

## **Joint Policy Advisory Committee on Transportation (JPACT) agenda**

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**Thursday, November 16, 2023**

**7:30 AM**

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

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

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

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

Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto: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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### **3. Updates from the JPACT Chair (7:40 AM)**

### **4. Consent Agenda (7:45 AM)**

- 4.1 Resolution No. 23-5365, For the Purpose of Amending and Adding New Federal Discretionary Plus Metro TSMO Program Awards to the 2024-27 MTIP [COM](#)  
[23-0748](#)
- Attachments: [Draft Resolution No. 23-5365](#)  
[Exhibit A](#)  
[Staff Report](#)

- 4.2 Consideration of the October 19, 2023 JPACT Minutes [COM](#)  
[23-5973](#)
- Attachments: [101923 JPACT Minutes](#)

**5. Action Items (7:50 AM)**

- 5.1 Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional Transportation Plan to Comply with Federal and State Law (7:50 AM) [COM](#)  
[23-0749](#)
- Attachments: [JPACT Worksheet](#)  
[Ordinance No. 23-1496](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Exhibit C-Part 1](#)  
[Exhibit C-Part 2](#)  
[Exhibit-D](#)  
[Staff Report](#)  
[2023 RTP engagement at a glance](#)  
[Memo RMPP Questions](#)

- 5.2 Resolution No. 23-5348, For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy (8:50 AM) [COM](#)  
[23-0750](#)
- Presenter(s): Ally Holmqvist, Metro
- Attachments: [JPACT Worksheet](#)  
[Resolution No. 23-5348](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)

**6. Adjourn (9:30 AM)**



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尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

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Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ)។  
ថ្ងៃច័ន្ទ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



## **2023 JPACT Work Program**

***As of 10/23/2023***

*Items in italics are tentative*

<p><b><u>September 21, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Better Bus update (Kelly Betteridge, 10 min)</li> <li>• 2023 Regional Transportation Plan: Overview of Public Comment, Key Topics to Address and Next Steps for Finalizing the 2023 RTP and High Capacity Transit Strategy for Adoption (Kim Ellis (she/her), Metro)</li> </ul>	<p><b><u>October 19, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Resolution No. 23-5358, For the Purpose of Completing Required Transition Actions to the New 2024-27 MTIP Including Adding Nine New Projects and updating Two Existing Projects to Enable Future Federal Fund Obligations to Occur (consent)</li> <li>• OTC Letter <b>(action)</b> (Ted Leybold, 10 min)</li> <li>• 2023 RTP ordinance introduction (Kim Ellis)</li> <li>• HCT Plan resolution introduction (Ally Holmqvist)</li> <li>• 82<sup>nd</sup> avenue transit plan (Elizabeth Mros-O'hara)</li> </ul>
<p><b><u>November 16, 2023</u></b> - Hybrid</p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 23-5365</b> For the Purpose of Amending and Adding New Federal Discretionary Plus Metro TSMO Program Awards to the 2024-27 MTIP <b>(consent)</b></li> <li>• <b>Ordinance No. 23-1496</b> For the Purpose of Amending the 2018 Regional Transportation Plan to Comply with Federal and State Law <b>(action)</b></li> <li>• <b>Resolution No. 23-5348</b> For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy (Ally Holmqvist)</li> </ul>	<p><b><u>December 14, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Safety Update (Lake McTighe (she/they), Metro; 25 min)</li> <li>• Sunrise corridor visioning project update(Jaime Stasny, Clackamas County; 25 min)</li> <li>• Freight Commodity (Tim Collins, Metro; 25 min)</li> <li>• Draft 2024 JPACT Work Plan (Catherine Ciarlo, Metro; 15 min)</li> </ul>

**4.1 Resolution No. 23-5365, For the Purpose of Amending and Adding New  
Federal Discretionary Plus Metro TSMO Program Awards to the 2024-27 MTIP  
(7:45 AM)**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, November 16, 2023

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING AND  
ADDING NEW FEDERAL DISCRETIONARY  
PLUS METRO TSMO PROGRAM AWARDS  
TO THE 2024-27 MTIP**

) RESOLUTION NO. 23-5365  
)  
)  
)  
)

Introduced by: Chief Operating  
Officer Marissa Madrigal in  
concurrence with Council President  
Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Metro manages and provides funding support to the regional Transportation Systems Management and Operations (TSMO) program strategy which prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates; and

WHEREAS, the 2021 Metro TSMO project solicitation resulted in multiple project funding approval recommendations on April 28, 2023; and

WHEREAS, six of the approved projects are being added to the 2024-27 MTIP through the November FFY 2024 Formal Amendment; and

WHEREAS, the federal funding commitment for the seven new TSMO totals \$9,626,964 which will be secured from three existing project revenue buckets already programmed with committed federal funding supporting the TSMO program; and

WHEREAS, Multnomah County received a new federal discretionary grant award of \$1,430,480 from the National Culvert Removal Replacement and Restoration program for their Beaver Creek Fish Passage Restoration at Troutdale Rd project to support required preliminary engineering and right-of-way phase scope activities and requirements; and

WHEREAS, ODOT's OR8 - SE Brookwood Ave - OR217 Intelligent Transportation System upgrade project has experienced cost issue impacts resulting in limits adjustments and cost increases that exceed the allowable administrative change thresholds and trigger the need for the project updates to occur through a formal/full amendment; and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur for all of the amended projects; and

WHEREAS, the programming requirements to the twelve projects in the October FFY 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on November 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the eleven projects as described in Exhibit A to complete the required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2023.

Approved as to Form:

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Lynn Peterson, Council President

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Carrie MacLaren, Metro Attorney

**October FFY 2024 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: NV24-02-NOV**

The November Federal Fiscal Year 2024 Formal MTIP Amendment continues the transition and clean-up from the 2021-24 MTIP that began with the October FFY 2024 Formal MTIP Amendment. A FHWA discretionary project award along with new Metro awarded Transportation Systems Management and Operations (TSMO) funding awards included in the amendment bundle. The new projects need to be added now to allow follow-on federal requirements to occur. These include the assignment of the ODOT project identifier code or Key as it is stated in the MTIP, development of the intergovernmental agreement (IGA), and later obligation of the federal funds allowing expenditures to occur. The summary of projects included in the November FFY 2024 Formal Amendment Bundle include the following:

- Amending the scope, limits, and costs to ODOT's OR8: SE Brookwood Ave - OR217 project in Key 22617
- Adding a new FHWA discretionary grant award to Multnomah County for the Beaver Creek Fish Passage Restoration at Troutdale Rd
- Adding several new Metro TSMO awarded projects to the 2024-27 MTIP.
- Splitting approved TSMO funds from multiple TSMO project grouping buckets to be committed and reprogrammed to the new TSMO awarded projects.

The Exhibit A tables to Resolution 23-5365 (or MTIP Worksheets) follow and provide the specific details about the changes and programming levels for the included projects.

**2024-2027 Metropolitan Transportation Improvement Program**  
**Exhibit A to Resolution 23-5365**

**November FFY 2024 Formal Transition Amendment Bundle Contents**  
 Amendment Type: Formal/Full  
 Amendment #: NV24-02-NOV  
 Total Number of Projects: 12

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>New</b> MTIP ID TBD <b>New Project</b>	Beaverton	<b>Leading Pedestrian Intervals &amp; Smart Detections - Beaverton Citywide</b>	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro 2023 TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.

(#2) ODOT Key # <b>New</b> MTIP ID TBD-New New Project	Clackamas County	<b>Clackamas Countywide Traffic Signal Safety Upgrade</b>	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#3) ODOT Key # <b>New</b> MTIP ID New Project	Metro	<b>CANCELED PROJECT AMENDMENT SUBMISSION</b>  <b>TSMO Program Investments and ITS Architecture Update</b>	<del>Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, &amp; a progress evaluation made on the 2021 TSMO Strategy and system completeness</del>	<b><u>ADD NEW PROJECT:</u></b> <del>Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</del>  11-3-2023 Cancellation Note: A project pre-review with ODOT determined the project needs to be split into two projects with the equipment procurement portion being split-off as a separate project from the other scope activities. As a result, the existing project amendment submission is being canceled from the November FFY Formal MTIP Amendment. The split projects will return as part of the December FFY 2024 Formal MTIP Amendment bundle.
(#4) ODOT Key # <b>New</b> MTIP ID New Project	Multnomah County	<b>Beaver Creek Fish Passage Restoration at Troutdale Rd</b>	Complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.	<b><u>ADD NEW PROJECT:</u></b> Add the new FHWA discretionary grant award from the Beaver Creek Fish Passage Restoration at Troutdale Rd



(#5) ODOT Key # <b>21617</b> MTIP ID 71171	ODOT	<del>OR8: SE Brookwood Ave -</del> <del>OR217</del> <b>OR8: SE 198th Ave -</b> <b>OR217</b>	Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.	<b><u>CANCEL PHASE:</u></b> The formal cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments. The main project scope activities remains unchanged. However, the project limit changes are greater than 1 mile threshold limit for administrative limits changes and triggers the need for a formal/full amendment. The project's total cost also increases by \$553,056, or by 14.1%
(#6) ODOT Key # <b>NEW</b> MTIP ID TBD <b>New Project</b>	Portland	<b>Portland TSMO Regional Central Network Upgrade</b>	Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#7) ODOT Key # <b>NEW</b> MTIP ID TBD <b>New Project</b>	Portland	<b>Portland Local Traffic Signal Controller Replacement Phase II</b>	Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.

