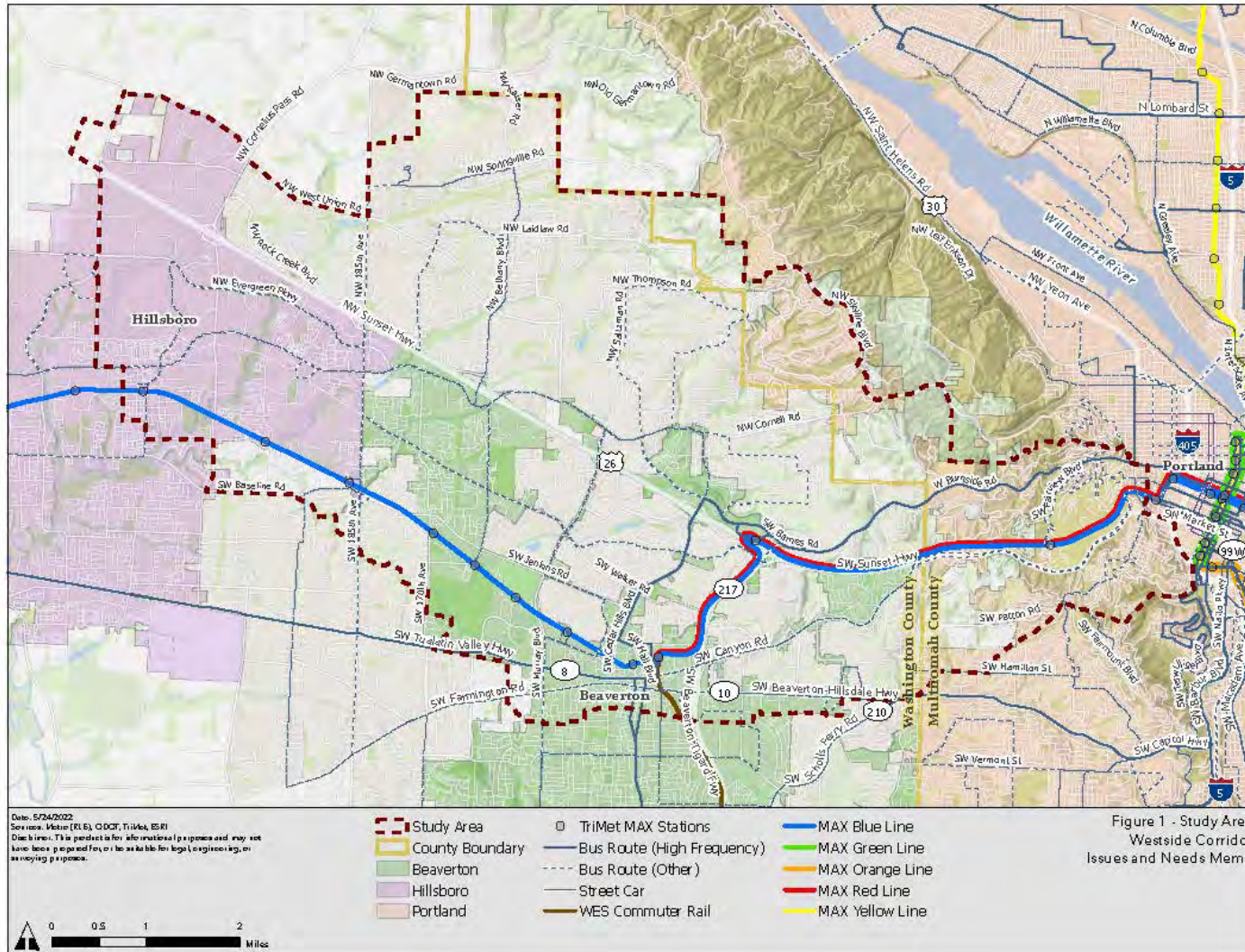
The study considered potential multimodal projects, strategies, and technologies and developed a preferred set of investments and programs to address the transportation issues and needs on the Westside. Investment options were evaluated for their potential to address existing and future transportation deficiencies that affect the movement of freight and commuters who use the US 26 corridor for access between Hillsboro’s Silicon Forest, key Westside employers and employment districts such as the West Five in Beaverton, Northern Washington County’s agricultural areas, the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport (PDX).

The study area generally follows US 26 from the I-405 interchange to central Hillsboro, as shown in Figure 1-1.

⁴ The Westside Multimodal Improvements Study was developed in response to a request from former Governor Kate Brown to address transportation issues in the westside of the Portland metropolitan area. The letter from the Governor is appended in Attachment A.

⁵ U.S. Census Bureau, LEHD OnTheMap, 2019.

Figure 1-1 Study Area



Multi-Agency Collaboration

This study was a product of collaborative action from multiple agencies, jurisdictions and organizations. In addition to ODOT and Metro, this effort was supported by substantial contributions from the following organizations, each with representation on the Steering Committee:

- Cities: Hillsboro, Beaverton, Portland
- Counties: Washington and Multnomah
- Transit: TriMet
- Non-governmental organizations: APANO, Centro Cultural, Greater Portland Inc., Washington County Chamber of Commerce

Past Planning

Much planning had been done in the Westside Corridor, and the WMIS built on recommendations from those efforts. Most recently, the [*Washington County Transportation Futures Study*](#) (2017) was a planning effort to anticipate transportation needs and strategies in Washington County for the next 50 years. Although that project's study area did not align with the Westside Corridor boundary, its long-term expectations for growth in housing, employment and travel needs were relevant.

Engagement for the *Transportation Futures Study* was extensive, and received 5,319 public comments, in addition to feedback received from a statistically valid opinion poll. The top priority reported was to improve the corridor's multimodal transportation system.

Highlights from the *Transportation Futures Study* findings and trends include:

- Employment will increase 100% to 145% and population will increase 40% to 55% over the next 40 to 50 years.
- Regional centers (Downtown Beaverton, Tanasbourne, and others) will continue to develop into a mix of residential, employment and commercial uses.
- Vehicle miles traveled (VMT) per person is expected to decline due to regional policies supportive of urban, mixed-use higher density centers; and regional investment in high capacity transit and active transportation.
- Employment growth will likely be focused in the city of Hillsboro, the OR 217 corridor, and southern Washington County, based on Metro forecasts.

- More daily trips will be coming into the county than out of the county. The share of daily trips within the county will also increase.
- More people and more jobs will result in more trips. Traffic in 40 years will be worse, even with changes in how people travel.
- The numbers of transit, walking, and bicycle trips will increase at a faster rate than auto trips.
- Traffic delays will more than double compared to today [2017]; people will choose to travel at different times of day, resulting in higher levels of congestion throughout the day.
- Congestion will increase throughout the day, especially on freeways and at regional access points. None of the transportation options from the *Transportation Futures Study* would eliminate or reduce vehicle delays to today's [2017] levels.
- Congestion will increase on major roads; this will create more cut-through traffic on local roads.
- Delays of freight traffic will increase over four-fold due to more trucks on the road and their dependence on the most congested freeways and roads.
- Improvements in bicycle, pedestrian, and transit infrastructure; highways and roads; smart technology; and demand management are needed to meet increased travel demand.

In addition to the *Transportation Futures Study*, the 2013 *Portland Region [Westside Freight Access and Logistics Analysis](#)* interviewed many electronics manufacturers and freight shippers to document mobility and logistics challenges, in particular the outbound movement of goods from the westside manufacturers to the freight consolidation area near PDX. As with the *Transportation Futures Study*, many of the projects recommended for advancement included multimodal elements.

During the course of the WMIS study, Metro finalized and adopted the *2023 Regional Transportation Plan (RTP)*. The 2023 RTP recognizes several trends:

- Declines in travel during the COVID-19 pandemic, across all modes, with freeway travel in 2021 decreasing by 5%, arterial trips by 14% and transit ridership by 41% compared to 2019.⁶
- Per capita VMT in the region has been mostly flat or declining, but to reach ambitious VMT reduction goals, new approaches will be needed.

The 2023 RTP set the policy framework shown in Figure 1-2 as part of the call for projects.

Figure 1-2 Policy Framework for the 2023 RTP Call for Projects



⁶ The RTP recognizes that many aspects of life and travel have already returned to their “normal” pre-pandemic state, while others are trending that way. In almost every location studied, arterial volumes decreased more significantly than throughway volumes. Transit volumes fell particularly significantly in locations closer to the center of the region.

2 Decision-Making and Involvement

Decision-Making Structure

The WMIS was co-led by ODOT and Metro and included a Project Management Group (PMG) and a Steering Committee.

Project Charter

A charter was established at the beginning of the process to clarify tasks, responsibilities and expectations for each partner organization participating in the WMIS and to clarify the decision-making structure to be used. Steering Committee members signed the charter, agreeing to work together toward achieving the study purpose and goals, creating the plan, and implementing the strategies created by this process. The charter established the PMG and Steering Committee and is attached as Attachment B.

Project Management Group

The PMG provided a venue for additional coordination with study partners. The composition of the PMG included technical staff from study partner agencies.

The PMG included agency management and technical staff and met approximately monthly to guide the implementation of the planning process. Additionally, there were five optional “office hours” meetings for PMG members and project team members to dive into more technical topics, especially modeling and scenario evaluation.

PMG members reviewed technical products, provided guidance to the team, and supported outreach activities. PMG members informed their Steering Committee representatives about the study’s progress and shared Steering Committee representatives’ questions and input, as well as public and additional input from other interested parties. The PMG considered investment options and assessed the transportation alternatives for their potential to help achieve the WMIS goals. Using

technical analysis and public feedback, the PMG helped to shape the project list presented to the Steering Committee for its recommendations.

Steering Committee

The Steering Committee made decisions on study milestones and developed a recommendation based on the study's findings.

The Steering Committee was composed of a decision-making representative from each of the partner agencies that had jurisdiction or ownership of infrastructure or systems considered in the study. The group also had four appointed members from the community: a member from each of the two community-based organizations that conducted outreach and two members of the study's business roundtable, one representing Washington County business interests and one representing broader regional business interests.

The Steering Committee was charged with working toward the successful creation of the Implementation Plan. The Steering Committee met six times to provide guidance throughout the process, make decisions at key milestones, and to make a final recommendation.

Community and Business Engagement

Decisions by the Steering Committee were guided by input received from community interests on the Westside. This process used a targeted approach to engagement. Community engagement was coordinated through two community-based organizations: Centro Cultural, serving the Latino and Hispanic community, and APANO, which serves the Asian and Pacific Islander communities of the region. Business engagement was provided as briefings to several groups including the Washington County Chamber of Commerce. These groups also had appointed members serving on the Steering Committee to provide a voice for these perspectives.

Focus Groups

Centro Cultural and APANO hosted a series of focus groups in English, Spanish, Chinese, and Vietnamese to better understand transportation priorities of the communities they represent in Washington County.

Focus group participants shared the following concerns and suggestions:

- There are few alternate routes besides US 26.
- There is a need for more transit options and improvements to current service.

- Safety is a big concern; driving on US 26 feels dangerous because of driver behavior, crashes, and sharing space with large freight vehicles.
- There were mixed opinions about tolling and congestion pricing on US 26; participants brainstormed other possible solutions that included improving alternate routes and options to reduce congestion at the Vista Ridge Tunnel bottleneck.

A summary of the focus group activities is included as Attachment C.

Public Meetings

The six Steering Committee meetings were open and available to members of the public. Each meeting included time dedicated for public comment. Meetings were recorded and shared on the project website for people who could not attend. Meeting materials and summaries for the Steering Committee meetings are included as Attachment D.

Business Roundtables

The project team hosted two business roundtable events to provide a venue for over a dozen Westside businesses to voice their concerns and needs related to the transportation network. Key topics of discussion included employee commuting, and freight movement (including shipment of time-sensitive or perishable goods), local delivery and last-mile shipping, and service vehicles (such as sales or repair businesses).

The business community discussion highlighted the following needs:

- employee commute issues including congestion, and transit travel times that are not competitive with driving
- personal and physical safety while biking, walking or taking transit
- first and last mile connectivity issues
- travel time and reliability for freight movements
- impact congestion has on delivery and service businesses
- impact congestion and transportation options have on employee recruitment and retention

Meeting materials and an attendance list of the business roundtables are included as Attachment E.

Briefings

In addition to the PMG, Steering Committee, and targeted community engagement, the project team provided information and briefings to community groups and organizations that requested more information.

- Washington County Chamber: October 31, 2022; February 27, 2023; November 9, 2023
- Westside Economic Alliance: June 8, 2022; November 15, 2023
- City of Hillsboro Transportation Subcommittee: November 22, 2022
- Washington County Coordinating Committee: March 13, 2023
- Washington County Coordinating Committee - Technical Advisory Committee: May 9, 2023
- Washington County Board work session: January 30, 2024
- Beaverton City Council: November 1, 2022
- Community-Based Organizations:
 - APANO Focus Groups: February 4, 2023, and March 14, 2023
 - Centro Cultural Focus Groups: January 21, 2023, and February 11, 2023
- Community Participation Organization - Bonnyslope Neighbors: May 9, 2023
- Transportation Policy Alternatives Committee (TPAC): March 1, 2024
- Community Participation Organization - CPO1: March 12, 2024
- Metro Council Work Session: March 19, 2024
- Joint Policy Advisory Committee on Transportation (JPACT): March 21, 2024
- City of Hillsboro City Council: March 19, 2024
- Northwest Area Commission on Transportation (NWACT): April 11, 2024

Website and Fact Sheets

The project website was hosted through the ODOT Urban Mobility Office and provided project information for interested parties. The website was updated regularly with project materials including Steering Committee meeting announcements, meeting agendas, presentation slides, handouts, and a video recording of each meeting.

Three project fact sheets were developed to communicate information to interested members of the public.

1. Project overview, including purpose, schedule and opportunities to get involved
2. Issues, needs and current conditions
3. Summary of the study's recommendations

Factsheets are appended in Attachment F.

3 Issues and Needs

Problem Statement

The Steering Committee adopted a problem statement for the study and identified the following problems related to travel on US 26:

- Traffic congestion and increased motor vehicle trips
- Unreliable travel times for people driving and moving freight
- Decline in transit use
- Dispersed and incomplete active transportation networks
- Increasing numbers of total traffic fatalities and serious injuries in the past 5 years

The problem statement guided development of the study’s priority areas and subsequent evaluation of projects and programs. The complete problem statement is included in Attachment G.

The evaluation framework adopted for the study established the following priority areas:

- Mobility and reliability
- Safety
- Social equity
- Climate action
- Economic vitality

Westside Corridor: Economic and Transportation Conditions

Growth on the Westside

The Westside Corridor is one of Oregon’s major economic centers, currently home to about 90,000 people and 124,000 jobs. Forecasting used in the 2023 RTP estimated that

by 2045, the region's population will grow 26% and total employment will grow 22%; growth in the study area is expected to keep pace or exceed the region as a whole.

The study area is a major employment destination that draws workers from across the region. Based on 2018 LEHD⁷ census data, roughly 97,000 workers commute into the study area daily, while 64,000 residents commute outside the study area for work. The Westside is also a key economic engine for Oregon, producing many high-value exports, including high tech manufacturing. With the help of major federal investments, this sector is expected to continue to grow.

Transportation Trends and Issues

This section highlights several key trends for transportation use in the Westside. US 26 and the MAX light-rail lines form the central structure of the transportation system in the study area. There are gaps in the active transportation networks across much of the study area, even in areas well served by bus and high capacity transit.

Transit. The Westside Corridor is served by MAX light-rail (Blue and Red Lines), WES commuter rail, bus and frequent service bus lines, LIFT paratransit, and [Ride Connection](#) services. The MAX lines connect the regional centers in the corridor. TriMet's bus service generally operates along the network of major east-west arterial streets, with fewer options for north-south connections.

Recognizing the COVID-19 pandemic changed the way some people travel, the busiest TriMet stops in the area are now at major transfer points, and ridership is more distributed throughout the day and less concentrated in the morning and evening rush hours. The TriMet Forward Together plan made service changes in response to how and when people travel. These changes were incorporated into the RTP and used for this study.

Freight. Although US 26 has the highest freight volume of all non-interstate highways in the region, just 5% of trips on US 26 are freight vehicles, indicating that freight is not the primary cause of traffic congestion. By percentage of trips, freight trips are more concentrated on Cornelius Pass Road and the region's interstate system.

Safety. Motor vehicle crashes and vehicle breakdowns can cause safety hazards and further delay for people driving. Frequent congestion can lead to spillover traffic where drivers choose to take an alternate route, although that often requires a longer trip or

⁷ Longitudinal Employer-Household Dynamics

out-of-direction travel which increases VMT. Congestion contributes to greenhouse gas emissions, worsening global climate change.