(#8) ODOT Key # <b>NEW</b> MTIP ID TBD New Project	Portland	<b>Stark/Washington St          Signal ATC Upgrades:          76th Ave – 257th Ave</b>	Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#9) ODOT Key # <b>NEW</b> MTIP ID TBD-NEW New Project	Portland	<b>E Burnside Transit Signal          Priority Upgrades: 97th -          Powell Blvd</b>	Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#10) ODOT Key # <b>20886</b> MTIP ID 70875	Metro	<b>Transportation System          Mgmt Operations/ITS          (2021)</b>	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)	<b><u>COMBINE PROJECT:</u></b> All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 20886 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.
(#11) ODOT Key # <b>22168</b> MTIP ID 71117	Metro	<b>TSMO Program Sub-          allocation Funds          (Remaining 2022-2024)</b>	Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety	<b><u>COMBINE PROJECT:</u></b> All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 22168 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.

(#12) ODOT Key # <b>23209</b> MTIP ID	Metro	<b>TSMO Program Sub- allocation Funds (FFY 2025-27)</b>	Regional Transportation System Management & Operations program for capital and system improvements. (RFFA Step 1 FFY 2025-27 allocation years)	<b>SPLIT FUNDS:</b> Split 3,829,474 from Key 23209 and reprogram to the new TSMO awarded projects in this amendment bundle. Remaining STBG-U in Key 23209 is \$2,476,696
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Proposed Amendment Review and Approval Steps:

- Wednesday, October 31, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, November 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, November 16 19, 2023: JPACT meeting.
- Thursday, December 1, 2023: End 30-day Public Comment period.
- Thursday, December 7, 2023: Final approval from Metro Council anticipated.
- Mid-January 2024: Estimated final USDOT amendment approvals occur.



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO Leading Pedestrian Intervals and Smart Detections is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

**Project Name:** **Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide**

<b>Lead Agency:</b>	<b>Beaverton</b>	<b>Applicant:</b>	<b>Beaverton</b>	<b>Administrator:</b>	<b>ODOT</b>
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Short Description:

Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

Implement leading pedestrian interval (LPI) at traffic signals currently running SCATS (Sydney Coordination Adaptive Traffic System), code in transit priority, at traffic signals and upgrade existing traffic detections at approx. 31 site locations in Beaverton on SW Cedar Hills Blvd, SW Jenkins Rd, SW Millikan Way, OR8/SW Canyon Rd, and OR10/Farmington Rd/SW Beaverton Hillsdale Hwy.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 1,938,940	\$ 1,938,940
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,938,940	\$ 1,938,940
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 221,921	\$ 221,921
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Total Estimated Project Cost									\$ 2,160,861
Total Cost in Year of Expenditure:									\$ 2,160,861

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,938,940	\$ 1,938,940
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

### Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR8	MP 4.60	MP 1.30	3.3
	Yes	OR 10	MP 4.60	MP 2.35	2.25
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	OR8		SW Murray Rd	SW 107th Ave	
	OR 10		SW Murray Rd	SW 102nd Ave	
	SW Cedar Hills Blvd		OR8/Tualatin Valley Highway	SW Walker Rd	
	SW Millikan Way		SW Murray Rd	SW Cedar Hills Blvd	
	SW Jenkins Rd		SW Jenkins Rd	SW Hall Blvd	
Proposed Project Traffic Signal Intersections					

### Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.</b>

Project Location in the Metro Transportation Network					
Yes/No	Network	Designation			
Yes	Motor Vehicle	OR8	Major Arterial	OR10	Major Arterial
		Cedar Hills Blvd	Minor Arterial	Millikan Way	No designation
		Jenkins Rd	Minor Arterial		
Yes	Transit	OR8	Frequent Bus	OR10	Frequent Bus
		Cedar Hills Blvd	Frequent Bus	Millikan Way	No designation
		Jenkins Rd	Frequent Bus		
Yes	Freight	OR8	Roadway Connectors	OR10	Roadway Connectors
		Cedar Hills Blvd	No designation	Millikan Way	No designation
		Jenkins Rd	No designation		
Yes	Bicycle	OR8	Bicycle Parkway & Regional Bikeway	OR10	Bicycle Parkway & Regional Bikeway
		Cedar Hills Blvd	Regional Bikeway	Millikan Way	No designation
		Jenkins Rd	Regional Bikeway		
Yes	Pedestrian	OR8	Pedestrian Parkway	OR10	Pedestrian Parkway
		Cedar Hills Blvd	Pedestrian Parkway	Millikan Way	No designation
		Jenkins Rd	Regional Pedestrian Corridor		

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Routes
	Yes	OR10	Map-21 NHS Principal Arterials
	No	Cedar Hills Blvd	No designation
	No	Jenkins Rd	No designation
	No	Millikan Way	No designation
Functional Classification		OR8	Urban Other Principal Arterial
		OR10	Urban Other Principal Arterial
		Cedar Hills Blvd	Urban Minor Arterial
		Jenkins Rd	Urban Minor Arterial
		Millikan Way	Urban Major Collector
Federal Aid Eligible Facility		OR8	3 = Other Principal Arterial
		OR10	3 = Other Principal Arterial
		Cedar Hills Blvd	4 = Minor Arterial
		Jenkins Rd	4 = Minor Arterial
		Millikan Way	5 = Major Collector

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes (for OR 8 and OR10 site locations).</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal 4: Reliability and Efficiency:</u></b> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.</p> <p><b><u>Goal 5: Safety and Security:</u></b> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</p> <p><b><u>Goal 9: Equitable Transportation:</u></b> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

## Memo

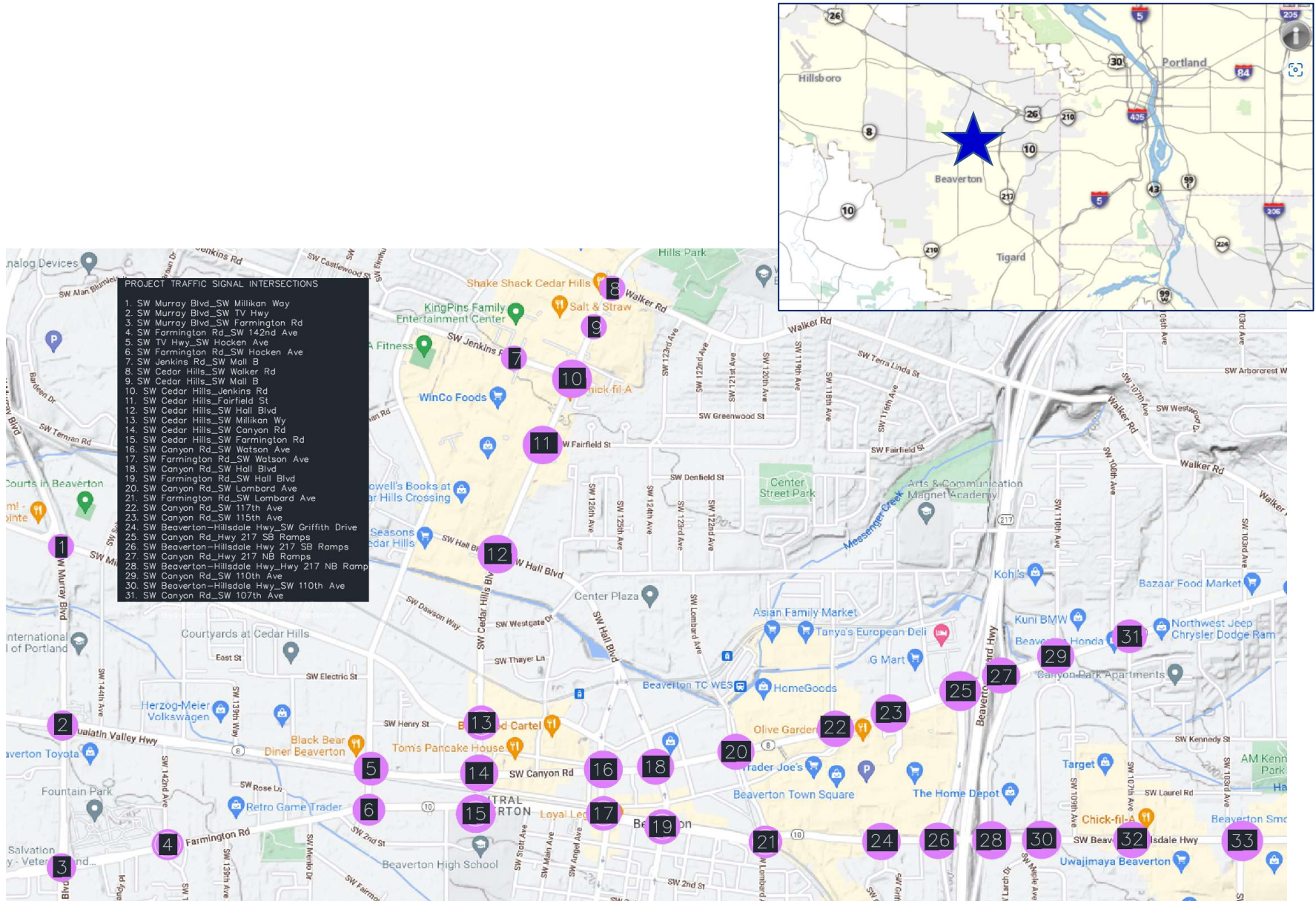


Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

## Project Location Map and Proposed Sites in Beaverton







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #2****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Clackamas Countywide TSMO Traffic Signal Safety Upgrade Project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