Traffic. Traffic congestion on US 26 is a major challenge today and is expected to grow by 2045, increasing travel times compared to today through the study area. In the future, the corridor does not meet performance targets, even with the multimodal transportation investments included in the RTP.

Travel time variability. In 2022, travel times could vary over 20 minutes for a typical trip from Hillsboro’s employment areas to PDX, largely due to congestion on US 26. The highest delays are seen at the evening peak travel hours around 5 p.m., and daytime eastbound travel frequently experiences delay. This does not account for traffic congestion due to crashes, weather, or other incidents, which can cause much longer delays.

Future Conditions

The conditions and trends outlined above are expected to continue or increase in the future, including:

- Continued growth as new jobs and housing are added in the Westside Corridor
- Increase in traffic congestion, diversion and delay
- Increase in freight traffic, including smaller-format residential delivery vehicles
- Changes in land use that increase density and mix of uses, increased transit-oriented development in designated town and regional centers
- Incremental improvements in active transportation networks
- Continued pandemic travel behavior (likely short-term or medium-term) – changes in where, when, and how people are traveling
- Accelerating impacts from climate change and continued risk of a Cascadia subduction zone earthquake
- Continued MAX and bus service improvements but a lack of north-south network connections

Regional and State Policy

State and regional policy guidance direct that improvements to system efficiency and management are required before changes in highway capacity can be considered. This policy context informed the evaluation and prioritization of potential investment options

considered as part of this study. Some investment options that did not meet policy objectives were eliminated early in the study.

Per the *Oregon Highway Plan*, the state implements improvements in the following prioritized order, unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. The priorities are, in order from highest to lowest:

1. Protect the existing system.
2. Improve efficiency and capacity of existing highway facilities.
3. Add capacity to the existing system.
4. Add new facilities to the system.

The Metro RTP, Policies 5 and 6, and Congestion Management Process are consistent with this state plan and call for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the federal Congestion Management Process,⁸ Oregon Transportation Plan policies (including *Oregon Highway Plan* Policy 1G),⁹ and Section 3.08.220 of the Regional Transportation Functional Plan.¹⁰

⁸ Metro Congestion Management Process. https://www.oregonmetro.gov/sites/default/files/2018/12/05/RTP-Appendix_L_CMP%20Roadmap20181206web.pdf

⁹ Oregon Transportation Plan. https://www.oregon.gov/ODOT/Planning/Pages/OR-Plan_Results.aspx?sm=spec&keyword&plans=Oregon%20Highway%20Plan&psn=Policy%201G&sortBy=ItemR

¹⁰ Regional Transportation Functional Plan. https://www.oregonmetro.gov/sites/default/files/2015/02/03/chap308_regional_transportation_functional_plan.pdf

4 Evaluation Criteria and Method

The project team used a three-stage evaluation approach for scenario modeling and development of implementation recommendations:

1. Conduct initial issues and needs screening on individual investment options.
2. Package investment options into five scenarios to model and evaluate using a robust set of evaluation metrics, organized by priority areas.
3. Refine list of recommended investments based on initial evaluation and feedback.

Figure 4-1 illustrates the process of moving from an initial set of investment options through the issues and needs screening, scenario development and evaluation, to a recommendation for investments.

Issue and Needs Screen

The initial screening process was based on the *Issues, Needs and Problem Statement* (described in Section 3 of this report and included as Attachment G). Of each investment option, the project team asked the following questions:

- Does the project or program apply at the regional scale of this study?
- Would implementation of the project or program clearly be counter to existing local and regional policies?
- Would implementation of the project or program, by itself or in combination with other investments, clearly *not* address or address the identified regional issues, needs, and problems?
- Which issues and needs does the project program address?

In addition to the screening questions, the project team prepared information about each investment option including the source, the readiness of implementation, the mode(s) best advanced, and a high-level cost estimate.

Figure 4-1 Evaluation Process



Scenario Evaluation Metrics

As noted above, the project team worked with the PMG and Steering Committee to establish five priority areas. The five priority areas include: mobility and reliability, safety, social equity, climate action, and economic vitality. Provided these priority areas, the project team developed a set of evaluation metrics for each of the five priority areas in collaboration with the PMG. Table 4-1 presents the priority areas and evaluation metrics that were used to assess performance of the investment options.

Table 4-1 Evaluation Criteria Summary Table

Priority Area	Evaluation Metric	Methodology
Mobility and Reliability	Person-trips by mode	Used district-level average weekday trip tables by mode output from the Metro regional travel demand model (RTDM).
	Diversion onto local streets	Traffic analysis determined changes in eastbound and westbound auto volumes on facilities north and south of US 26, from Cornelius Pass Road in the north to Capitol Highway in the south. RTDM output was used as part of calculations.
	Vehicle hours of delay	Hours per day of congested travel on US 26 between Brookwood Parkway and I-405. Also from RTDM, calculated hours per day of congested travel for autos and trucks during the PM peak and mid-day within the study area, outside the study area in the Westside, and the region.
	Travel time reliability	Ratio of congested corridor travel time to average corridor travel time for auto and transit modes on US 26. This was calculated for a trip between 185th and the Vista Ridge Tunnel. Used RTDM output as part of calculations.
Safety	Pedestrian and bicyclist safety	Qualitative assessment of the degree to which the scenario investment options would address crash types and/or crash locations most commonly involving people walking, rolling, or cycling.
	Addresses high crash vehicle locations on the highway and arterial road system	Qualitative assessment of the degree to which the scenario investment options would address crashes on the highway and arterial roadway system through application of crash modification factors or other interventions.

Priority Area	Evaluation Metric	Methodology
Social Equity	Access to community places	Analysis showing the change in the number of community places reachable within 30 minutes by auto and 45 minutes by transit from locations that rank highest in the Metro equity focus areas ¹¹ (top quintile). Used RTDM output as part of the calculations.
	Households with access to job centers	Analysis showing the change in the number of households that could reach key job centers within 30 minutes by auto and 45 minutes by transit. Job centers are the Portland central business district, downtown Beaverton, Nike, the Sunset Transit Center, Intel Ronler Acres campus, Orenco Station, and downtown Hillsboro. Used RTDM output as part of the calculation.
Climate Action	Change in VMT	Compared the VMT from existing/baseline to each scenario. VMT served as a proxy for greenhouse gas emissions. A per capita greenhouse gas emissions estimate was also developed. Used RTDM output as part of the calculations.
Economic Vitality	Access to key destinations	Change in the number of key destinations reachable within 30 minutes by auto, transit, on foot, or by bike from downtown Hillsboro, downtown Beaverton, the Sunset Transit Center, Orenco Station, Nike, and the Intel Ronler Acres campus. Metro's Places of Interest GIS layer was used for the essential destinations, as well as major shopping centers. Used RTDM output as part of the calculations.
	Freight travel time	Travel time required to complete each segment. People employed in freight trucking are typically paid per mile traveled, and direct costs (fuel costs, maintenance) increase when freight vehicles are stuck in traffic. The higher this ratio, the more efficient the freight movement. Travel time was calculated for the following segments in the RTDM, all beginning at the west end of the study area: <ul style="list-style-type: none"> ▪ 1A: To Terminal 6 via US 26 ▪ 1B: To Terminal 6 via Cornelius Pass Road ▪ 1C: To Terminal 6 via the Northern Connector and a new Willamette River bridge ▪ 2A: To PDX via US 26, I-405, I-5, and Columbia Boulevard ▪ 2B: To PDX via Cornelius Pass Road, St. John's, and US 30 ▪ 2C: To PDX via the Northern Connector and a new Willamette River bridge ▪ 2D: To PDX via US 26, I-405, I-84, and I-205 ▪ 3A: To OR 217 or I-5 via US 26

¹¹ Metro Equity Focus Areas. <https://regionalbarometer.oregonmetro.gov/datasets/drcMetro::all-equity-focus-areas/about>

A memorandum detailing the initial evaluation criteria and approach is included as Attachment H. This memorandum captures the proposed evaluation process where the project team would assign scores to scenario performance using a scale of -3 to +3 or 0 to +3; however, this approach was not used except for qualitative assessment of safety impacts.

The metrics and methods were refined from the initial evaluation criteria memo based on data availability and continued input from project partners. Based on requests from PMG and Steering Committee members, the project team provided more detailed scenario performance results using actual values, including for example, minutes of delay for each scenario, rather than assigning a score. This approach provided more clarity and context for decision-makers when comparing across scenarios, making it easier to understand small changes and clearly see model results. Weighting the priority areas was considered but dropped due to a preference to see the values for each metric independently. Not all projects or programs could be evaluated for each metric.

5 Developing Scenarios

Scenario Development

The project team developed an initial list of over 80 potential investment options by reviewing past and current plans in the region and through collaboration with the PMG and other agency staff. Of the initial list of investment options, some were removed because they were already completed or underway. The remaining list of investment options was presented to the PMG for its feedback before the issues and needs screening. The initial list of investment options is included as Attachment I. Projects that are already built, underway, or included in the Metro 2023 RTP Financially Constrained System were considered a part of the baseline for modeling and evaluation purposes.

Issues and Needs Screening

As a result of the issues and needs screening process, some investment options were removed from consideration. These are detailed below by category and grouped by their reason for removal.

Table 5-1 Investment Options Removed Through the Issues and Needs Screening

Category	Reason for Removal
Carshare programs and policies	These options were determined to be outside the scope of the project. They are either private or other agency programs out of the direct control of ODOT and Metro.
Micromobility programs and policies	
Changes to land use, development code	
Employee Commute Options ¹² (DEQ program)	
Regional demand management (trip-planning website; education and Portland Smart Trips ; bike lockers at transit stations, transportation management associations)	

¹² Employee Commute Options program.

<https://www.oregon.gov/deq/air/programs/pages/eco.aspx#:~:text=Employee%20Commute%20Options%20is%20a,in%20Portland%20and%20surrounding%20areas.>

Category	Reason for Removal
Bike lending library	Impact is not sufficient to address key issues and needs; not regionally significant.
Bikeshare program	
Bike repair hubs and training	
Hillsboro Airport – air cargo expansion	Hillsboro Airport master plan indicates no plans for expansion.
Time-sensitive freight on MAX light-rail (access to PDX)	Not feasible.

Final Scenarios and Packages

Following the issues and needs screening, the project team met several times with the PMG and presented the remaining investment options along with research and past findings that were available. Several collaborative discussions resulted in five scenario packages (see Figure 5-1 through Figure 5-5). Packages are groupings of investment options that strive to answer specific thematic questions, detailed in Table 5-2. This approach was taken because it was not possible to individually test investment options due to timeline and budget constraints, and because future investments would likely not be implemented in isolation.

Layered Approach

Scenario packages 1 through 4 were designed to be layered on top of one another in an additive approach. For example, Scenario 1 represents only the investments in that scenario, while Scenario 2 represents the investments in Scenarios 1 and 2. The project team and PMG put a strong emphasis on capturing benefits from smaller, more easily implementable projects while working up to larger investments. This approach reflects regional and state policy for transportation investments and is demonstrated in the thematic questions for Scenarios 1 through 4. Scenario 5, the tolling scenario, is the only standalone scenario that was not layered onto the prior scenario investments, though it used the same baseline (financially constrained RTP). This scenario was kept separate to help the team understand the potential impact of pricing independent of other investments. The implementation of pricing would likely result in adjustments to other investments and would require further assessment.

Scenario 5 (tolling), like Scenarios 1 through 4, assumed future implementation of the tolling projects and programs in the 2023 RTP: the Regional Mobility Pricing Project (RMPP), tolling on the I-205 Abernethy Bridge, and tolling on the I-5 Columbia River Bridge (Interstate Bridge Replacement Program).

Defining Investment Options for Evaluation

The specific investment options in each scenario were further defined for inclusion in modeling and evaluation through a collaborative effort. The project team conducted a thorough review of existing plans for specific information, PMG members contributed details from their local jurisdictions, Metro provided context and information about the status of the projects in the RTP that was in development at the time of this phase of the project, and ODOT reported on inputs to past modeling efforts such as the Corridor Bottleneck Operations Study. The defined investment options were modeled with either the regional travel demand model (RTDM) or were included as qualitative information if it was not possible to include them in the model. The results from these efforts are included in the next section of this report.

Table 5-2 Scenario Packages and Investments

Scenario	Scenario Question	Projects in Regional Model Evaluation	Projects in Qualitative Analysis
No-Build/ Baseline		<ul style="list-style-type: none"> 2023 RTP (2020 Base Year and 2045 Financially Constrained System) 	
1	What can we achieve by using pricing and system management? i.e., what can we do with the pavement already on the ground?	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> Transit travel-time improvements Transit fare subsidy Fixed-route shuttles and circulators (see Figure 51) 	<ul style="list-style-type: none"> Regional bike network Incident response Active traffic management Vanpools Parking policies and pricing Employer and regional demand management program enhancements Bike and micromobility programs Carshare programs
2	What can we achieve by implementing relatively short-term improvements such as modifications to interchanges, investments in active transportation, and expansions of transit service and park and rides?	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> 185th/US 26 Interchange US 26/I-405 modifications (minimize merges) Bus-on-shoulder on US 26 Park and ride New transit corridors High capacity transit – New route along Barnes Road from the Sunset Transit Center to the Hillsboro Central Transit Center 	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> Close gaps in the regional pedestrian network

Scenario	Scenario Question	Projects in Regional Model Evaluation	Projects in Qualitative Analysis
3	What improvements would we see by investing in parallel routes and local facilities?	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> ▪ Managed Lanes on US 26 – high-occupancy vehicle and freight ▪ Ross Island Bridge reconfiguration ▪ Widen Cornelius Pass Road ▪ Widen Barnes Road/Burnside Street ▪ Add arterial crossings of US 26 ▪ New three-lane roadway – Schaaf Street ▪ Freight bypass at ramp meters ▪ Expanded transit service – add MAX frequency between Hillsboro Hatfield Center and Expo Center 	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> ▪ Improvements to create complete streets on local facilities and parallel routes, where missing
4	What are the larger-scale, major infrastructure concepts that could provide significant multimodal improvements?	<p><i>Projects above plus:</i></p> <ul style="list-style-type: none"> ▪ Reconfigure I-405/US 26 (Market Street) ▪ Northern Connector – new roadway, tolled tunnel connecting Kaiser Road to US 30 across the west hills/Forest Park ▪ North Willamette River Bridge – connects US 30 to Columbia Boulevard or Lombard Street ▪ Widen US 26 from 217 through the Vista Ridge Tunnel ▪ MAX tunnel downtown between Goose Hollow and Lloyd Center 	<p><i>No additional projects to be addressed qualitatively</i></p>
5 (Tolling)	What can be achieved by applying tolling/congestion pricing?	<ul style="list-style-type: none"> ▪ Toll US 26 from Brookwood Parkway to I-405 and OR 217 from US 26 to I-5 (same assumptions as RMPP)¹³ 	<p><i>No additional projects to be addressed qualitatively</i></p>

¹³ Tolls are in addition to those already planned and included in the 2023 Regional Transportation Plan.

Figure 5-1 Scenario 1 Improvements Map

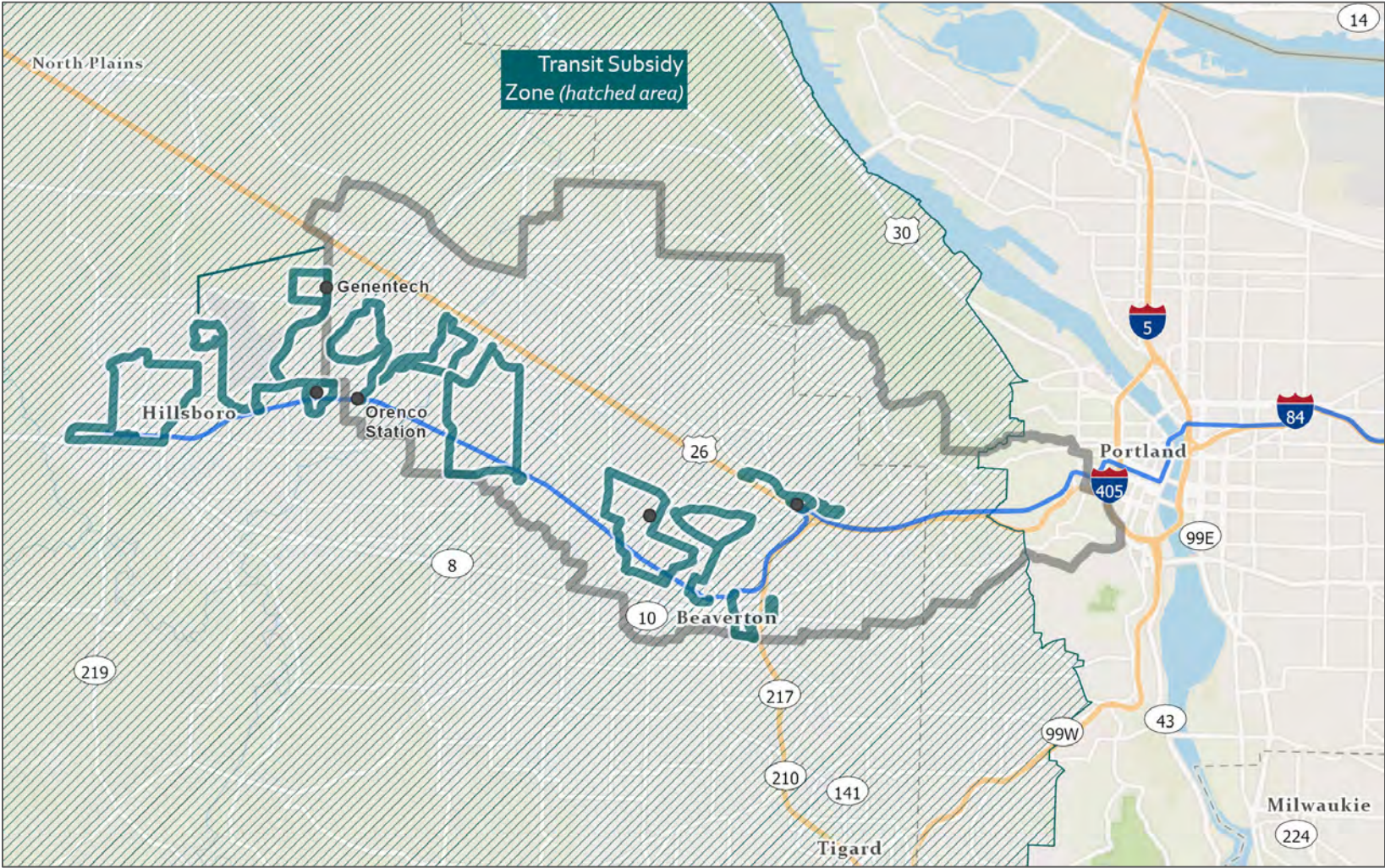


Figure 5-2 Scenario 2 Improvements Map

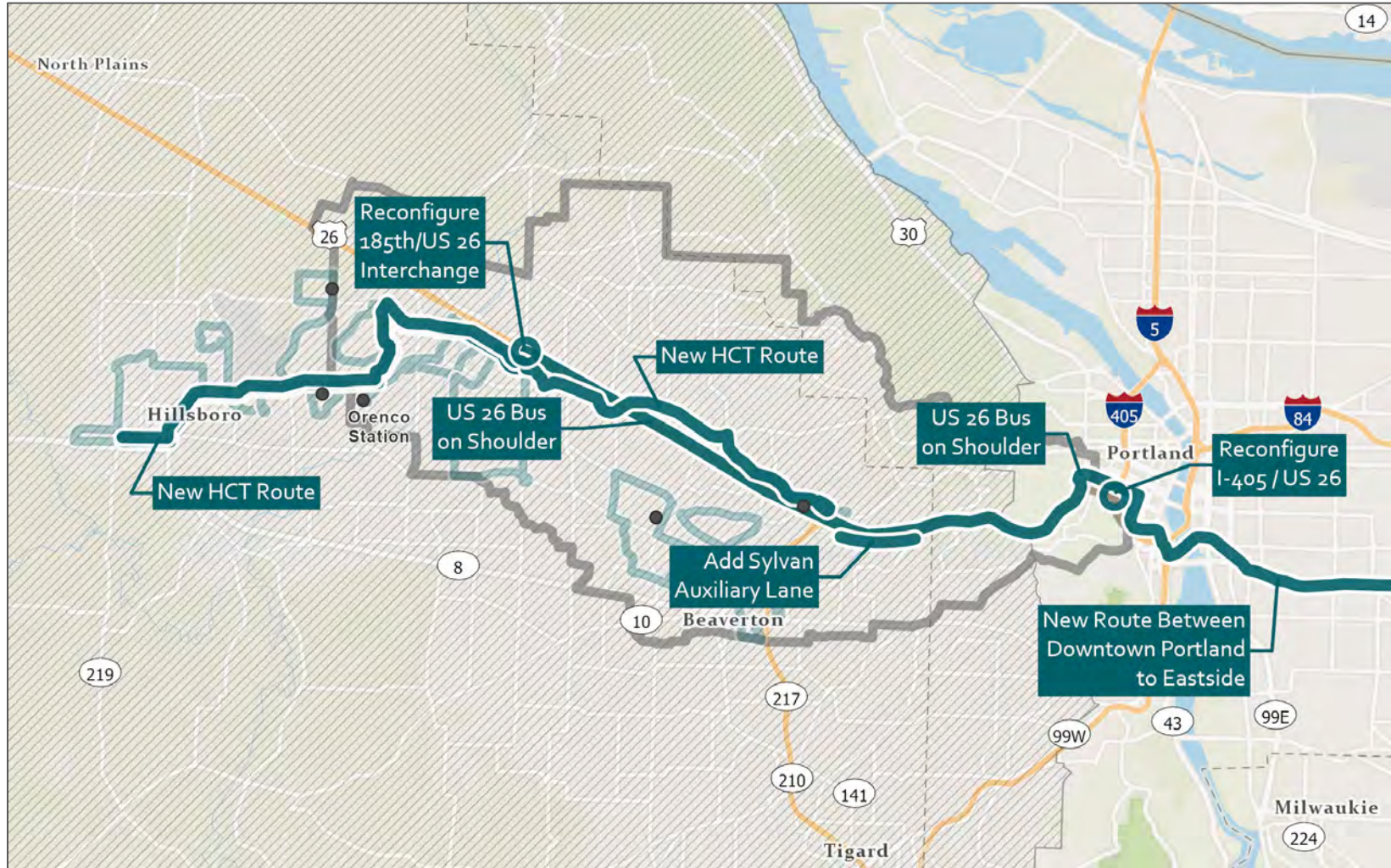


Figure 5-3 Scenario 3 Improvements Map

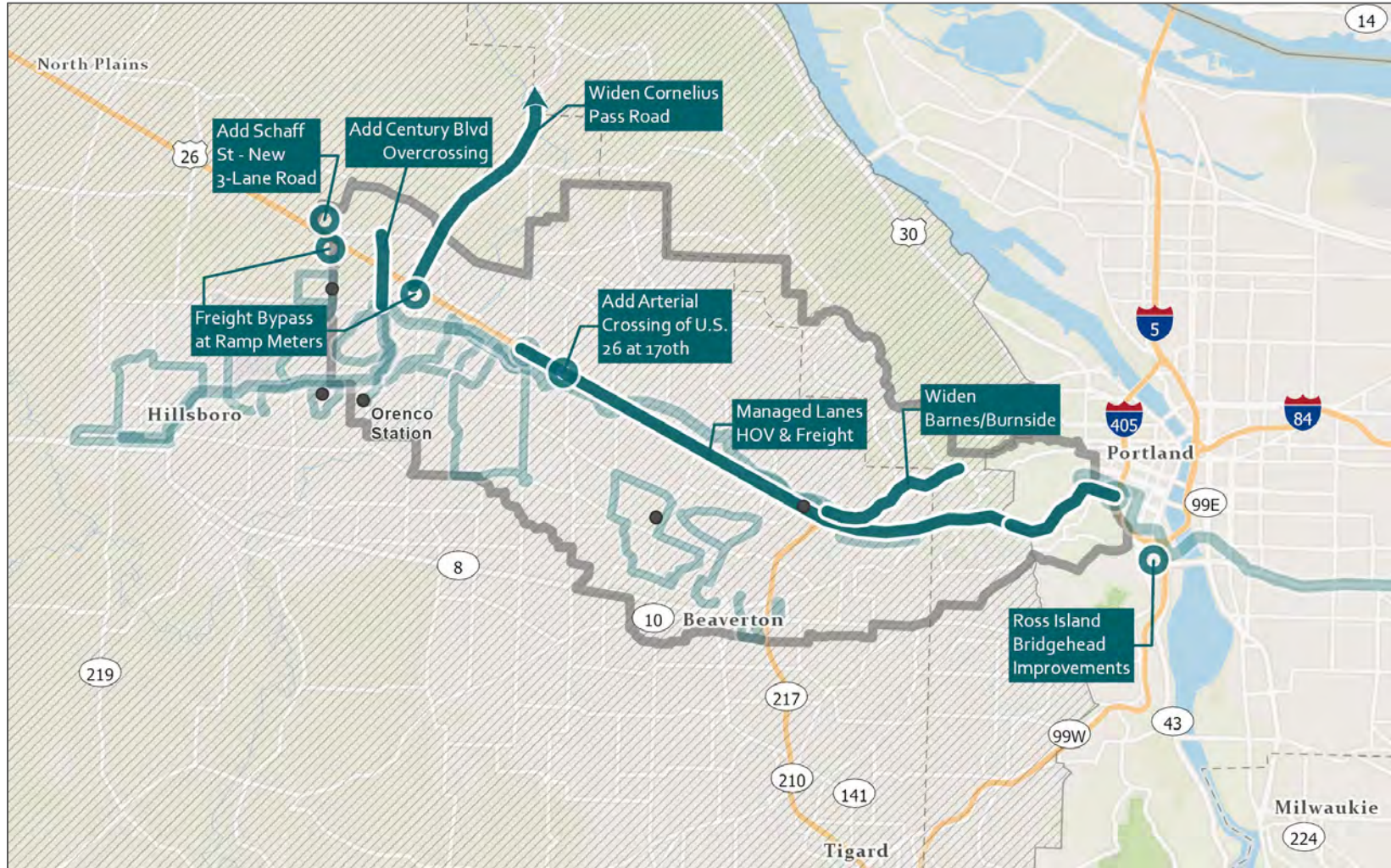


Figure 5-4 Scenario 4 Improvements Map

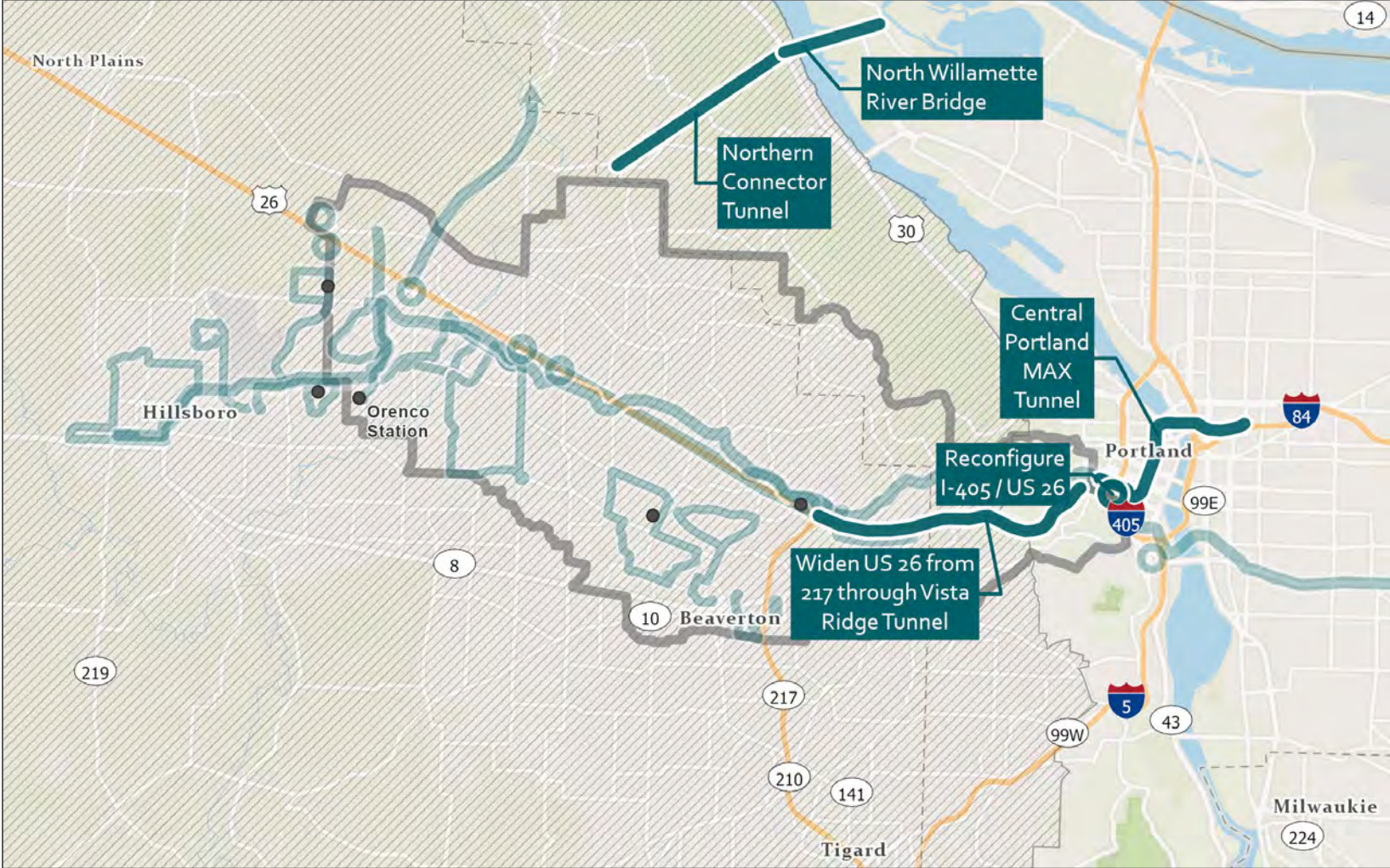
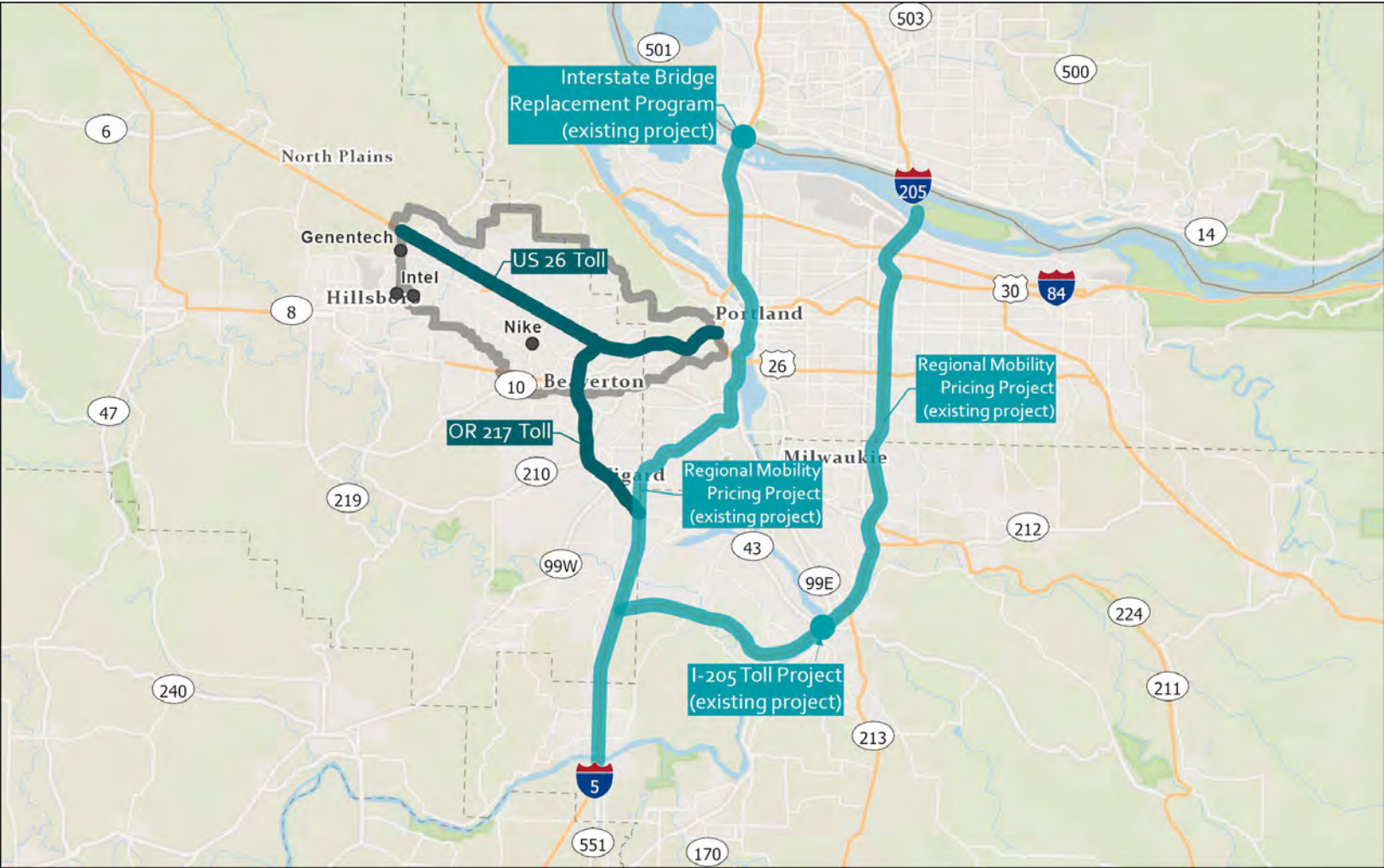


Figure 5-5 Scenario 5 (Tolling) Map



6 Evaluation of Scenarios – Results

Model results for the five scenario packages were analyzed to respond to the quantitative evaluation metrics defined in Section 4. Qualitative analysis was also included, but the results below rely most heavily on the quantitative response. Attachment N presents the qualitative safety evaluation.