**Project Name:** **Clackamas Countywide Traffic Signal Safety Upgrade**

<b>Lead Agency:</b>	<b>Clackamas County</b>	<b>Applicant:</b>	Clackamas County	<b>Administrator:</b>	ODOT
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Short Description:

Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

MTIP Detailed Description (Internal Metro use only):

Identify and upgrade selected traffic signals across Clackamas County in the cities of Milwaukie, Happy Valley, Gladstone, Lake Oswego, West Linn, Oregon City and Canby, plus selected county area locations with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 933,192	\$ 933,192
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,192	\$ 933,192
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 106,808	\$ 106,808
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Total Estimated Project Cost									\$ 1,040,000
Total Cost in Year of Expenditure:									\$ 1,040,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,192	\$ 933,192
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>							
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Various	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Various		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Transit	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Freight	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Bicycle	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Pedestrian	Multiple locations and designations. Specific intersection locations to be determined.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	To be determined	Final intersection locations on state routes or local arterials will determine the possible designation on the NHS.
Functional Classification	Yes	To be determined	Final intersection locations on state routes or local arterials will determine the functional classification.
Federal Aid Eligible Facility	Yes	To be determined	Final intersection locations on state routes or local arterials will determine their federal aid eligibility status.

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes for some selected sites.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
 

**Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

**Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

**Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo



Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

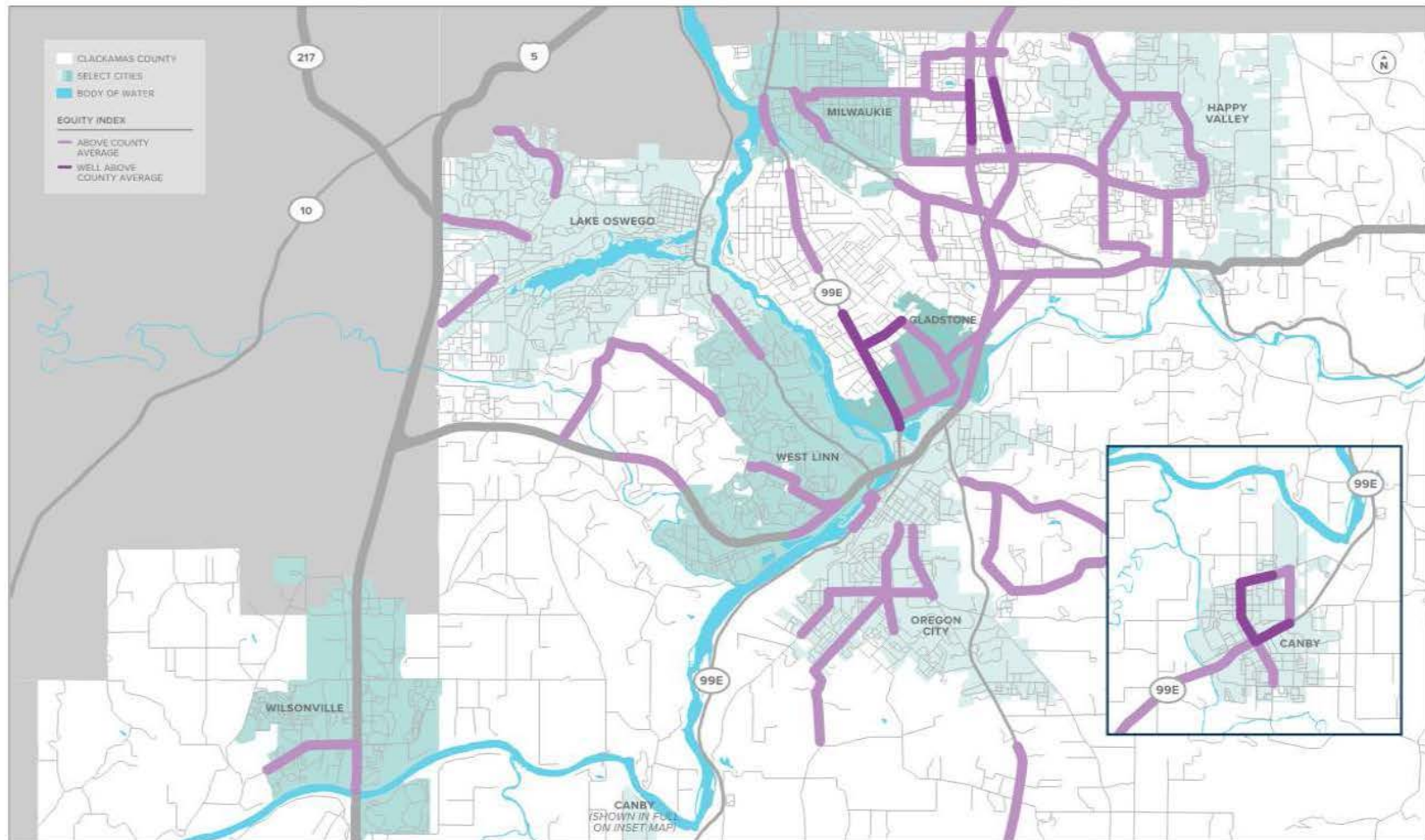
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The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

## Project Location Map

FIGURE 14: TRANSPORTATION EQUITY INDICATOR PRIORITIZED CORRIDORS







### Canceled Project Amendment Submission

The pre-review of the project determined it needs to be split into two projects. The revised split projects will be re-submitted next month as part of the December FFY 2024 Formal MTIP Amendment

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new TSMO awarded project to the MTIP

#### Project #3

ODOT Key #	New-TBD	RFF	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CD	TA Flex & Conversion Code	No
MTIP Amendment ID: NV24-02-NOV		STIP Amendment ID: TBD		

#### Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Metro TSMO Program Investments and ITS Architecture Update project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

Project Name: **TSMO Program Investments and ITS Architecture Update**

Lead Agency: **Metro** Applicant: **Metro** Administrator: **ODOT**

#### Short Description:

Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, & a progress evaluation made on the 2021 TSMO Strategy and system completeness

#### MTIP Detailed Description (Internal Metro use only):

Complete various TSMO program update activities including the ITS Architecture update among regional stakeholders, purchasing of standardized required equipment (switches, SFP/lasers), developing a coordination standard for deploying Next Gen TSP throughout the region, complete a progress evaluation made on the 2021 TSMO Strategy, and the TSMO system completeness

STIP Description: TBD

#### Project Classification Details

Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction (Cons)	Other	Total
Canceled Project Amendment Submission									
Federal Funds									
STBG-U	Y230	2025						\$ 387,371	\$ 387,371
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 387,371	\$ 387,371
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 44,336	\$ 44,336
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,336	\$ 44,336
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,707	\$ 431,707
Total Estimated Project Cost									\$ 431,707
Total Cost in Year of Expenditure:									\$ 431,707



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$				-	\$ 431,707	\$ 431,707
Phase Change Percent:	0.0%				0%	100.0%	100.0%
Amended Phase Matching Funds:	\$				-	\$ 44,336	\$ 44,336
Amended Phase Matching Percent:	N/A				/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 387,371	\$ 387,371
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,336	\$ 44,336
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,707	\$ 431,707
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval required, but TransPort approval was required with concurrence from TPAC</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References			
On State Highway	Yes/No	Route	MP Begin
	No	Not Applicable	Not Applicable
			MP End
			Various
			Length
			Various
Cross Streets	Route or Arterial	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programme	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. This is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RMP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic	Equity	Mobility	Safety	Notes Equity assessment is based on a region-wide application
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
	<p>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, and operations and archiving) and coordinate program also includes strategy planning (e.g., coordination of activities for TransPort the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.</p>

**Canceled Project Amendment Submission**

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**

4. Applicable RTP Goals:

**Goal 4: Reliability and Efficiency:**  
Objective 4.1 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

**Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs

**Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**Canceled Project Amendment Submission**

#### Public Notification / Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not Expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

#### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

#### Memo

Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, Transportation Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, Transportation Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb W. Miller, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