The model results (quantitative) clearly highlighted the scenarios and investment options that were able to change vehicle travel behavior and patterns, which correlates closely with the Issues, Needs, and Problem Statement. The region has had a longstanding commitment to implementing multimodal projects and solutions, and the outcomes of the modeling effort show that bigger investments or tolling may now be needed to see more shift to non-automobile modes. The project team met several times with the Steering Committee to present results and conduct a priority-setting exercise where each committee member was given a limited number of votes to cast on projects they wanted to prioritize. The PMG assisted the project team in an additional feasibility analysis which quantitatively analyzed conceptual-level cost estimates and viability. Where possible, costs referred to cost estimates from prior planning documents. For new investment options, costs range estimates were developed. Following these discussions and feedback, the project team was able to develop a final draft recommendation.

Tolling was overwhelmingly the most effective at creating quantifiable change in all evaluation measures, followed by the large infrastructure investments in Scenario 4. Scenarios 1 through 3 show little to no change from the baseline in nearly all measures. Scenario 3 performs the best for increasing non-auto trips by mode, but this increase is still less than 1%. Results for the evaluation metrics are described below, and the final draft recommendation follows in Section 7.

Mobility

Person-Trips by Mode

The percentage change for non-auto mode shift for all scenarios compared to baseline 2045 is small. Scenario 3 shows the greatest difference, with about 1% increase for non-auto trips. Scenario 4 adds auto capacity in addition to transit capacity which causes smaller increases in non-auto modes. Scenario 5 (tolling) shows increases in high-occupancy vehicle and non-auto trips with no added transit improvements over the baseline as people choose alternatives to driving when tolls are introduced.

Baseline 2045 Mode Shift

The baseline 2045 scenario shows a shift away from single-occupancy vehicles between 2020 and 2045. This reflects 25 years of policies and land use that are focused on meeting goals to reduce per capita VMT and the share of single-occupancy vehicle trips within overall travel in the region. While the number of auto trips increase from 2020 to 2045 by about 1 million trips, the overall share of these auto trips decreases, as trips shift toward carpooling and transit, walking and biking.

Figure 6-1 Regional Change in Trips by Mode – Baseline 2045 from 2020

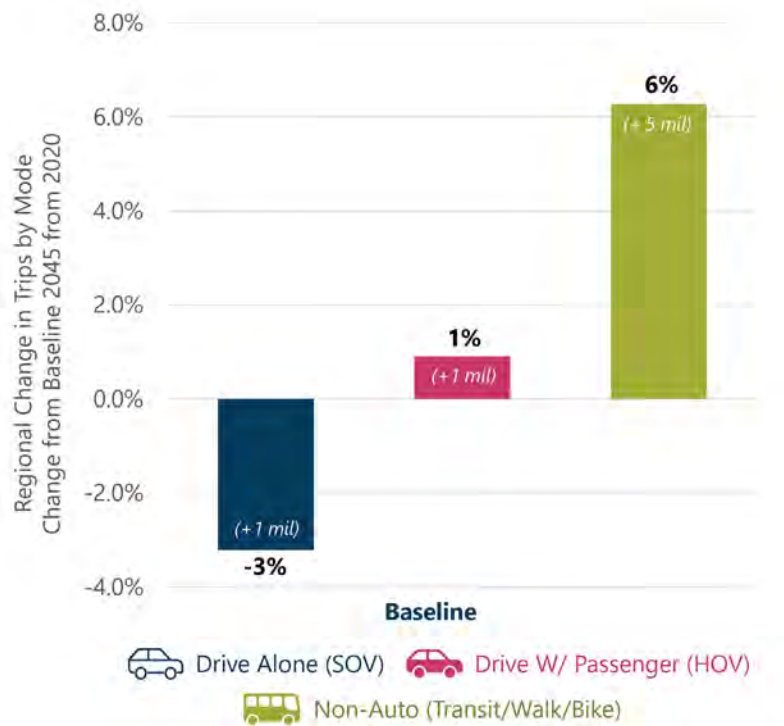
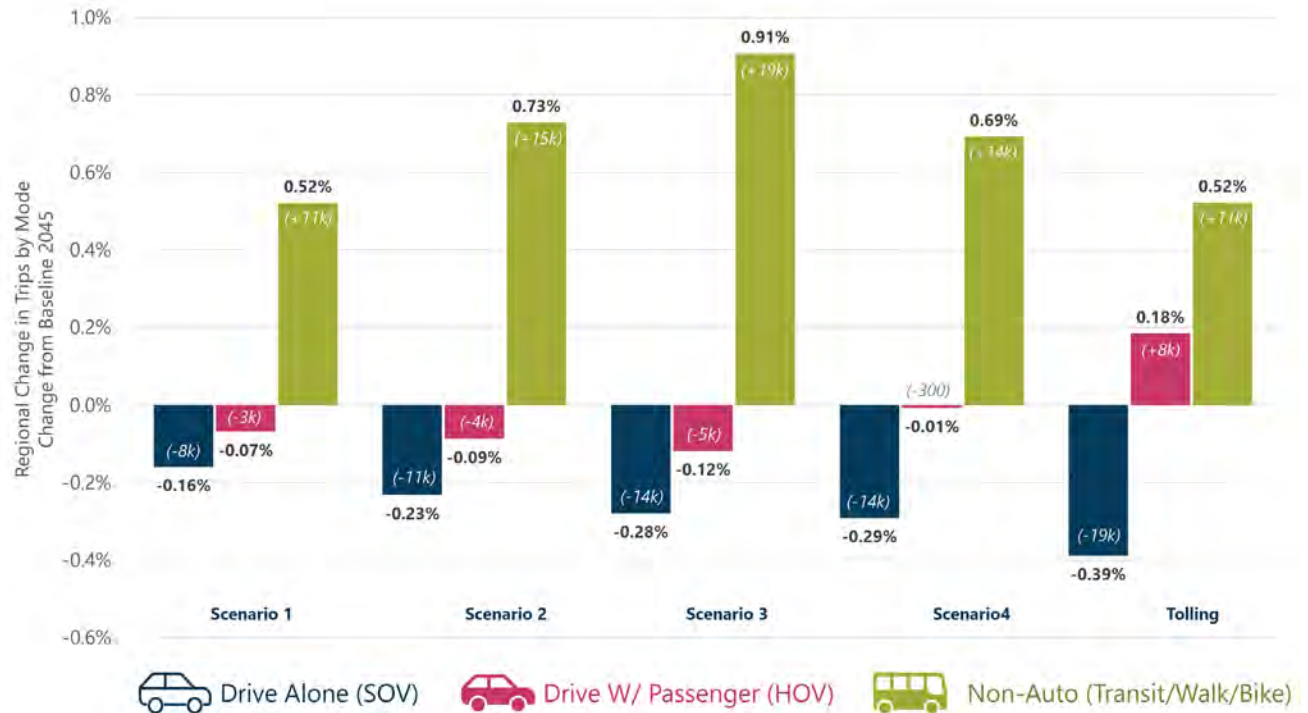


Figure 6-2 Regional Change in Trips by Mode – from Baseline 2045



Travel Pattern Changes and Diversion onto Local Streets

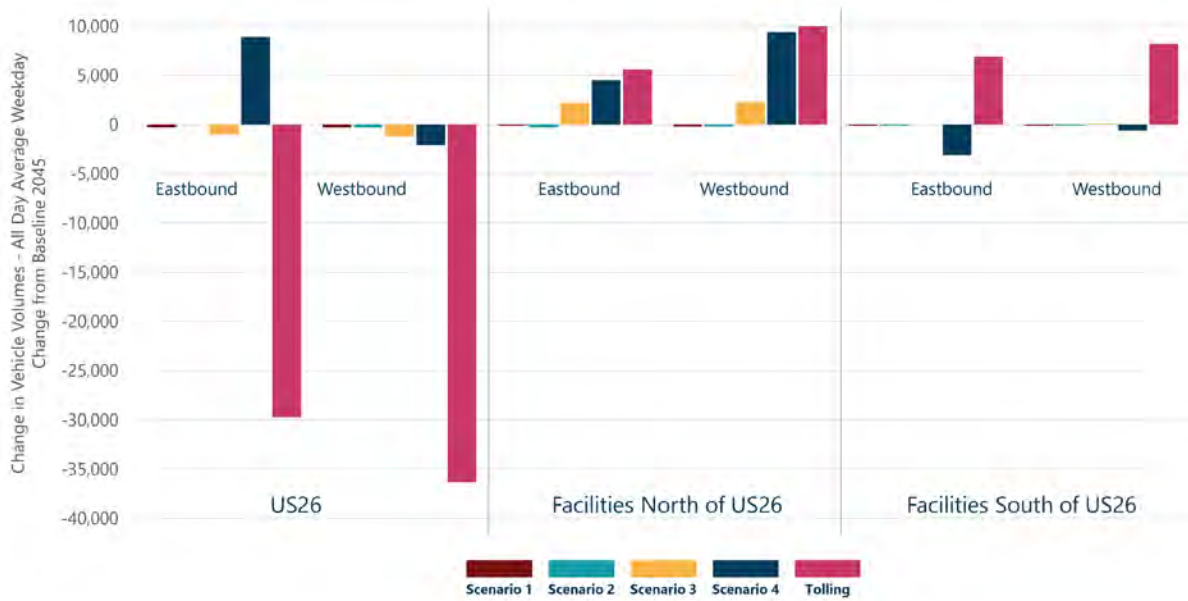
Figure 6-3 presents changes in the volume of vehicles in different parts of the study areas. There are changes to the number of vehicles north of US 26, on US 26, and south of 26. These differences are a result of a number of factors, primarily changes in capacity and diversion. Scenarios 1 through 3 had relatively small changes in vehicle volumes on local streets north and south of US 26 compared to the baseline alternative. Of these, Scenario 3 shows the greatest difference. This is attributed to capacity increases on Cornelius Pass Road which increases traffic on facilities north of US 26. Scenario 4 adds more significant capacity on both eastbound US 26 and on the new Northern Connector.

Diversion is measured as the change in traffic from its normal route or path to an alternative path. .

Scenario 5 (tolling) shows the biggest change in traffic on US 26 with the introduction of pricing. For trips north and south of US 26 in this scenario, the increases in vehicle volumes are true diversion because no capacity was added compared to baseline. Tolling related diversion includes trips not made, change of time, change of mode, or change of route. Scenario 5 (tolling) shows large drops of vehicle volumes on US 26 and increases

on facilities elsewhere in the study area. Notably, the total volume of vehicles traveling in Scenario 5 (tolling) is reduced compared to the baseline.

Figure 6-3 Change in Vehicle Volumes – All Day During an Average Weekday, Change from Baseline



Vehicle Hours of Delay

This measure uses total vehicle demand and travel times on links as output from assignments completed in the regional travel demand model (RTDM). Vehicle demand includes single-occupancy vehicles, high-occupancy vehicles, medium trucks, and heavy trucks. The starting point for this measure is a calculation of the volume to capacity (V/C) ratio which measures how congested a link in the network is given the number of vehicles that are assigned to it and its assumed capacity for carrying those vehicles. The V/C ratio is calculated for all links in the RTDM for each individual hour of a 24-hour average weekday using RTDM output assignments. The travel times for the final assignments are compared to travel times on links in the network that result if a link is over a V/C ratio of 0.90. The resulting time difference is the vehicle hours of delay. This calculation is completed for each individual hour of the 24-hour day and added together to get a daily total. For overall vehicle hours of delay on freeway and arterials on the Westside (Figure 6-4), Scenarios 1 through 3 show almost no change in peak or mid-day delay compared to the baseline. However, Scenario 4 starts to show more of a decrease in overall travel delay and a shift to more equal amounts of arterial and freeway delay, where in the baseline and Scenarios 1 through 3, delay on freeways exceeded that on arterial routes. Scenario 5 (tolling) nearly eliminates delay on freeways and sees

reductions overall in delay, with small increases in truck delay primarily on arterials as a result of the diversion to local routes that is summarized above.

Delay on US 26 in both directions follows a similar trend with Scenarios 1 through 3 seeing only minor improvements from the baseline alternative, Scenario 4 seeing more significant differences, and Scenario 5 (tolling) completely removing delay in both the AM and PM peaks (Figure 6-5).

Figure 6-4 Vehicle Hours of Delay – Westside, Including the Study Area

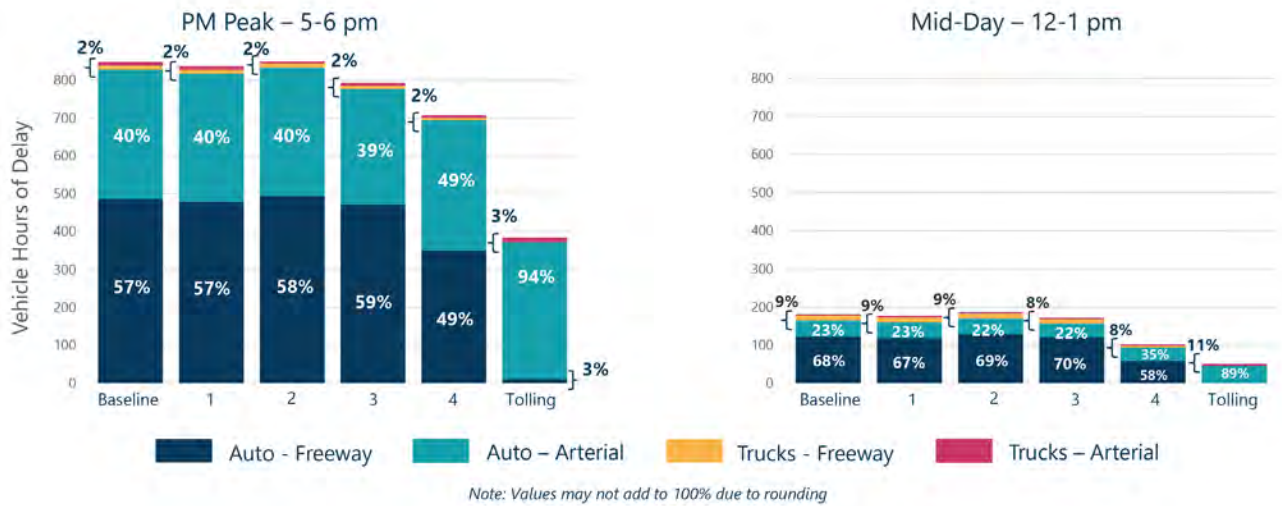
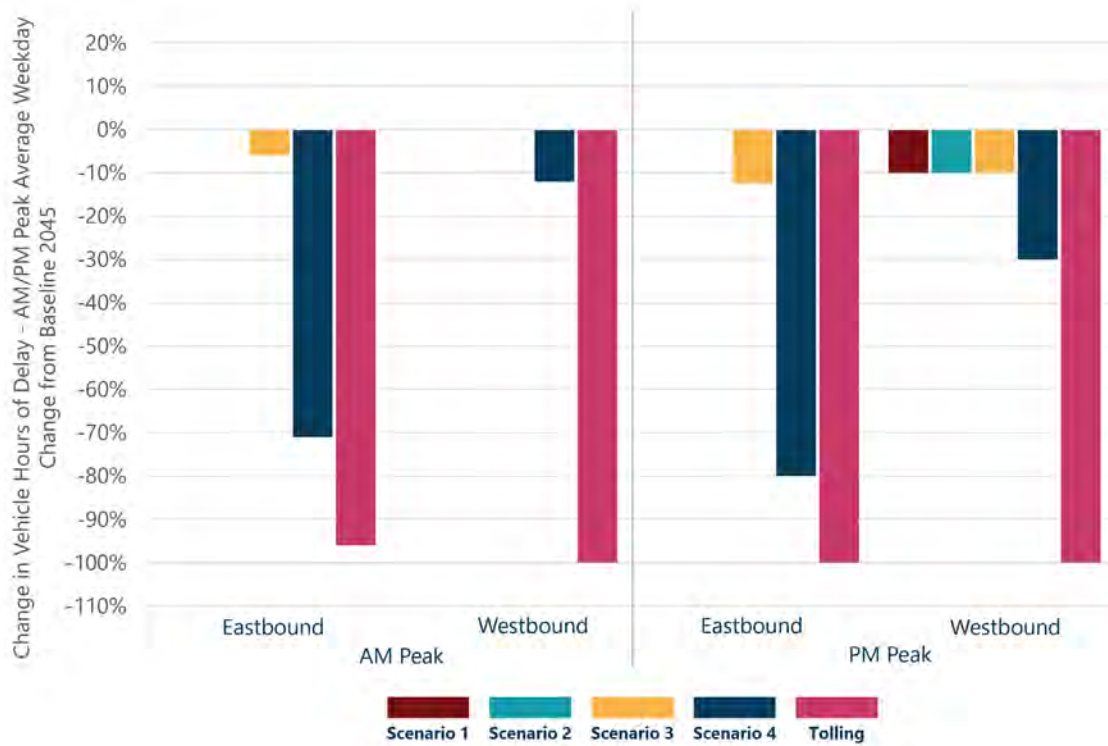


Figure 6-5 Change in Vehicle Hours of Delay – AM/PM Peak on an Average Weekday, Change from Baseline



Travel Time Reliability

Similar to the results for delay, the results for the travel time reliability measures see very little change between the baseline alternative and Scenarios 1 through 3, while Scenario 4 improves somewhat (better improvement in the eastbound direction) and Scenario 5 (tolling) shows substantial improvements in both directions. Hours of congestion could drop to 0 with tolling, from about between 11 to 14 hours per day depending on direction (Table 6-1).