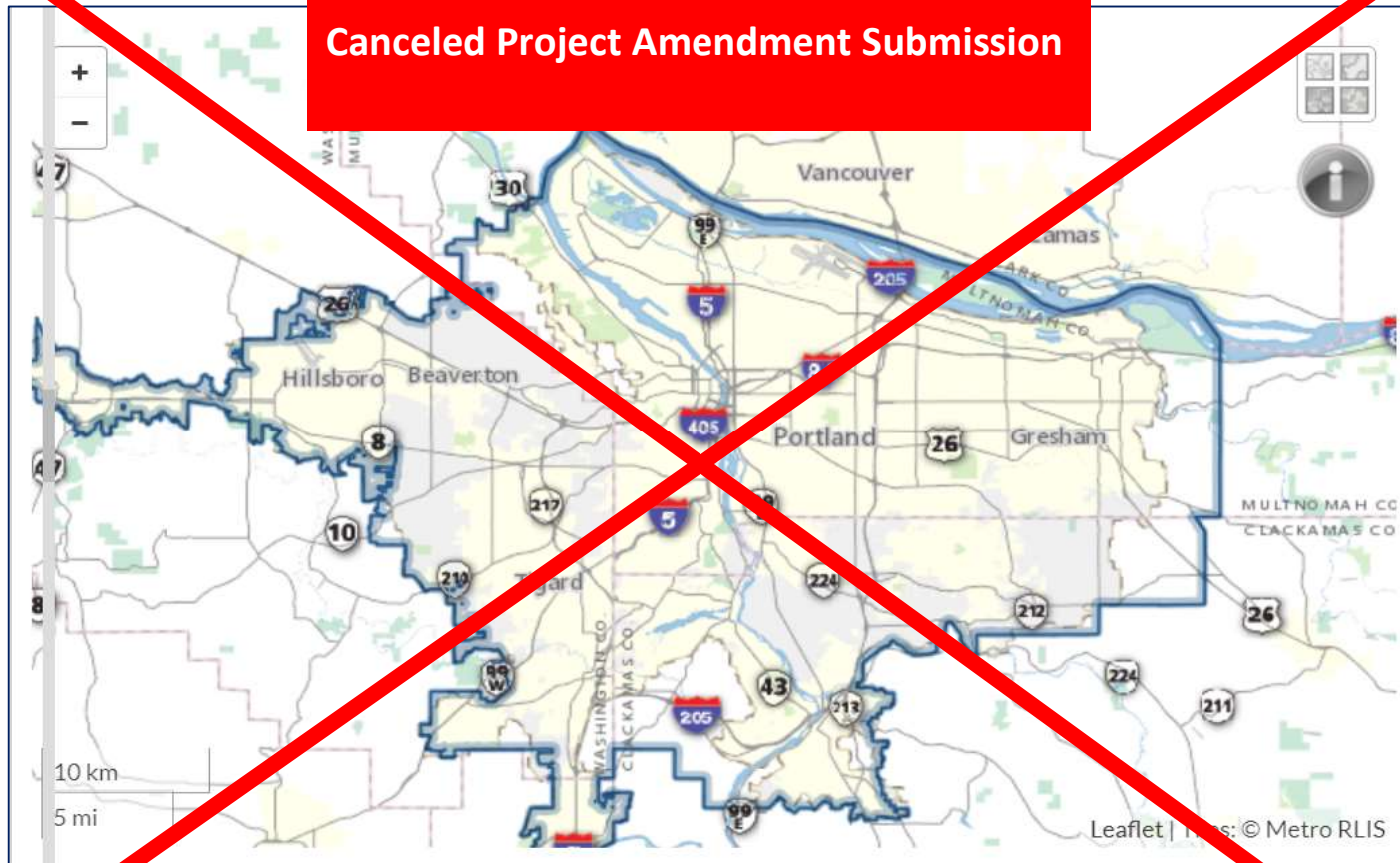
The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.



Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,411	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	566
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

Project Location Map (Region Wide Application)

**Canceled Project Amendment Submission**





**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new USDOT Culvert AOP  
 grant award to the MTIP

**Project #4**

**Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	<b>11673</b>	2023 RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new USDOT FFY 2022 National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Program) discretionary grant award (\$1,430,480 federal) to Multnomah County to fund the design, right-of-way acquisition, and permitting phase of a project to replace the existing undersized culvert and failed fish ladder with a new bridge at Troutdale Rd on Beaver Creek

**Project Name:** **Beaver Creek Fish Passage Restoration at Troutdale Rd**

<b>Lead Agency:</b>	<b>Multnomah County</b>	<b>Applicant:</b>	Multnomah County	<b>Administrator:</b>	ODOT
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Short Description:

Complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.

MTIP Detailed Description (Internal Metro use only):

In the northeast Metro region on South Troutdale Rd at Beaver Creek (Coordinates: Lat/long: 45.521788, -122.386953), complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge, plus remove the flow restriction, relieve the risk of debris blockage, and fill a gap in sidewalks and bicycle lanes on Troutdale Rd.

STIP Description: TBD



Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Bridge	Reconstruction/Preservation	Capital Improvement
	Roadway - Pedestrian	Sidewalk New (gap fill)	
	Roadway - Bicycle	On Street Striped	
	Roadway - Other	Other (culvert/fish passage reconstruction)	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACPO	2024		\$ 1,330,480					\$ 1,330,480
ADVCON	ACPO	2025			\$ 100,000				\$ 100,000
Federal Totals:			\$ -	\$ 1,330,480	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,430,480
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 332,620					\$ 332,620
Other	OTH0	2024		\$ 25,000					\$ 25,000
Local	Match	2025			\$ 25,000				\$ 25,000
Local Totals:			\$ -	\$ 357,620	\$ 25,000	\$ -	\$ -	\$ -	\$ 332,620
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100
Total Estimated Project Cost (including the later construction phase):									\$ 11,600,000
Total Cost in Year of Expenditure:									\$ 11,600,000



Programming Summary	Yes/No	Reason if Short Programmed					
Is the project short programmed?	Yes	Only PE and Row phases are being added now per the USDOT grant award. The construction phase will be added later.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	N/A	\$ 332,620	\$ 25,000	N/A	N/A	N/A	\$ 357,620
Amended Phase Matching Percent:	N/A	20.00%	20.00%	N/A	N/A	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,330,480	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,430,480
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 357,620	\$ 25,000	\$ -	\$ -	\$ -	\$ 382,620
Total	\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	78.82%	80.00%	0.0%	0.0%	0.0%	78.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	21.18%	20.0%	0.0%	0.0%	0.0%	21.10%
Total	0.0%	100.00%	100.00%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	73.38%	5.52%	0.0%	0.0%	0.0%	78.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	19.72%	1.4%	0.0%	0.0%	0.0%	21.10%
Total	0.0%	93.11%	6.89%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not Obligated	Not Obligated				Aid ID
Federal Funds Obligated:			Obligated				
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			Not stated
Completion Date Notes:	The project will complete PE and initiate ROW. The schedule does not yet address the construction timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>USDOT/FHWA's National Culvert Removal Replacement and Restoration Grant Program</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. This is new funding being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes. Grant award confirmation documentation was provided.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>No. However, FHWA approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not applicable	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Troutdale Rd		at Beaver Creek	Coordinates Lat/long: 45.521788, -122.386953	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	Not applicable	Date of Last Amendment	Not applicable	Last MTIP Amend Num	Not applicable
Last Amendment Action	None. This is the initial MTIP and STIP programming for the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	Troutdale Rd east of Beaver Creek: LEP, LE, and LI are no. Troutdale Rd west of Beaver Creek: LEP and LE are no. Low Income (LI) is
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2 under Safety and Other categories
Exemption Reference:	Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes). Other: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. The project is not capacity enhancing.
2023 RTP Constrained Project ID and Name:	11673 - Beaver Creek Crossing at Troutdale Rd
2023 RTP Project Description:	Replace the existing culvert and failed fish ladder on Beaver Creek at Troutdale Rd with a new bridge. The project will fill a gap in sidewalks and bicycle lanes on Troutdale Rd where there is currently not adequate space over the existing culvert. (542U)

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	The project location is not identified as part of the Motor Vehicle network
Yes	<b>Transit</b>	The project location is identified as part of a <b>Frequent Bus</b> route in the Transit network
No	Freight	The project location is not identified as part of the Freight network
Yes	<b>Bicycle</b>	The location is identified as part of a <b>Bicycle Parkway</b> in the Bicycle network
Yes	Pedestrian	The location is identified as a future <b>Regional Pedestrian Corridor</b> in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	S. Troutdale Rd	Not identified as part of the NHS system,
Functional Classification	Yes	S. Troutdale Rd	Urban Major Collector
Federal Aid Eligible Facility	Yes	S. Troutdale Rd	FHWA Functional Classification Code: 5 (Major Collector)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable</b>
3a.	If yes, is an amendment required to the UPWP? <b>Not applicable</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	Applicable RTP Goal: <b>Goal 6: Healthy Environment, Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation</b>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million in cost.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be: October 31, 2023 to December 1, 2023.</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

### Fund Codes References

CULAOP22	Discretionary federal funds originating from the USDOT FFY 2022 National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Program). The Culvert AOP Program stands for the "Culvert Aquatic Organism Passage (AOP) Program". The federal share is set at a maximum of 80% with a 20% minimum match requirement, The funding provides competitive grants for the replacement, removal, and repair of culverts or weirs that: (1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include (A) infrastructure to facilitate anadromous fish passage around or over the weir; and (B) weir improvements
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds.



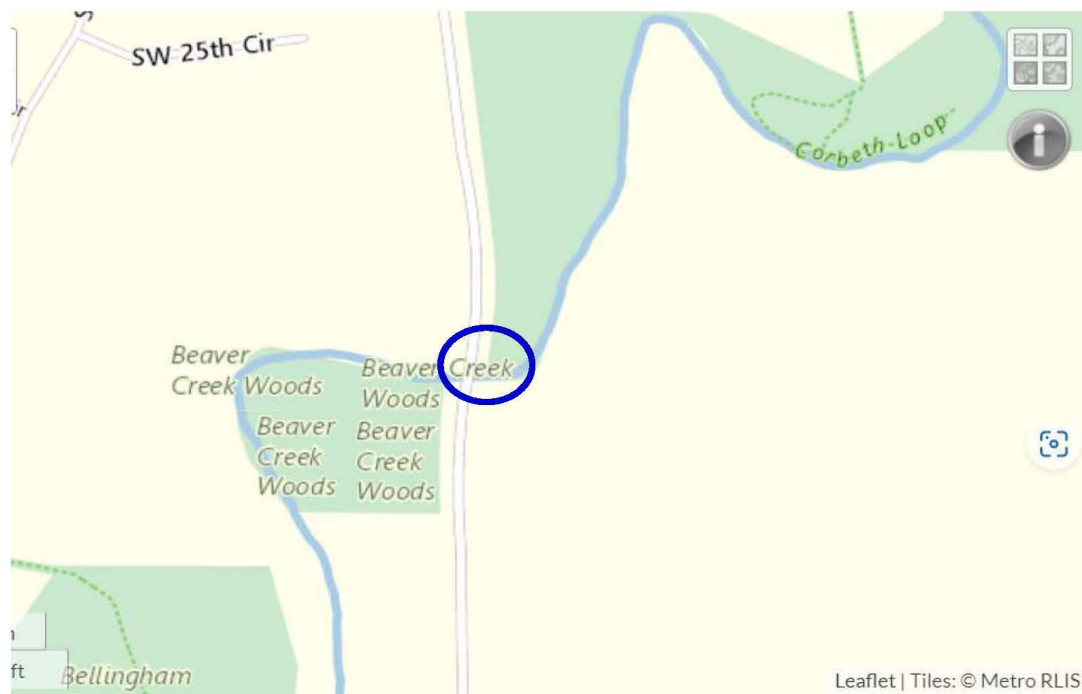
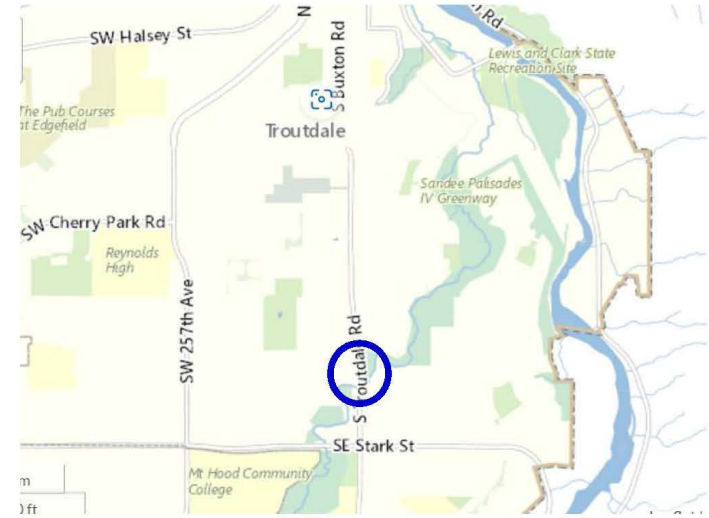
### National Culvert Removal Replacement and Restoration Grant Program

Year One [FY 2022] Grant Recipients

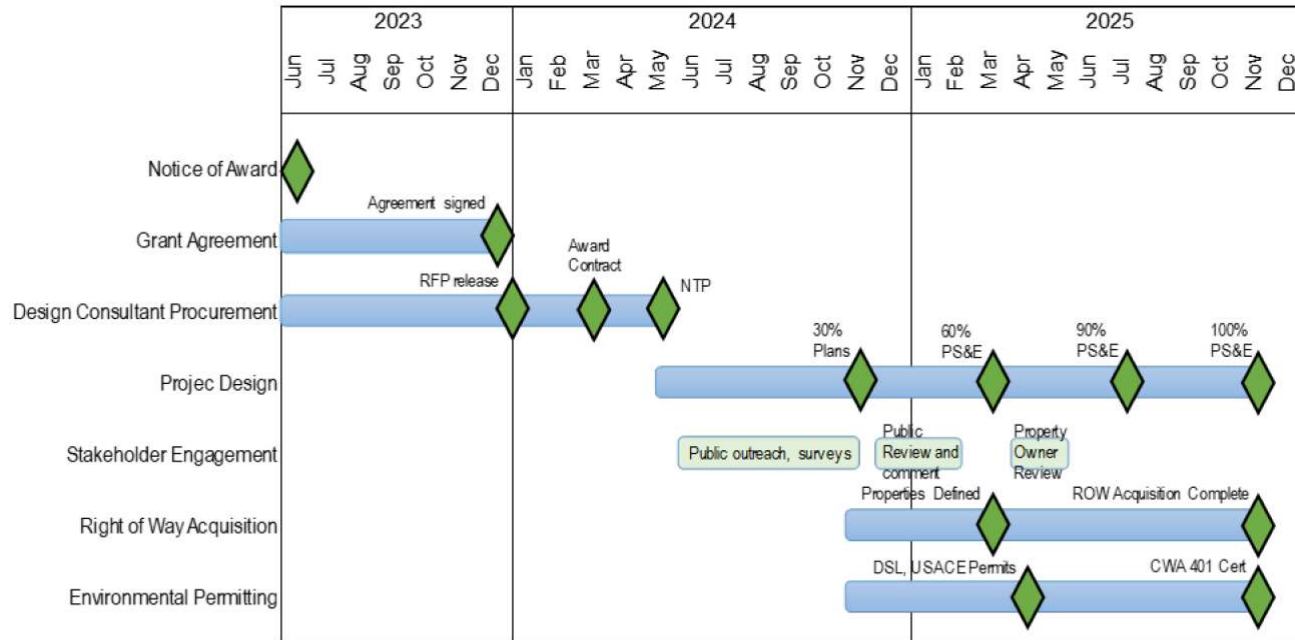
Award	Application Name	Applicant	State	Awarded	Application Description
29	Mill Creek – Brickyard Road AOP Barriers 1106 and 1137 Design and Construction Bundle	Tillamook County	OR	\$1,492,800	The Mill Creek project is part of the Salmon SuperHwy (SSH) strategic effort to restore 95% of historic habitat connectivity for 5 species of anadromous ESA-listed salmonids and Pacific lamprey, while reducing flooding and improving public safety in the flood-prone coastal community of Tillamook County. The application seeks design and construction funding to replace two fish passage barriers on Brickyard Road with structures that meet Federal fish passage requirements.
30	Smith River Basin Priority Passage Projects	Coquille Indian Tribe	OR	\$1,490,792	This application covers the removal and replacement of five culverts and removal or modification of 8 weirs to address access by anadromous fish to approximately 62 river miles in the lower Umpqua River watershed. These projects will improve passage to spawning and rearing habitat for anadromous populations of Chinook Salmon, Oregon Coastal Coho Salmon (ESA listed, threatened), Oregon Coast Steelhead (BLM Sensitive), and Cutthroat Trout, Pacific Lamprey (BLM Sensitive Species) as well as resident populations of Rainbow and Cutthroat Trout, Western Brook Lamprey, and other native fish species.
31	Clackamas County Oregon Culvert AOP Funding Application	Clackamas County, Oregon	OR	\$1,490,320	The Lead Applicant for this project will be Clackamas County, Oregon. It is a design and construction project that would remove the existing culverts, which are passage barriers under certain flow regimes, and replace them with a modular 20' clear span bridge. Conway Creek flows under Aschoff Road in Rhododendron, OR via two degraded and undersized culverts. Aschoff Road has experienced several minor washout and over-topping events. This application would provide access to a minimum of 0.76 miles of upstream spawning and rearing habitat for wild Coho salmon and wild steelhead among other aquatic organisms.
32	Beaver Creek Fish Passage Restoration at Troutdale Rd	Multnomah County	OR	\$1,430,480	The proposal is for the design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.



## Project Location Map



## Proposed Project Delivery (PE & ROW) Schedule





**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**CANCEL PHASE**  
 Cancel ROW, and update the  
 project name, limits, description

**Project #5**

**Project Details Summary**

<b>ODOT Key #</b>	<b>21617</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71171</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	24-27-0214		

Summary of Amendment Changes Occurring:

The formal amendment cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments. The main project scope activities remains unchanged. However, the project limit changes are greater than 1 threshold limit for administrative limits changes and triggers the need for a formal/full amendment. The project's total cost also increases by \$553,056, or by 14.1%. Project needs in PE (Preliminary Engineering) were underestimated and severely under-budgeted and ROW (Right of Way) was overestimated. During the course of project development, PE costs increased actual and inflationary), ROW was determined to not be required, and CN (Construction) could be reduced to keep the project scope and funding in balance.