Travel time is reduced from the baseline alternative in only Scenario 4 and Scenario 5 (tolling). Scenario 4 would reduce the 2045 travel time from the baseline to be similar to today. Scenario 5 (tolling) has the largest reduction, dropping travel time by between 6 and 7 minutes depending on the direction of travel (approximately 4 minutes faster than today).

Table 6-1 Hours of Congestion at the US 26 Vista Ridge Tunnel

Direction	Baseline 2045	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Tolling
Eastbound	14	14	14	14	4	0
Westbound	11	11	11	10	9	0

Table 6-2 Change in AM Peak Travel Time (Minutes) on US 26 from Hillsboro to the Vista Ridge Tunnel

Direction	Baseline 2045	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Tolling
Eastbound	+3	No change	No change	No change	-3	-7
Westbound	+2	No change	No change	No change	-1	-6

Note: Baseline change is from today, scenarios change from baseline.

Safety

Safety impacts were analyzed qualitatively using a comparison to known crash modification factors and professional judgment. Each potential investment option was evaluated, and a summary by scenario is provided below for the two crash types: crashes involving vulnerable users (pedestrians and bicyclists) and crashes at high-crash locations. Investments with a positive impact on safety (or a positive score) would improve safety either through proven countermeasures or by addressing travel in areas with a known high rate of crashes and severe crashes. Investments with a neutral impact (scoring 0) would not influence overall roadway safety or there was not enough detail to make a determination. Investments with a negative impact involve factors associated with higher crash rates and more severe crashes. Attachment N includes the qualitative safety evaluation.

Table 6-3 Safety Assessment

Scenario	Safety Summary	Key Investments
1	All potential investment options would have a neutral or positive impact on safety.	Intelligent transportation system improvements would provide advanced warning/notification for drivers; an expanded bike network would make it easier to travel by bike for all types of trips.
2	Most investments would be slightly positive for safety.	Closing gaps in the pedestrian network would make it safer and easier to travel by walking or mobility device and would improve access to transit.

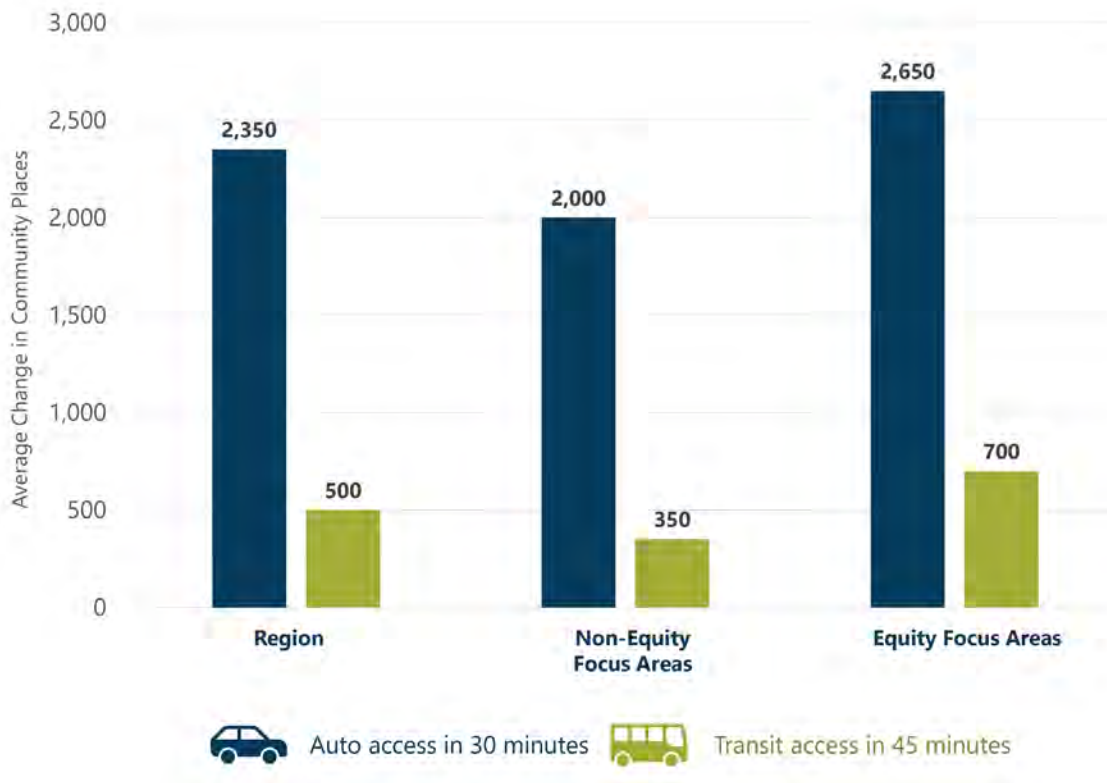
Scenario	Safety Summary	Key Investments
3	Investments would have varied impacts for safety. Investments that increase roadway capacity would have a strongly negative impact on safety.	Design for projects such as widening Cornelius Pass Road or adding arterial crossings of US 26 would likely involve multiple safety countermeasures, but project details have not been established yet.
4	Investments would have varied impacts for safety. Investments that increase roadway capacity would have a strongly negative impact on safety.	Widening US 26 on the east end and building the Northern Connector and North Willamette bridge would add new capacity. Wider roads can negatively impact safety through longer crossing distances for people walking and rolling and increased speeds.
5	Tolling would have a undetermined impact on safety.	There is limited research on the safety outcomes of tolling and road pricing.

Social Equity

Access to Community Places

Future investments will improve access to community places, particularly for people living in or traveling to equity focus areas. The baseline alternative, Scenarios 1 through 4, and Scenario 5 (tolling) show little difference in the number of destinations accessible within 30 minutes by auto and 45 minutes by transit. Figure 6-6 shows the change in community places accessible as an average since there is very little variation in the values. The average change is made up of the change from 2020 to baseline 2045 and from baseline 2045 to Scenarios 1 through 4 and Scenario 5 (tolling).

Figure 6-6 Average Change in Community Places



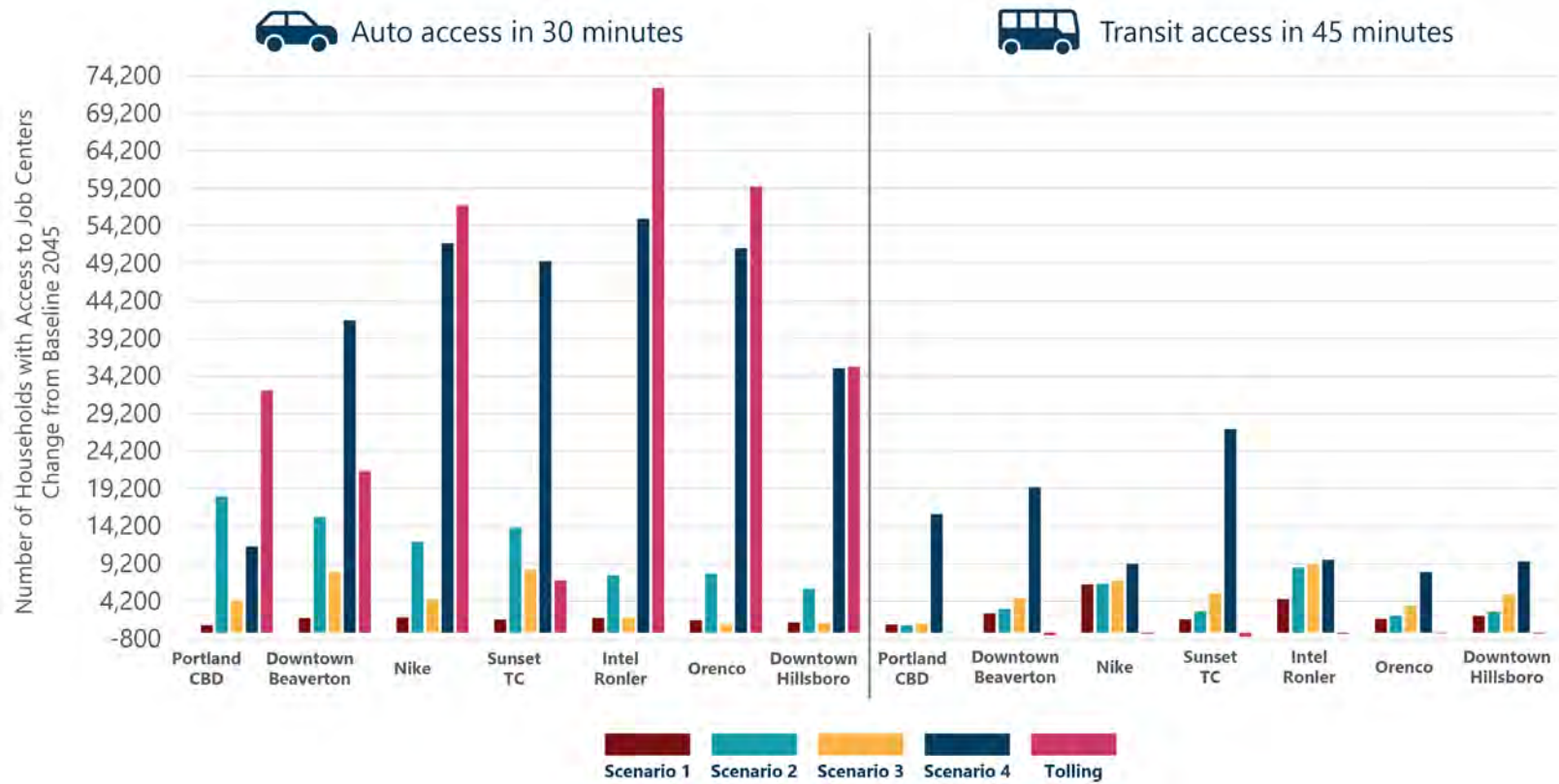
Households with Access to Job Centers

This measure analyzed how many households can reach designated jobs centers within 30 minutes by auto and 45 minutes by transit. Transit time includes walk time, wait time, and the time spent in the transit vehicle. Auto time only includes in-vehicle time. Each of the scenarios shows improvements compared to the baseline alternative. The most significant improvements for most locations are with Scenario 4 and Scenario 5 (tolling; see Figure 6-7).

Job Centers:

- Portland central business district (CBD)
- Downtown Beaverton
- Nike
- Sunset Transit Center
- Intel Ronler Acres campus
- Orenco Station
- Downtown Hillsboro

Figure 6-7 Change in Number of Households with Access to Job Centers by Mode – Change from Baseline 2045

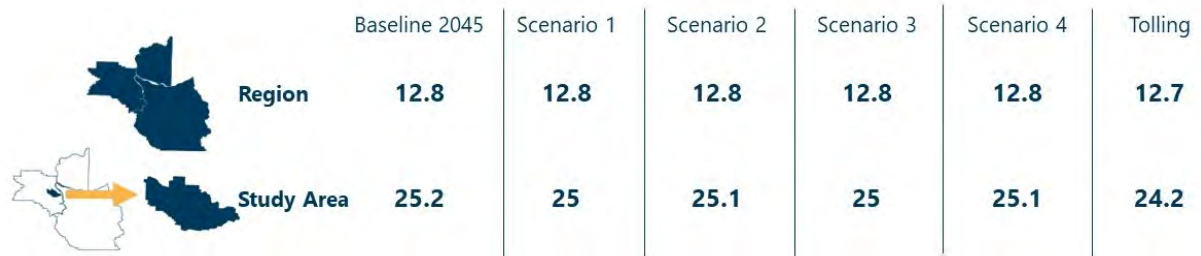


Climate Action

Change in Vehicle Miles Traveled

VMT per capita shows very little change compared to the baseline alternative. Scenario 5 (tolling) sees a 1-mile per capita decrease (see Figure 6-8).

Figure 6-8 Vehicle Miles Traveled per Capita – Total VMT, Not Change

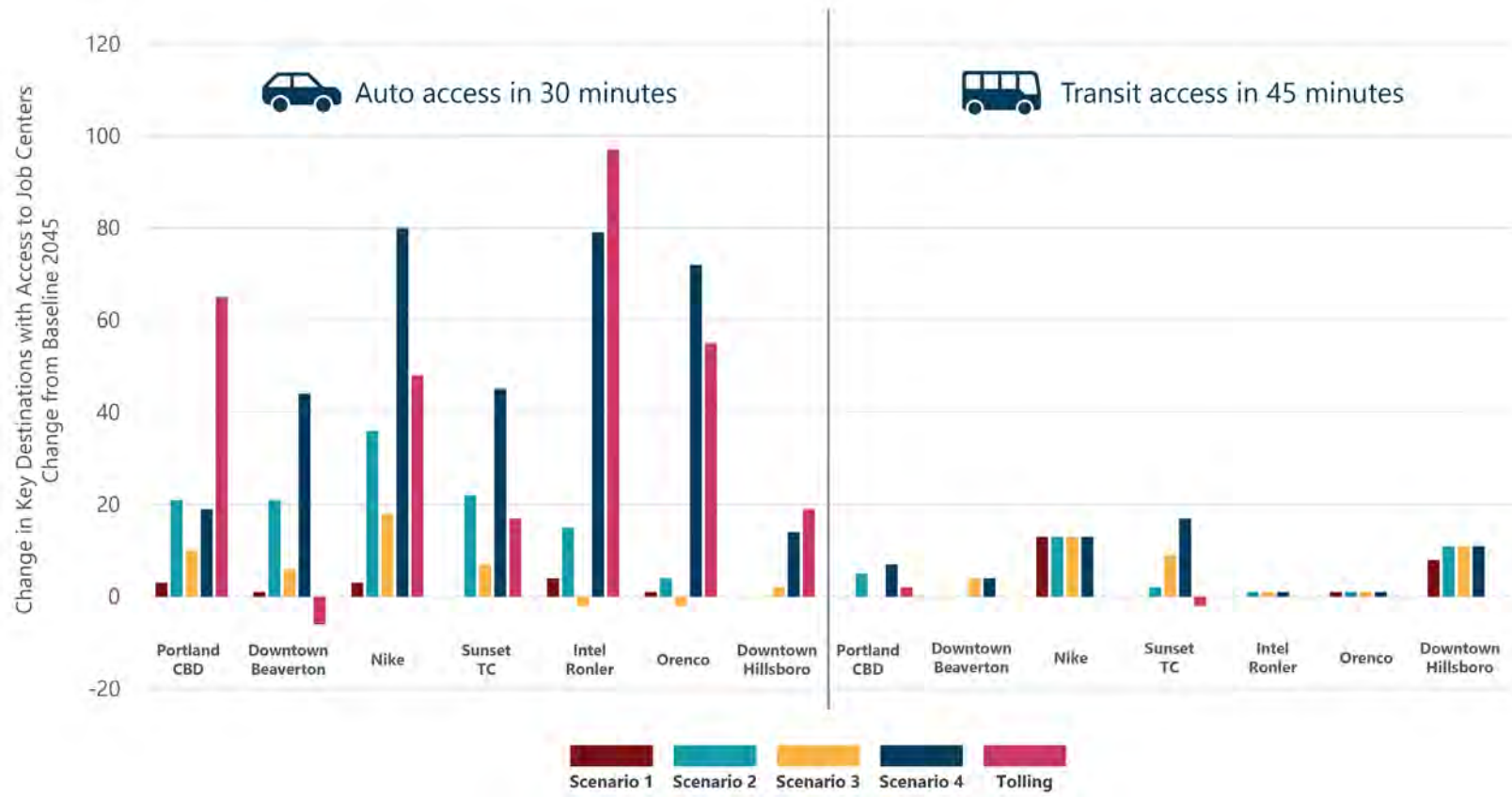


Economic Vitality

Access to Key Destinations

Access to key destinations is a similar measure to households with access to job destinations. This measured how many key destinations were within 30 minutes by auto and 45 minutes by transit to specific job centers that are noted below in Figure 6-9. Transit time includes walk time, wait time, and the time spent in the transit vehicle. Auto time only includes in-vehicle time. Scenario 5 (tolling) shows fewer key destinations accessible via auto from downtown Beaverton and fewer from the Sunset Transit Center by transit (Figure 6-9). Scenario 3 results in fewer key destinations accessible by auto from both Intel Ronler Acres and Orenco Station. All other combinations of mode, scenario, and job center show increases from the baseline alternative.