Project Name:	<del>OR8: SE Brookwood Ave - OR217</del> <b>OR8: SE 198th Ave - OR217</b>						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		

Short Description:

Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

MTIP Detailed Description (Internal Metro use only):

**On OR8, Tualatin Valley Highway, in the NW Portland Region from net MP 2.85 to MP 7.27, (cross streets 198th Ave to OR217), employ ITS upgrades that include the installation of ~~install~~ fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.**

STIP Description: Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	System Management, ITS and Operations
ODOT Work Type:	OP-ITS		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
NHPP	M001	2021		\$ 403,930					\$ 403,930
NHPP (IIJA)	Y001	2021		\$ 215,498					\$ 215,498
NHPP (FAST)	Z0E1	2021		\$ 147,726					\$ 147,726
Redistribution	Z030	2021		\$ 329,321					\$ 329,321
<del>NHPP</del>	<del>Y001</del>	<del>2024</del>			<del>\$ 28,199</del>				\$ -
<del>NHPP</del>	<del>Z001</del>	<del>2024</del>					<del>\$ 3,091,714</del>		\$ -
NHPP	Z001	2024					\$ 2,923,626		\$ 2,923,626
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 1,096,475	\$ -	\$ -	\$ 2,923,626	\$ -	\$ 4,020,101
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (M001)	Match	2021		\$ 46,232					\$ 46,232
State (Y001)	Match	2021		\$ 24,665					\$ 24,665
State (Z0E1)	Match	2021		\$ 16,908					\$ 16,908
State (Redist)	Match	2021		\$ 37,692					\$ 37,692
<del>State</del>	<del>Match</del>	<del>2024</del>			<del>\$ 3,228</del>				\$ -
<del>State</del>	<del>Match</del>	<del>2024</del>					<del>\$ 353,861</del>		\$ -
State	Match	2024					\$ 334,622		\$ 334,622
									\$ -
<b>State Totals:</b>			\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ 450,162</del>	<del>\$ 31,427</del>	\$ -	<del>\$ 3,445,575</del>	\$ -	<del>\$ 3,927,164</del>
Amended Programming Totals			\$ -	\$ 1,221,972	\$ -	\$ -	\$ 3,258,248	\$ -	\$ 4,480,220
Total Estimated Project Cost									\$ 4,480,220
Total Cost in Year of Expenditure:									\$ 4,480,220
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 771,810	\$ (31,427)	\$ -	\$ (187,327)	\$ -	\$ 553,056
Phase Change Percent:			0.0%	171.5%	-100.0%	0.0%	-5.4%	0.0%	14.1%
Amended Phase Matching Funds:			\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119
Amended Phase Matching Percent:			N/A	10.27%	0.0%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 1,096,475	\$ -	\$ -	\$ 2,923,626	\$ -	\$ 4,020,101
State			\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 1,221,972	\$ -	\$ -	\$ 3,258,248	\$ -	\$ 4,480,220
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State			0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total			0.0%	100.00%	0.0%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.47%	0.0%	0.0%	65.26%	0.0%	89.73%
State	0.0%	2.80%	0.0%	0.0%	7.47%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	27.27%	0.0%	0.0%	72.73%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,221,972					Aid ID
Federal Funds Obligated:		\$ 1,096,475					S029(036)
EA Number:		PE003253					FHWA or FTA
Initial Obligation Date:		12/4/2020					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>ODOT, Federal National Highway Performance Program and Redistribution funds.</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes, TPC increases by \$553k or 14.1% (still within admin threshold)</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes. Program has authority to add the funds per CMR</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>No. Authority under Program Manager</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR8	2.94	9.73	6.79
	Yes	OR8	2.85	7.27	4.42
The net limit change to the project adjust it by 2.37 miles which is greater than the 1 mile threshold.					2.37
Cross Streets	Route or Arterial		Cross Street		Cross Street
	OR8		198th Ave		OR217

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-23-AUG2
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
	X			X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt per Table 2 - Safety</b>
Exemption Reference:	<b>Safety - Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not required</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. The project is not capacity enhancing.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
Yes	Transit	Frequent Bus and future HCT
Yes	Freight	Main Roadway Routes and Branch Rail Lines
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Routes
Functional Classification	Yes	OR8	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	3 = Other Principal Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3.	Is the project included as part of the approved: UPWP? <b>Not Applicable</b>
3a.	If yes, is an amendment required to the UPWP? <b>Not Applicable.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable.</b>

4. Applicable RTP Goal: **Goal 4: Reliability and Efficiency**  
**Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does exceed \$100 million dollars.**

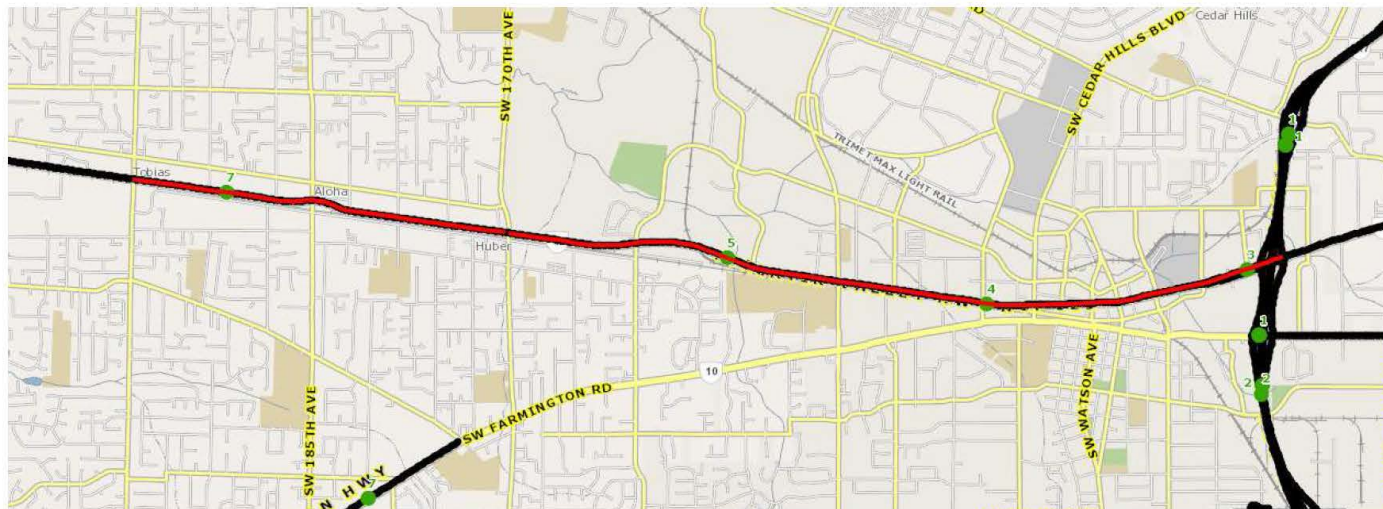
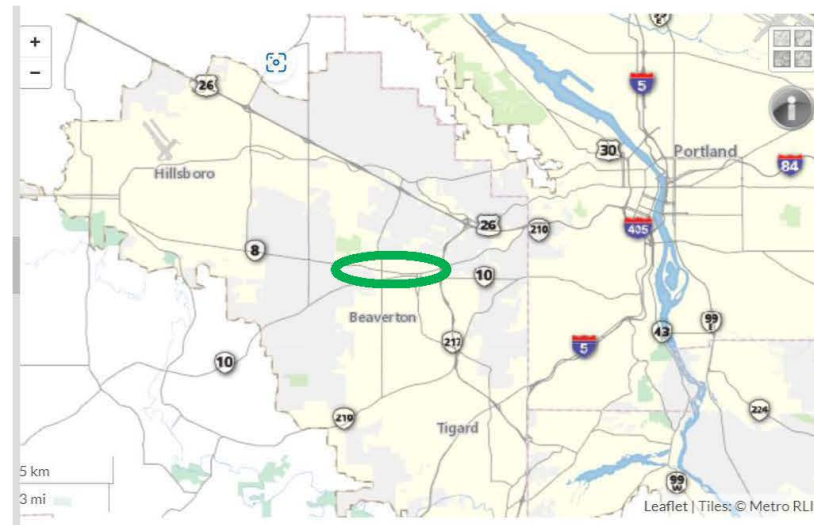
#### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31 through December 1, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

#### Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Redistribution	A special federal funding source (FHWA based). Every State DOT is required to meet annual obligation targets. If a State DOT does not meet its required obligation goals, FHWA may rescind a portion of the appropriated funds and redistribute them to other states that met their targets. Redistribution of certain authorized funds when programmed reflects a portion of the rescinded funds from other states to Oregon,

## Project Location Map







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #6****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Portland Regional Central Network Upgrade project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

**Project Name:** **Portland TSMO Regional Central Network Upgrade**

<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland	<b>Administrator:</b>	ODOT
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Short Description:

Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.

MTIP Detailed Description (Internal Metro use only):

Across the city of Portland with monitoring and evaluation assistance provided by the cities of Gresham and Beaverton plus Clackamas and Washington Counties, evaluate and upgrade the existing Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 870,381	\$ 870,381
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 870,381	\$ 870,381
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 99,619	\$ 99,619
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000
Total Estimated Project Cost									\$ 970,000
Total Cost in Year of Expenditure:									\$ 970,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 870,381	\$ 870,381
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/30/2027	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Multiple	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Multiple		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple
Yes	Transit	Multiple
Yes	Freight	Multiple
Yes	Bicycle	Multiple
Yes	Pedestrian	Multiple

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Multiple
Functional Classification	Yes	Multiple	Multiple
Federal Aid Eligible Facility	Yes	Multiple	Multiple

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>October 31, 2023 to December 1, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo

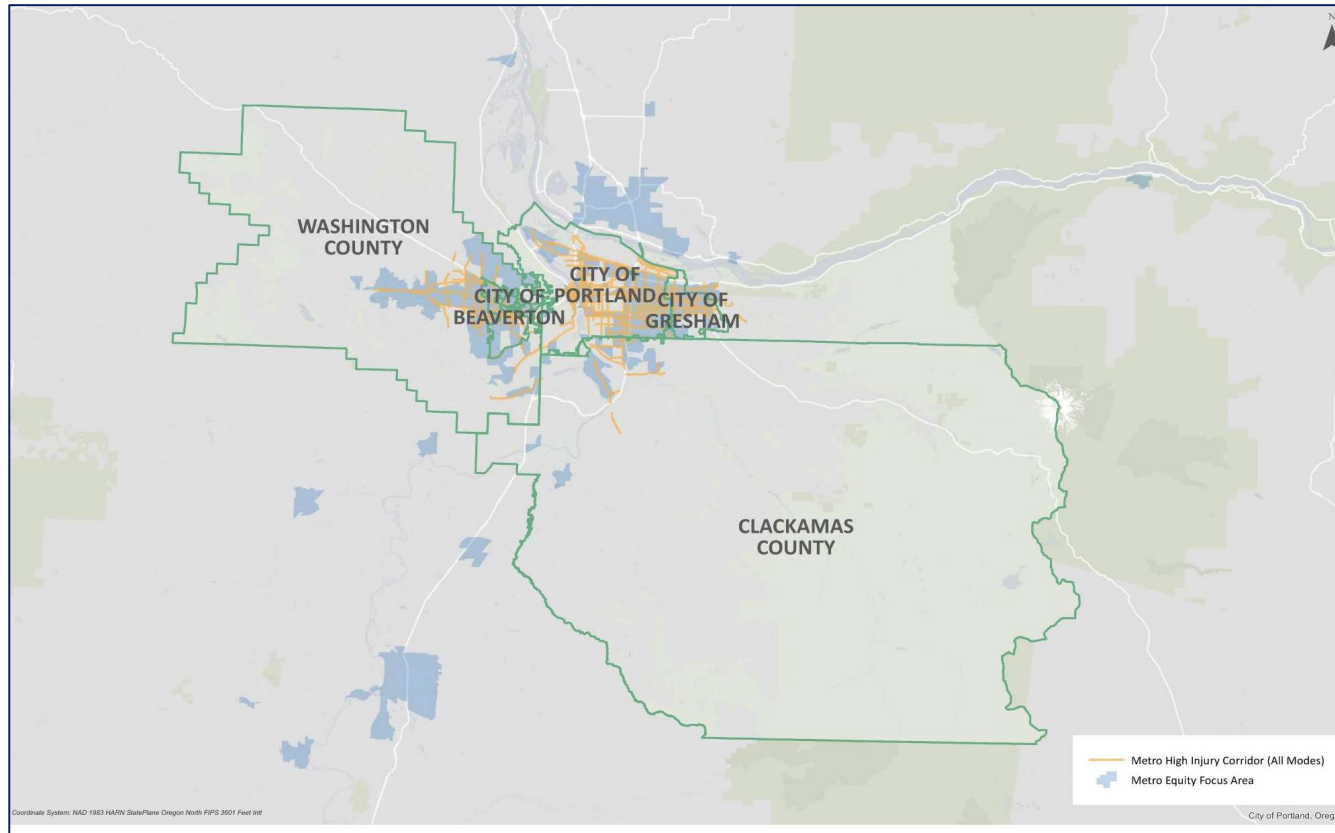


Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

## Project Location Map (Region Wide Application)





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #7****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Portland Local Traffic Signal Controller Replacement, Part II project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a combined and joint effort among PBOT, the city of Gresham, and Multnomah County.

**Project Name:** **Portland Local Traffic Signal Controller Replacement Phase II**

<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	<b>Portland</b>	<b>Administrator:</b>	<b>ODOT</b>
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Short Description:

Purchase and install up to 160 ATCs for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.

MTIP Detailed Description (Internal Metro use only):

Throughout Portland, Gresham, and Multnomah County, purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 1,588,849	\$ 1,588,849
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,588,849	\$ 1,588,849
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 181,851	\$ 181,851
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700
Total Estimated Project Cost									\$ 1,770,700
Total Cost in Year of Expenditure:									\$ 1,770,700

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,588,849	\$ 1,588,849
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes/No	Multiple	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Multiple		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple
Yes	Transit	Multiple
Yes	Freight	Multiple
Yes	Bicycle	Multiple
Yes	Pedestrian	Multiple

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Multiple
Functional Classification	Yes	Multiple	Multiple
Federal Aid Eligible Facility	Yes	Multiple	Multiple

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

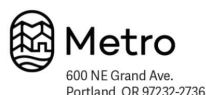
Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>October 31, 2023 to December 1, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

## Memo

Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

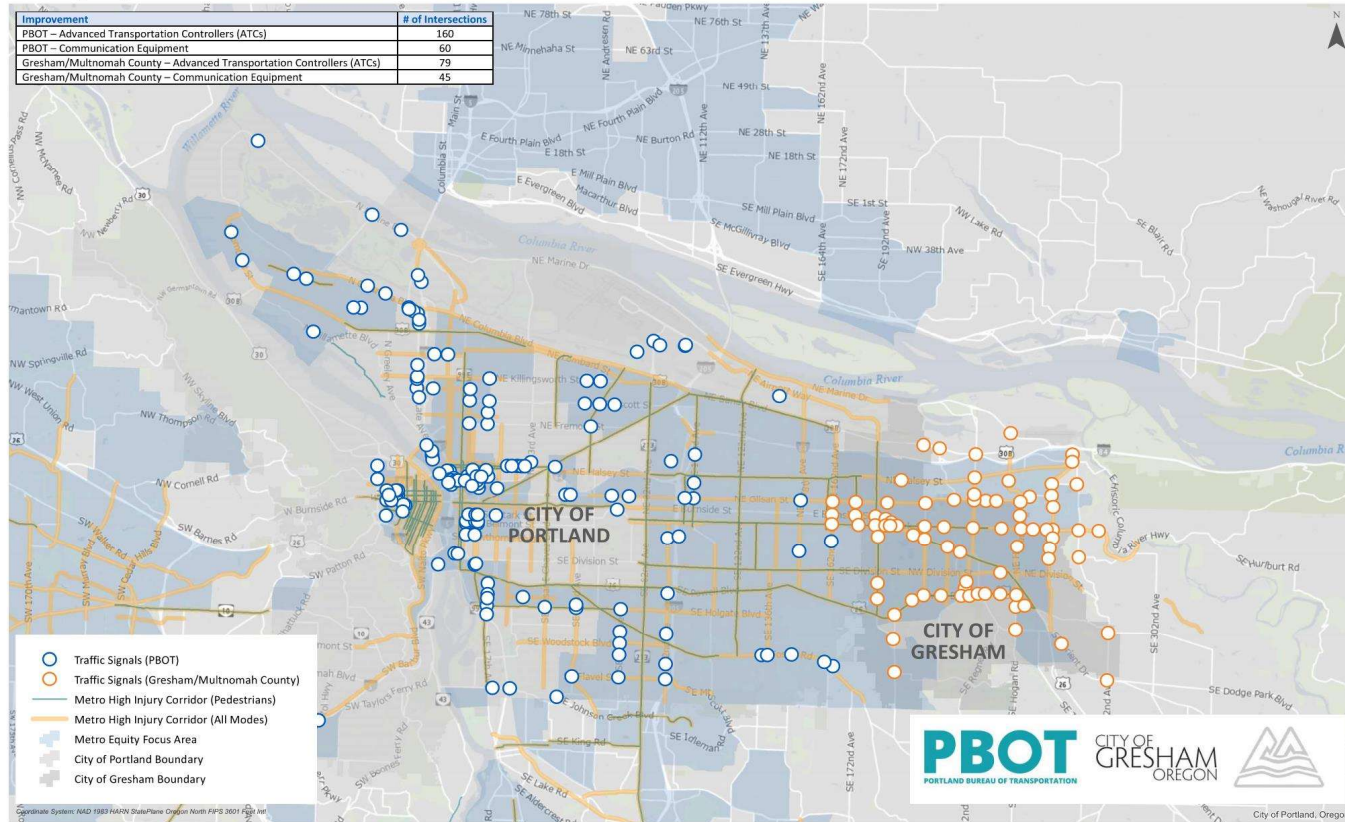


Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

## Project Location Map (Region Wide Application)

Site locations include the city of Portland, Gresham and Multnomah County

Exhibit 1. Project Map







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #8****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The t is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a joint effort among Portland, Gresham, and Multnomah County.