Figure 6-9 Change in Key Destinations with Access to Job Centers by Mode – Change from Baseline 2045



Freight Travel Time

Figure 6-10 shows the eight freight routes analyzed while Table 6-4 shows the route names and the range of eastbound travel times throughout the day. For routes using US 26 (1A, 2A, 2D), Scenario 4, which adds capacity, and Scenario 5 (tolling) give the most improvement to travel time. Routes using Cornelius Pass Road (1B, 2B) perform the best in Scenario 4. This is in part because of traffic that is routed to the new Northern Connector tunnel which reduces congestion on Cornelius Pass Road. Northern Connector routes (1C, 2C), which are only in place in Scenario 4, see clear travel time improvements to PDX and Terminal 6. Route 3A, along US 26 and OR 217, only shows improvement in Scenario 5 (tolling).

Figure 6-10 Freight Routes

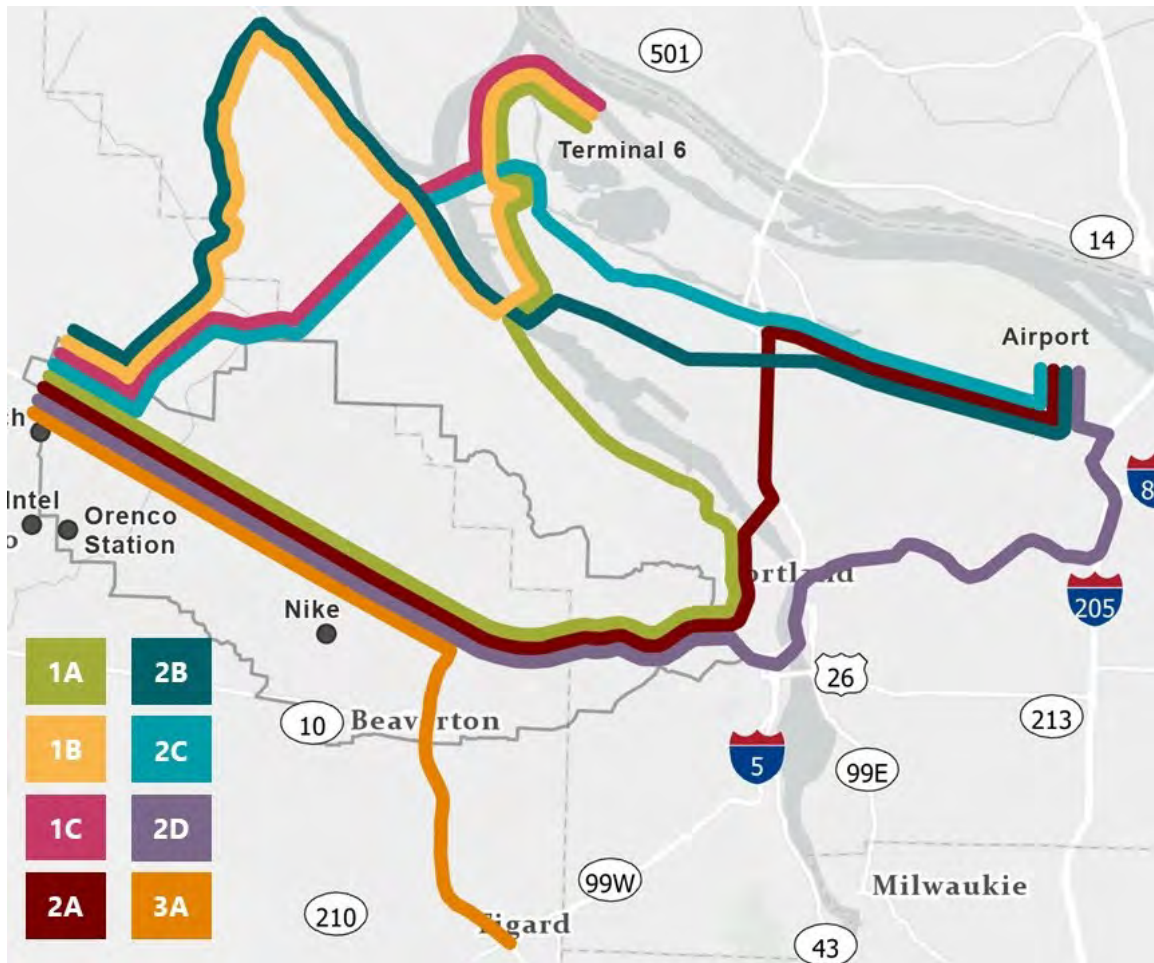


Table 6-4 Freight Routes Eastbound Travel Times – Range in Minutes Based on Time of Day

Freight Routes	Baseline 2045	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Tolling
1A: To Terminal 6a via US 26	44-53	44-53	43-55	43-52	40-47	39-46
1B: To Terminal 6 via Cornelius Pass Road	42-49	40-49	40-49	38-45	35-38	40-50
1C: To Terminal 6 via Northern Connector and new Willamette River bridge	-	-	-	-	19-21	-
2A: To PDX via US 26 I-405, I-5, and Columbia Boulevard	36-41	36-41	36-41	36-40	33-37	32-34
2B: To PDX via Cornelius Pass, St. John's, and US 30	49-55	48-55	48-55	46-51	43-45	48-56
2C: To PDX via the Northern Connector and new Willamette River bridge	-	-	-	-	32-35	-
2D: To PDX via US 26, I-405, I-84, and I-205	42-49	42-49	42-49	42-48	40-46	38-42
3A: To OR 217/I-5 via US 26	21-25	21-25	21-25	21-24	21-24	19-21

7 Recommendations and Conclusions

Project partners considered more than 80 potential multimodal project, strategic, and technology investment options in the development of a preferred set of investments and programs that address the problem statement. The investment options were grouped into scenarios, and each scenario was evaluated for its potential to address the problem statement. This evaluation was completed using measures within five priority areas: mobility and reliability, safety, social equity, climate action, and economic vitality. The Steering Committee developed its final recommendation based on the results of the evaluation.

State and regional policy guidance direct that improvements to system efficiency and management are required before additional highway capacity can be considered. The recommendations of the Steering Committee are consistent with that hierarchy, as described in the Oregon Highway Plan Policy 1G, Metro's Regional Transportation Plan Regional Motor Vehicle Network Policies 5 and 6, and Metro's Congestion Management Process.

The Steering Committee came to consensus on the recommendation below. The recommendation is organized as follows:

- Multimodal Investments. Transportation demand management and transit-supportive programs and projects that need more local, state, and federal funding to be successful.
- Strategic Capital Investments and Funding Strategy. Advance study of tolling paired with complementary corridor investments.
- Future Considerations. Items lacking consensus to advance but that may be considered in the future.

Recommended Multimodal Investments

Multimodal solutions are an important part of any solution addressing transportation needs in the region. State and regional priorities point to providing transportation alternatives to support our communities and advance our region’s climate, safety, and social equity goals. Although the improvements listed in this section may not individually have a substantial impact on the overall mode share or other travel performance measures within the study area, they could be significant at a smaller scale and would provide important travel options to the community. These investments are listed in Table 7-1. A multifaceted partnership, including both the public and private sectors, is needed to help realize these investments:

- Local agencies should consider transit-oriented development policies and strategies.
- Employers can invest in travel option programs such as vanpools to address commuting trips.
- State and federal funding is needed to support capital investments in transit to support this package of transportation investments.

Table 7-1 Recommended Multimodal Investments

Program	Description	Owners
Employer and regional transportation demand management programs	Get There Oregon, a statewide program, will support a focused effort on the needs of Washington County's largest employers in cooperation with regional partners such as Washington County, the Westside Transportation Alliance, and the Washington County Chamber of Commerce.	Metro, Washington County, Washington County Chamber of Commerce, business partners
Close gaps in the pedestrian and bicycle network	Continue to work toward closing sidewalk and bike lane gaps in the west side to support providing access to transit.	City of Hillsboro, City of Beaverton, Washington County, Multnomah County, ODOT
High frequency and high capacity transit improvements	Use the Metro HCT Strategy and follow TriMet concepts laid out in Forward Together 1.0 and 2.0 and for the FX high-capacity bus service to continue to grow high capacity transit options on the Westside. As new transit is developed, continue to consider the need for bus-on-shoulder and new park and rides.	TriMet, Metro

Program	Description	Owners
Shuttles and circulators	Continue to grow shuttles and circulators, advancing the work done as part of the Washington County Transit Study .	Washington County
Park and rides	Consider opportunities for park and rides that might be leased or owned by cities or Washington County.	Washington County, City of Hillsboro, City of Beaverton
Parking pricing	Evaluate local policy and plans to implement town center and regional center parking pricing.	City of Hillsboro, City of Beaverton, Metro (policy)

Recommended Strategic Capital Investments and Funding Strategy

The WMIS demonstrated that tolling was an effective tool to manage congestion and improve safety and travel time reliability on US 26. When paired with projects on nearby routes, increased systemwide benefits are expected. Furthermore, tolling revenues could be leveraged to fund complementary safety, transit-supportive, and operational investments at congested bottleneck locations on and off US 26. Based on the evaluation, the Steering Committee recommends conducting a study of tolling paired with options for phased strategic capital investments on US 26 or ancillary routes. The future study would evaluate local (within the study area) and regional (beyond the study area) multimodal transportation network and land use impacts, while balancing congestion management, revenue generation, and equity outcomes. The future study should account for other potential expanded transportation funding efforts to be explored at the local, regional and state levels in addition to federal funding opportunities. The future study would be developed in collaboration with regional partners and would include extensive public engagement. Strategic investments to pair with tolling are listed in Table 7-2.

Table 7-2 Strategic Investments to Pair with Tolling

Program	Description	Owners
Corridor bottleneck improvements: US 26/I-405	<p>Build upon work done in previous studies such as the ODOT Corridor Bottleneck Operations Studies 1 and 2 which identified recurring bottlenecks and evaluated potential solutions at a high level. On US 26 and I-405, several concepts have been identified for further study.</p> <p>Use the Metro Freight Commodity Study for additional information on demand and economic impacts of bottlenecks and freight travel-time reliability.</p>	ODOT
Cornelius Pass roadway safety and mobility improvements	<p>Cornelius Pass Road (OR 127) between US 26 and US 30 is already used as an alternative to US 26 for hazardous materials transport, some freight, and general traffic. To improve safety, provide system resiliency, and address traffic diversion, the Steering Committee recommends identifying phased improvements to Cornelius Pass Road. Build upon previous work such as the Cornelius Pass Road Safety Evaluation Jurisdictional Transfer Agreement to improve mobility through the corridor and increase safety for hazardous materials that are diverted to Cornelius Pass Road since they are prohibited on US 26 between OR 217 and I-405 due to the Vista Ridge Tunnel.</p>	ODOT
Barnes Road improvements	<p>Evaluate the improvements to Barnes Road at strategic locations within Washington County to improve access to transit, safety, and traffic congestion and address diversion. This would be consistent with the strategic investments section of the 2023 RTP, which includes a study of widening SW Barnes Road to four or five lanes between OR 217 and SW Leahy Road and to two or three lanes between SW Leahy Road and the Multnomah County line.</p> <p>The design would focus on improving access to transit, safety, and operations and would be advanced within a multimodal framework. Features could include provision of turn lanes in select locations, enhanced bicycle and pedestrian accessibility including completing bike lane and sidewalk gaps and ADA improvements, enhanced pedestrian crossings, transit priority, and bus stop improvements as part of a corridor-based bus rapid transit project or to ready the corridor for future corridor-based bus rapid transit investment.</p>	Washington County
Transit-supportive investments: high frequency and high capacity transit	<p>Identify funding and implementation strategies for enhanced transit services and transit-supportive corridor investments that can result in transit travel time and reliability improvements along tolled corridors. Jurisdictions with road and signal authority play an important role in making improvements on roadways to help buses run faster and more reliably in conjunction with the tolling time frame.</p>	TriMet, Metro, ODOT, counties, cities

Future Considerations: Additional Items Discussed by the Steering Committee

A minority of Steering Committee members advocated for studying new capacity projects in the form of the Northern Connector and a new North Willamette bridge. These two projects would create a new connection between Germantown Road/Kaiser Road (north of US 26) across/through the west hills to U.S. 30 and a new bridge across the Willamette River to the vicinity of N Columbia Boulevard or N Lombard Street in North Portland. A new Northern Connector was first evaluated in the *Washington County Transportation Futures Study* in 2017. That study showed the potential of these facilities to provide an efficient and reliable route for freight vehicles, a resilient route option for travelers during winter storms and other incidents, and potentially a safer and more direct route for hazardous material than the current route over Cornelius Pass Road.

Several factors influenced the Steering Committee's decision not to include these two projects in the recommended Strategic Capital Investments and Funding Strategy. The primary factors were:

- State and regional policies require that system- and demand-management strategies be used before adding capacity to existing facilities and before building new facilities.
- High construction and ongoing maintenance costs and concerns about potential environmental impacts.
- A lack of support from the majority of jurisdictions through which the facilities would pass.

The Steering Committee agreed that if the combination of multimodal investments and demand management, transit, tolling, and capacity improvements on existing facilities did not adequately address the problem statement and evaluation priorities identified by the Steering Committee, then the region may want to consider studying new facilities such as the Northern Connector and a new North Willamette bridge.

8 References

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5.1 TriMet Safety and Security Presentation

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, September 19, 2024

JPACT Worksheet

Agenda Item Title: TriMet Safety and Security Briefing

Presenters: Andrew Wilson, TriMet Executive Director of Safety and Security

Contact for this worksheet/presentation: John Serra, Government Affairs Coordinator,
serraj@trimet.org

Purpose/Objective

The purpose of this presentation is to brief our regional partners on the work that TriMet is doing to address the challenges occurring in our community, and to share more about the work that TriMet is doing to enhance safety and security both on and off transit in the metro area.

Outcome

JPACT Members learn about the status TriMet's safety and security initiatives and have the opportunity to ask questions.

What has changed since JPACT last considered this issue/item?

TriMet last presented to this group on this topic in January of 2021. During that time TriMet has implemented new programs to address the evolving needs of our community.

What packet material do you plan to include?

None

5.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, September 19, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development

Presenters: Anneliese Koehler (she/her), Metro

Contact for this worksheet/presentation: Jaye Cromwell, jaye.cromwell@oregonmetro.gov

Purpose/Objective

This discussion item is the second opportunity for discussion on a possible 2025 state legislative transportation package. Staff will be discussing and seeking feedback on the draft JPACT priorities to arrive at JPACT's priorities.

Staff is proposing to bring this item again in October for further discussion and action to recommend priorities to the Metro Council.

Outcome

JPACT members will understand the current political dynamics and conversations surrounding a possible state legislative package in 2025. Members will also give high level reactions to the draft JPACT Transportation Priorities document (attachment A) in this packet.

Background

Since January 2024, JPACT has been hearing information on relevant topics to develop transportation priorities.

- January 2024- JPACT members heard an overview from the regional legislative affairs of the current conversations surrounding a possible package in 2025.
- March 2024- Members heard a presentation from ODOT on their fiscal cliff and discussed local challenges.
- April 2024- Members heard a presentation and participated in discussion with representatives from the League of Oregon Cities and the Association of Oregon Counties about local needs within and outside of our region.
- May 2024- Members heard from representatives of Transportation for America to learn how other states fund their transportation systems, and Oregon's pilot VMT program, OreGo.
- June 2024- Members heard from ODOT and TriMet and learned about the Statewide Transportation Improvement Fund (STIF) and transit funding outlined in HB 2017 during the last large transportation investment package.
- July 2024- Members discussed the initial draft and gave feedback.

What has changed since JPACT last considered this issue/item?

Staff revised the JPACT draft priorities in response to JPACT feedback.

What packet material do you plan to include?

Attachment A- Updated JPACT Draft priorities

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 3rd, 2024

Subject: JPACT Priorities for the State 2025 Transportation Package

Purpose: A shared position statement that describes Metro and the Joint Policy Advisory Committee on Transportation (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a future with safe, reliable and affordable travel options for all.

JPACT Priorities for a State 2025 Transportation Package:

The Portland Metro area wants a safe, reliable, equitable, healthy and stable transportation system that is environmentally responsible, efficiently moves people and products to their destinations, and ensures all people can connect to the education and work opportunities they need to experience and contribute to our region's and state's economic prosperity and quality of life. The Portland metro region accounts for more than 40 percent of the state's population. Our region continues to evolve -- working, shopping, and traveling in new ways that require expanded transportation options and solutions. Technological changes in transportation, communication and other areas are radically altering our daily lives. We are also facing urgent global and regional challenges: climate change is happening faster than predicted, and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. For an export dependent state like Oregon, a resilient intermodal transportation system is especially critical to ensure local businesses can get their products to market. Intermodal transportation and marine highways offer a sustainable alternative for moving goods and improving overall freight mobility.

We are at a pivotal moment. As the region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2025 transportation package provides an opportunity for all levels of government and community to work together to deliver a better transportation future.

Our communities need:

- **Short-Term Funding Solutions.** Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- **Long-Term Sustainable Funding.** Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for multi-modal investments into the future. Ensure that local agencies continue to receive a proportional local share (50/30/20 or better) of all state collected transportation revenues. Ensure local agencies maintain and expand taxing authority for new types of funding.

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion of the major bottleneck projects in the Portland metro region as promised by HB 2017.
- Safe Urban Arterials and Streets. Continue to invest in state programs that reduce fatal and serious injuries on our roadways ,and improve conditions on our most dangerous urban arterials. These investments should prioritize critical infrastructure improvements for all roadway users, and in major travel corridors with developing housing and job opportunities.
- Transit. Fund transit capital and operations, providing necessary solutions for expanding transit access statewide to make transit an easily accessible, attractive and equitable travel option.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters and adapt infrastructure for the needs of future generations.

We are all committed to advancing robust and meaningful programs. Together we can create legislation that responds to the evolving economic and environmental needs across the state.

Materials following this page were distributed at the meeting.

July-August traffic deaths in Clackamas, Multnomah and Washington counties*

Elvis Jay Harden, 81, driving , Hwy 47 Tualatin Valley Hwy at Spring Hill Rd., Washington, 7/3
Victor Cortes Rosales, 26, motorcycling, S Central Point Rd. , Clackamas, 7/6
William Ballew, 46 and Tony Luttrell, 40, driving , Hwy 211 Woodburn-Estacada Hwy, Clackamas, 7/6
Jamie Allen Smith, 25, walking, N Columbia Blvd & N Argyle Way, Portland, Multnomah, 7/11
Pablo Franklin Chavez, 35, driving, E Main St., Hillsboro, Washington, 7/14
Marquita Renee Martin, 38, walking, Northeast Portland Hwy., Portland, Multnomah, 7/14
Justin Kenneth Janssens, 35, driving , S Springwater Rd, Clackamas, 7/16
Thomas W. Keough, 36, driving, I-205 ramp at Jantzen Beach/Hayden Island, Portland, Multnomah, 7/18
Jonathan Quade Wolbaum, 23, motorcycling, SE 190TH DR., Gresham, Multnomah, 7/20
Matthew Dorsett, 32 and Claire Elise Kidd Dorsett, 31, motorcycling, Hwy 26 east of Sandy, Clackamas, 7/21
Mai Grace Tankersley, 17, driving, Tile Flat Rd., Beaverton, Washington, 7/25
Malcom T. Braman, 22, and Nicholas P. McGuire, 36, driving, NE 122nd Ave & NE Marx St., Portland, Multnomah, 8/2
Nathan Gregory Vinson, 29, motorcycling, N Portland Rd & N Marine Dr., Portland, Multnomah, 8/7
Injae Christopher Enyart, 28, walking, I-205 ramp, West Linn, Clackamas, 8/8
Jeremy Young, 48, walking, I-84 ramp, Portland, Multnomah, 8/8
Larry Brenner, 81 and Jonathan Brenner, 41, walking, SE Lusted Rd., Clackamas, 8/10
Brookelynn Ashley Dell Fetters, 34, driving, I-84, Multnomah, 8/12
Michael James Hughes Jr., 44, motorcycling, Clackamas Hwy., Clackamas, 8/14
Kurt Jensen, 59, walking, N Columbia Blvd., Portland, Multnomah, 8/15
Bethany Johnson, 41, walking, SW Ankeny/SW First Ave., Portland, Multnomah, 8/16
Unidentified, driving, W Powel Blvd., Gresham, Multnomah, 8/20
Unidentified, walking, SE Stark St., Gresham, Multnomah, 8/24
Richard Lee Detherage, 71, motorcycling, Clackamas Hwy, Multnomah, 8/24
Unidentified, walking, NE Fremont St., Portland, Multnomah, 8/25

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 8/29/24, and police and news reports –information is preliminary and subject to change*



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

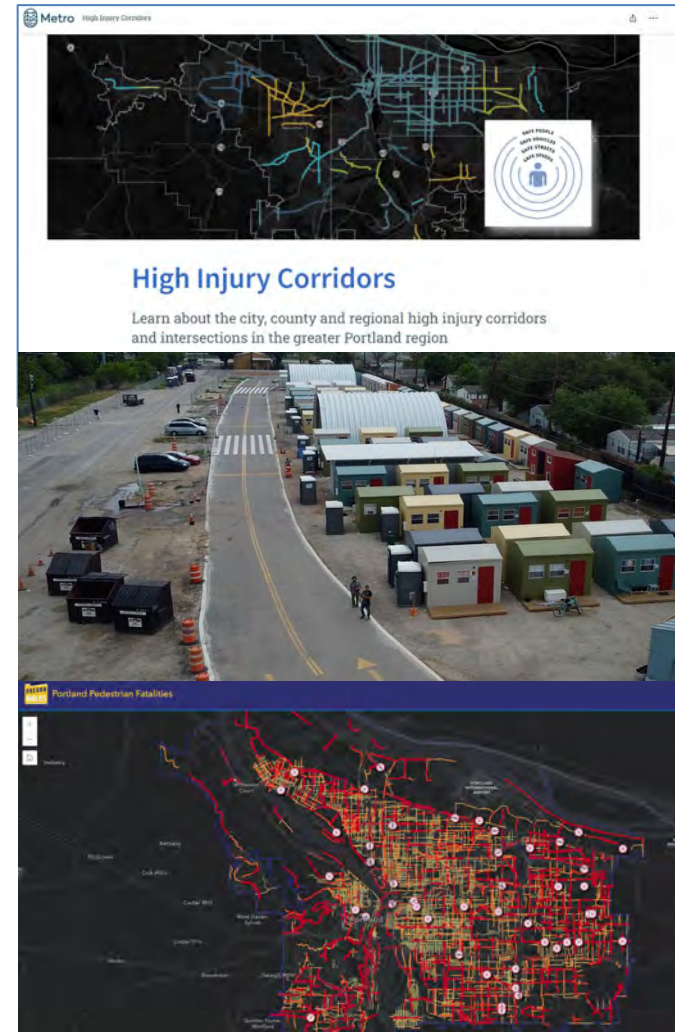
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

- **Metro SS4A Project:** Identified city and county high injury corridors using 2017-2021 crash data showing where the highest concentration of serious crashes occur.
- **FHWA:** Sharing a new resource of case studies of Promising Practices to Address Road Safety among People Experiencing Homelessness.
- **Oregon Walks and PCCC Community Project:** Collaborated on the Speed Kills campaign to develop a story map showing the link between travel speed and pedestrian traffic deaths.



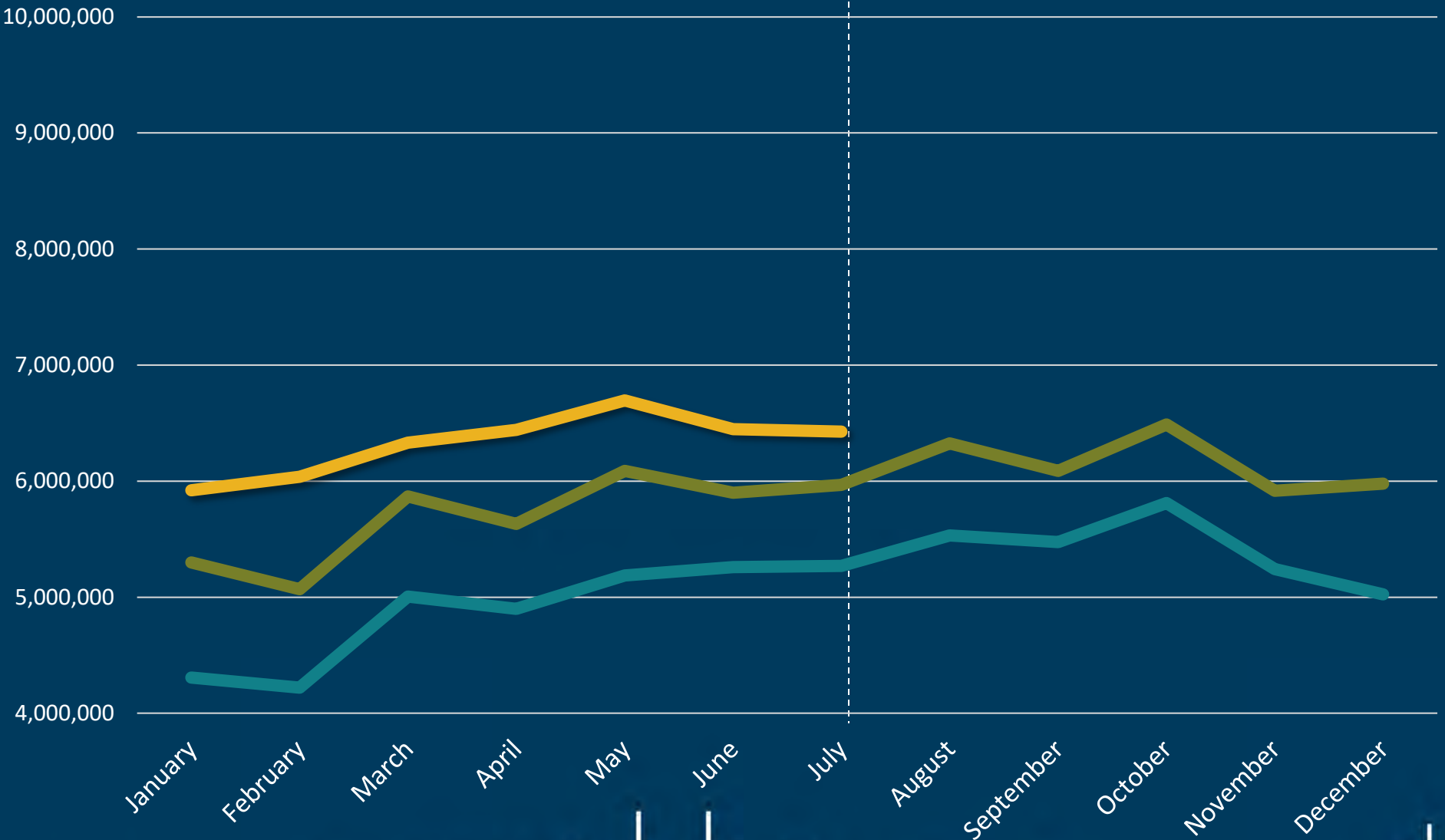
Today in the transit minute...

60
SECONDS



Monthly Transit Ridership (through July)

2022 2023 2024



August Transit News Highlight





Metro

Regional Flexible Funds Allocation: Submission Summary

September 19, 2024



Submission Summary

	Total Requested	No of project submissions	Total funds available	Estimated cost of potential projects
Bond (Step 1A)	\$181 million	10 nominations	\$50-100 million	\$1.4 billion
Competitive process (Step 2)	\$232 million	40 letters of intent	\$47-60 million (depending on bond decision)	\$323.5 million



RFFA Key Upcoming Dates

Bond (Step 1A)

- Sept – Oct: Nominations screening
- Oct – Nov: Evaluation of bond project nominations
 - Presentation and discussion at December 19 JPACT meeting
- Dec – Feb: Bond scenario development
- Mar: Action on preferred bond scenario/proposal

Competitive Process (Step 2)

- November 15: Step 2 applications due
 - o Weekly office hours: Thursdays 1-2pm
- Feb: Outcomes evaluation & initial risk assessment results





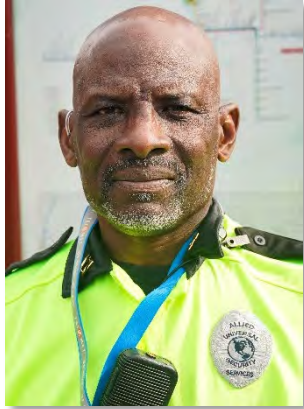
TriMet Safety & Security



TriMet is committed to putting your safety and security first



Transit Police



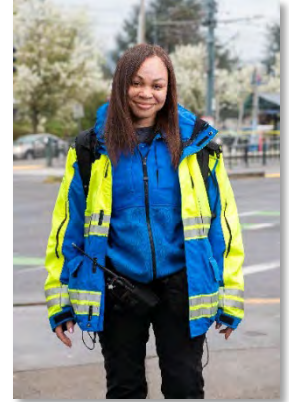
Transit Security Officers



Customer Safety Supervisors



Customer Safety Officers



Safety Response Team

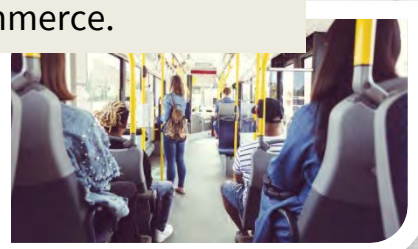


The total number of homeless or unstably housed people in King County rose by nearly 8,000 between 2016 and 2023, according to the Washington Department of Commerce.



New York City

In response to a spike in crime, NY Gov. Kathy Hochul called in the National Guard to patrol the MTA in March 2024.



Los Angeles

Total crimes within the LA Metro system increased by over 65% in early 2024.



Baltimore



The rise in deadly synthetic opioids has led to 6,000 overdose deaths over the past six years.



Fast Stats

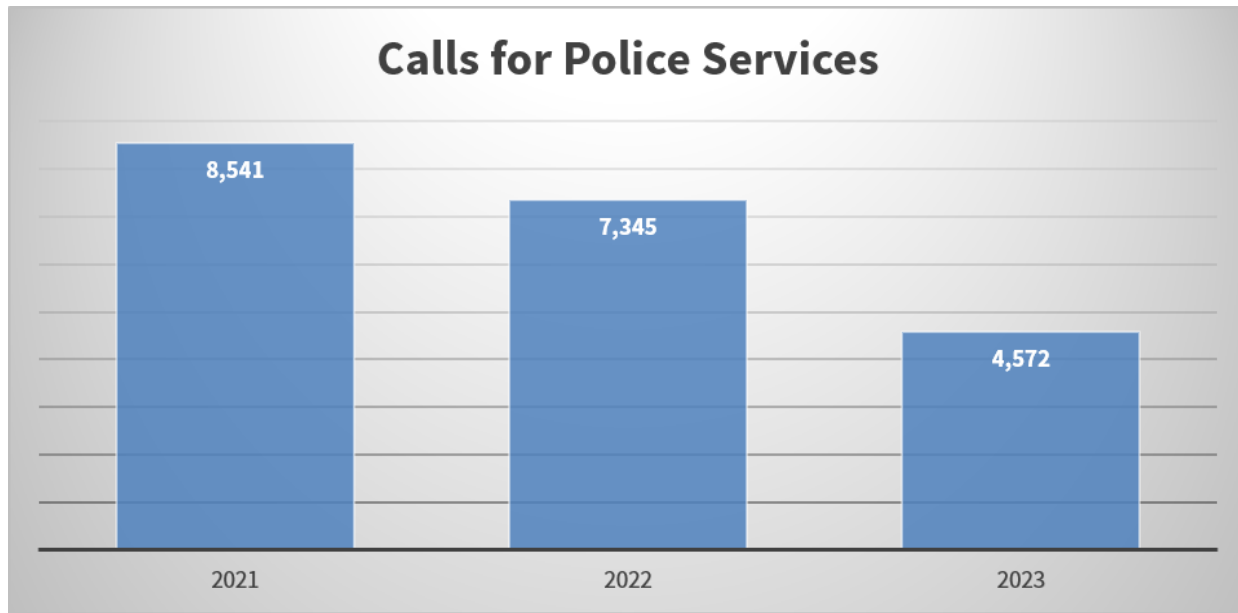
Calls for police service have dropped **52%** since 2022.

More than **8,000** cameras now help police respond to and solve crimes

TriMet's Safety Response Team has assisted more than **4,000** passengers and connected nearly **6,000** people to social services in 2023.



Calls for police service 2021 to 2023



Safety & Security Staff: By the Numbers



Safety and Security	2022	2023	2024
Transit Police Division	18	20	22
Transit Security Officers	101	160	240
Customer Safety Supervisors	37	51	51
Customer Safety Officers	42	80	80
Safety Response Team	48	68	70
Total:	246	379	463

Customer Service	2022	2023	2024
On-Street Customer Service	4 to 7	7	20



Transit Police Division

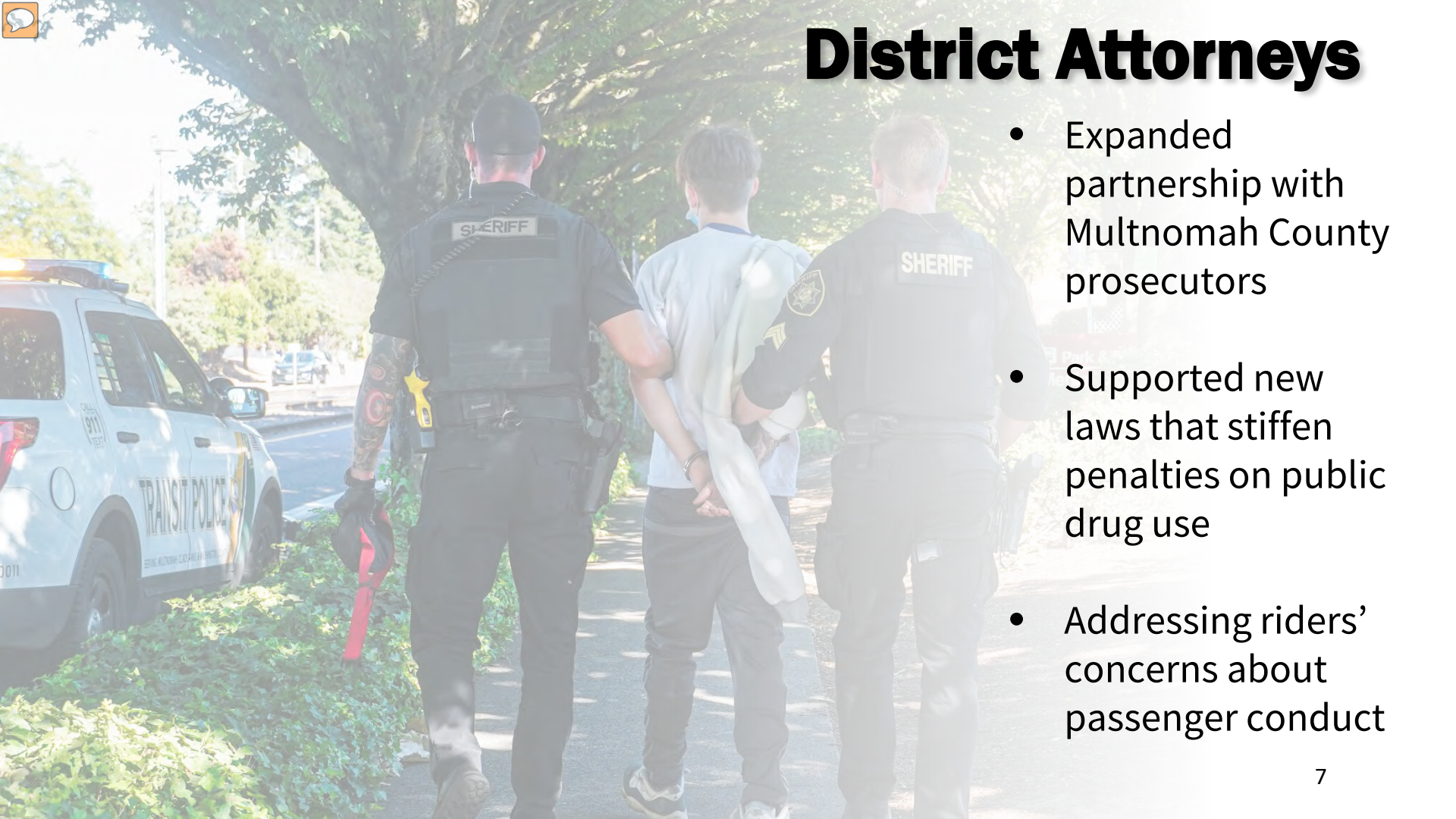
- Patrol the system and respond to serious incidents
- Investigate and solve crimes happening on or near the transit system
- Discourage inappropriate and illegal behavior





District Attorneys

- Expanded partnership with Multnomah County prosecutors
- Supported new laws that stiffen penalties on public drug use
- Addressing riders' concerns about passenger conduct





Transit Security Officers



- Unarmed, contracted security staff
- Patrol the system and discourage illegal and inappropriate behavior
- Assist riders and TriMet staff and call in serious incidents

A man with dark hair and glasses, wearing a light blue polo shirt, is the central figure. He has a radio clipped to his shirt and patches on his left chest, including one that says 'MET Customer Safety'. The background is a blurred outdoor setting with a building and a fence.

Customer Safety Supervisors

- Enforce the rules for riding, including checking fares
- Issue warnings, citations and exclusions
- Discourage illegal activity and intervene when appropriate



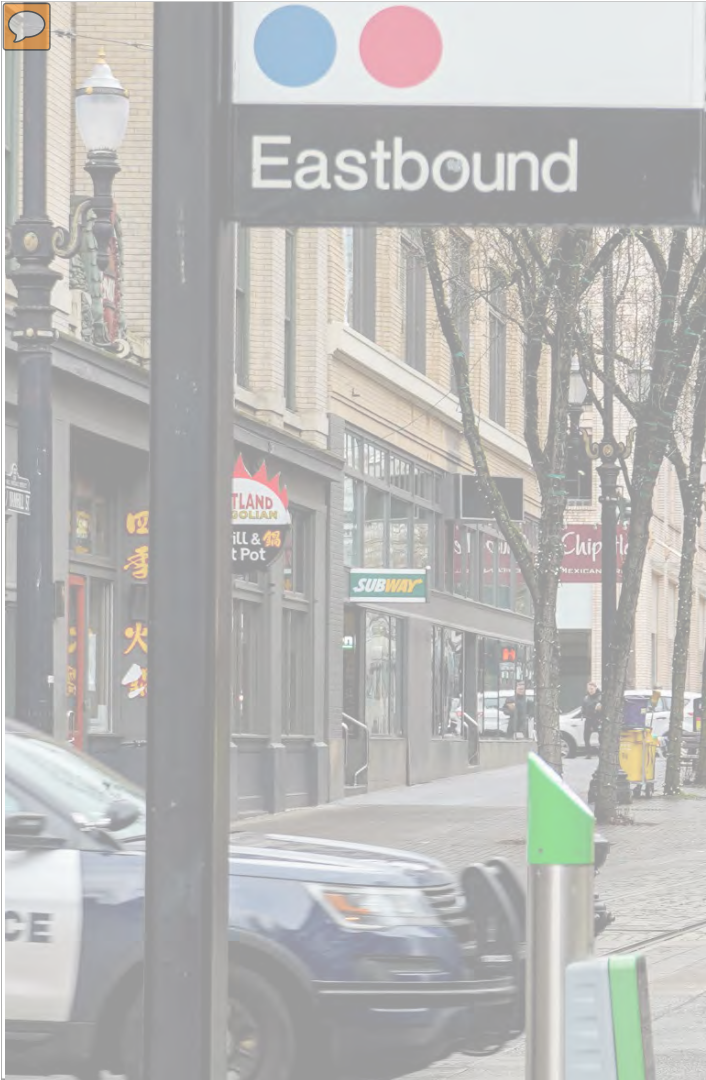
Customer Safety Officers

- Support our Customer Safety Supervisors
- Educate riders on the rules
- Discourage illegal activity and intervene when necessary



Safety Response Team

- Provide an additional safety presence
- Conduct social service outreach
- Give referrals for housing, mental health and addiction services





On-Street Customer Service



- Help riders plan their trips and educate riders about our service
- Report suspicious or inappropriate behavior
- Support operators and riders during events and service disruptions

Safe Transit Legislation

- Advocate for community solutions for a safer transit system
- Work with lawmakers to stiffen penalties for using drugs on the system
- Give police the tools necessary to address illegal behavior



Kotek signs bill criminalizing drugs on public transit

By: Cinthia Cortez, Isabela Lund
Mar 28, 2024 Updated Mar 29, 2024



Oregon Legislature passes bill to make drug use on public transportation a crime

BY: BEN BOTKIN - MARCH 7, 2024 5:25 PM



Progress through Technology & Strategy

Strategic Data-Based Deployment:

- Use of hot-spot data to improve patrols
- More public safety missions
- Strategic use of security cameras



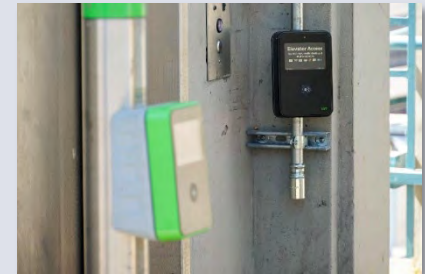
Customer Security Reporting:

- Real-time monitoring of cameras
- Newly created security operations center
- Addition of “blue-light” security phones at stations



Continuous Improvements:

- Operator safety panels
- Expanded access control measures
- Safety monitors on buses
- Improved lighting and open areas



Enhanced Cleaning

Deep Cleaning:

TriMet is on track to deep clean stations nearly 10 times more than in 2023, roughly 2,100 times by the end of 2024.



Litter Removal:

Cleaners remove roughly 1,200 pounds of trash per month from our tracks, stations and Park & Rides.



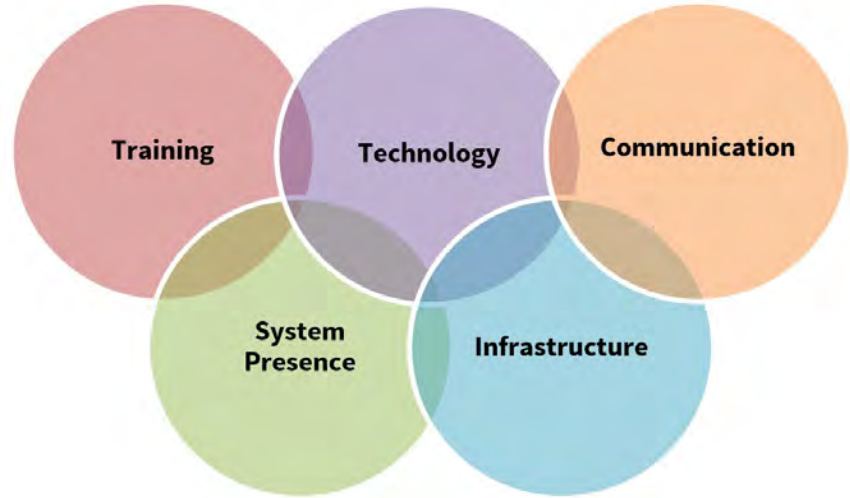
Vehicle Cleaning:

Cleaners stationed at key transit Centers and MAX stations take care of spills and trash during parts of the service day.



Ongoing Safety and Security Goals

- Expanding TriMet's overall security presence
- Growing the Safety Response Team and Transit Police Division staff
- Enhancing education of TriMet's rules for riding
- Increasing code enforcement
- Installing first blue-light security phones, with more to come in 2025





Contact TriMet Security



Text or Call

503-238-7433 (RIDE)



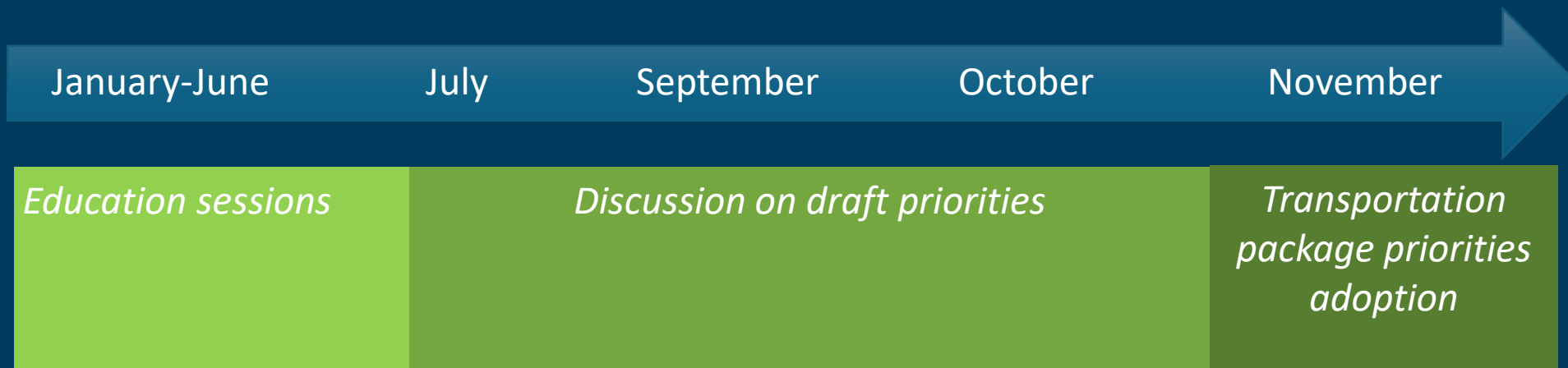
Metro

2025 State Transportation Package

September 19, 2024



JPACT 2025 state transportation package priority setting timeline



Where we've been

- Educational presentations
 - State and Local government fiscal cliffs
 - Transit
 - National look: other state transportation funding sources
 - Oregon's pilot VMT program: OreGo
- Initial JPACT discussion on draft priorities



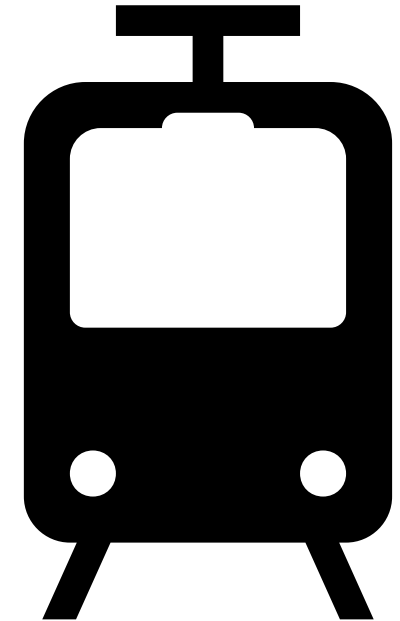
Where we are going

- Today: JPACT discussion in September
- JPACT slated adoption in October or November



Draft JPACT priorities

- Short-Term Funding Solutions
- Long-Term Sustainable Funding
- Finish What We Started
- Safe Urban Arterials and Streets
- Transit
- Resiliency



Discussion Questions for JPACT

- New timeline: are members supportive of moving up the adoption of JPACT priorities to October from November?
- Are members supportive of the current draft of JPACT priorities?