**Project Name:** **Stark/Washington St Signal ATC Upgrades: 76th Ave – 257th Ave**

<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland	<b>Administrator:</b>	ODOT
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Short Description:

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

On SE Stark and Washington Streets from SE 76th Ave east to SW 257th Ave across Portland and Gresham, design, construct, and complete traffic signal interconnect actions plus include ATC upgrade conversions including, wireless radio interconnect, radar detection, and pan-tilt-zoom (PTZ) cameras at approximately 26 intersection locations to provide driving increased safety including speed management and pedestrian head starts

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 1,668,340	\$ 1,668,340
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,340	\$ 1,668,340
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 190,949	\$ 190,949
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289
Total Estimated Project Cost									\$ 1,859,289
Total Cost in Year of Expenditure:									\$ 1,859,289

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,340	\$ 1,668,340
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	SE Stark Street		SE 76th Ave (Portland)		SW 257th Ave (Gresham)
	Washington Street		SE 76th Ave (Portland)		SE 106th Ave (Portland)

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. This s is the initial amendment to program the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SE Stark Street = Major Arterial
		SE Washington Street = Major Arterial
Yes	Transit	SE Stark Street = Frequent Bus
		SE Washington Street = Frequent Bus
No	Freight	SE Stark Street = No Designation
		SE Washington Street = No Designation
Yes	Bicycle	SE Stark Street = Regional Bikeway and Bicycle Parkway
		SE Washington Street = Regional Bikeway
Yes	Pedestrian	SE Stark Street = Pedestrian Parkway
		SE Washington Street = Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SE Stark Street	No designation
	No	SE Washington Street	No designation
Functional Classification	Yes	SE Stark Street	Urban Minor Arterial
	Yes	SE Washington Street	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SE Stark Street	4 = Minor Arterial
	Yes	SE Washington Street	4 = Minor Arterial

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



# Memo



Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score
E Burnside Next-Gen TSP Investments	Portland	To be determined	494
NE Halsey Street Speed Management	Portland	To be determined	488
SE Stark Street Next-Gen TSP Investments	Portland	To be determined	480
Subtotal for three (3) projects		\$3,908,212	

Metro

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

September 22, 2023

Bikram Raghubansh  
City of Portland  
1120 SW 5<sup>th</sup> Ave.  
Portland, OR 97204

Dear Bikram,

The purpose of this letter is to officially share that TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC), voted unanimously to suballocate Metro TSMO Program funds for the SE Stark Street Next-Gen TSP Investments project. This letter includes next steps and conditions for the project. Please note that this letter does not permit the project to start (no funds can be reimbursed until an Agreement is followed by a Notice to Proceed).

Through TransPort and our communications, the applied-for sums were updated to a total project cost of \$1,859,289 for which Metro is prepared to support up to \$1,668,340 from federal sources, requiring the project lead and partners to fund \$190,949 from local sources. City of Portland, City of Gresham and Multnomah County indicated budget for local match in the January 2023 letters attached to the application.

Steps you can take in the next two months to help ensure a smooth start to the process:

- ☐ Please utilize TSMO Project ID 23SEStark in all correspondence until ODOT assigns a key number through the MTIP/STIP amendment process.
- ☐ In order to not overwhelm TPAC, Metro staff need to wait until November for the soonest possible MTIP Amendment date, likely amending the STIP in January 2024.
- ☐ Reply with a list of people and emails you would like to invite to a kick-off meeting (project manager, partners, application writer, etc.). Metro will schedule this meeting in fall 2023 with your invitees, Metro staff and ODOT LAL staff.
- ☐ Review conditions of approval on the following pages of this letter and reply with any concerns or clarifying questions.
- ☐ Draft the Local Agency Technical Scope Sheet (formerly Prospectus), assisted by information in the original TSMO application. The latest form (734-5151) can be found [here](#).

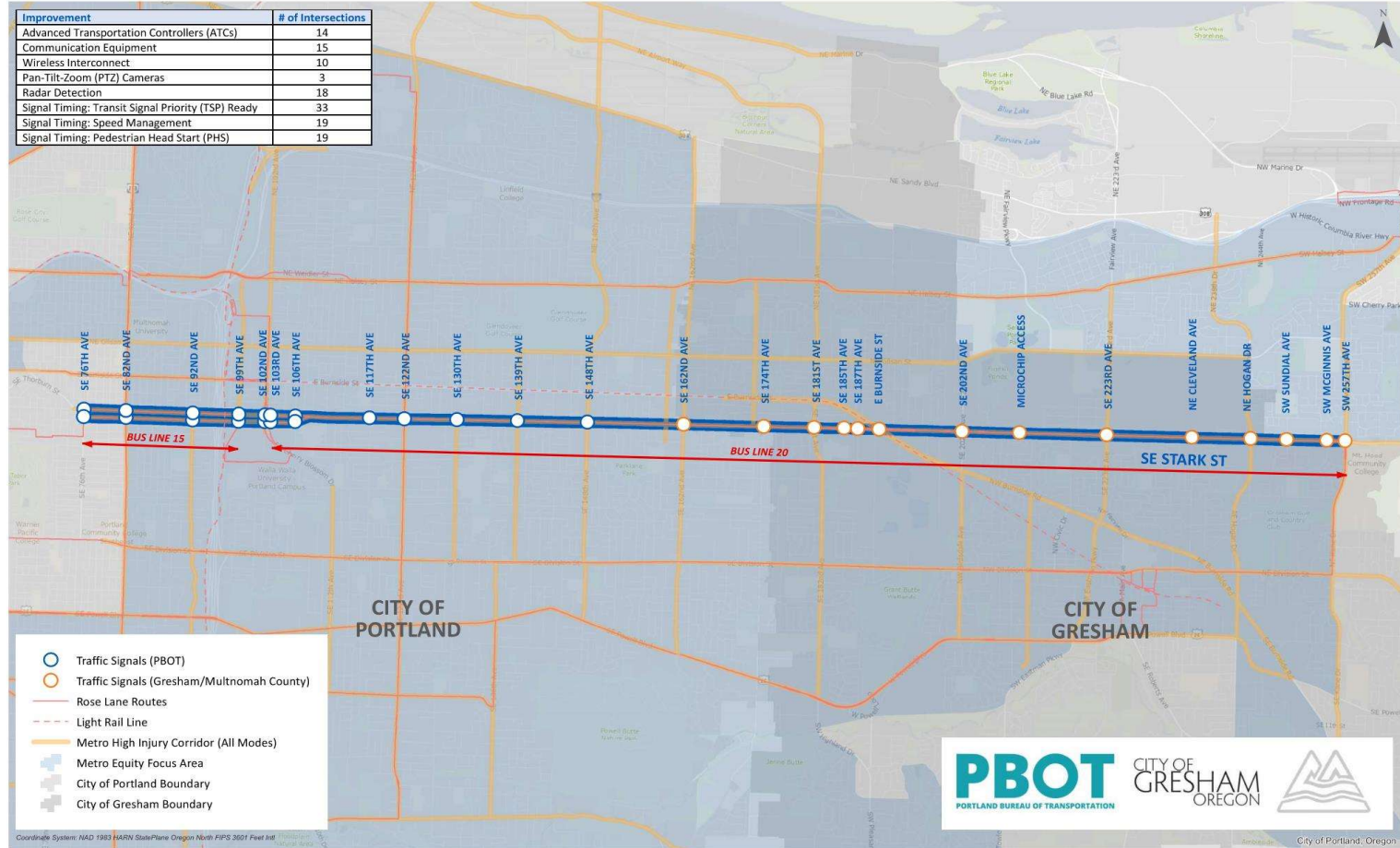
Please let me know if you have any questions.

Sincerely,

Caleb Winter, TSMO Program Manager

## Project Location Map

Exhibit 1. Project Map





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #9****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a joint effort among Portland, Gresham, and Multnomah County.

**Project Name:** **E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd**

<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland	<b>Administrator:</b>	ODOT
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Short Description:

Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts

MTIP Detailed Description (Internal Metro use only):

On East Burnside Street from NE 97th Ave to SE Powell Blvd, design, construct, and upgrade traffic signal advance transportation controllers (ATC) for priority timing at up to 29 intersection locations involving the interconnect of ITS equipment including traffic signal controller conversions with the addition of fiber optic interconnect, radar detection, and pan-tilt (PTZ) cameras to support the next generation transit priority to provide added speed management safety and pedestrian head starts.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 2,239,872	\$ 2,239,872
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,239,872	\$ 2,239,872
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 256,363	\$ 256,363
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235
Total Estimated Project Cost									\$ 2,496,235
Total Cost in Year of Expenditure:									\$ 2,496,235

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,239,872	\$ 2,239,872
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	East Burnside Street		NE 97th Ave	SE Powell Blvd	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>



RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation from 97th Ave to 181st Ave. Major Arterial designation from 181st Ave to SE Powell Blvd
Yes	Transit	Commuter Rail
No	Freight	No designation from 97th Ave to SE 223rd Ave. Roadway Connector from SE 223rd Ave to SE Powell Blvd.
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation from 97th Ave to 181st Ave. "Other NHS Route" from 181st Ave to SE Powell.
Functional Classification	Yes	E. Burnside Street	Urban Major Collector
Federal Aid Eligible Facility	Yes	E. Burnside Street	5 = Major Collector

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes from 181st Ave to SE Powell Blvd.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
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# Memo



Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

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E Burnside Next-Gen TSP Investments	Portland	To be determined	494
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SE Stark Street Next-Gen TSP Investments	Portland	To be determined	480
Subtotal for three (3) projects		\$3,908,212	



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

September 22, 2023

Bikram Raghubansh  
City of Portland  
1120 SW 5<sup>th</sup> Ave.  
Portland, OR 97204

Dear Bikram,

The purpose of this letter is to officially share that TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC), voted unanimously to suballocate Metro TSMO Program funds for the E Burnside Next-Gen TSP Investments project. This letter includes next steps and conditions for the project. Please note that this letter does not permit the project to start (no funds can be reimbursed until an Agreement is followed by a Notice to Proceed).

Through TransPort and our communications, the applied-for sums were updated to a total project cost of \$2,496,235 for which Metro is prepared to support up to \$2,239,872 from federal sources, requiring the project lead and partners to fund \$256,363 from local sources. City of Portland and City of Gresham indicated budget for local match in the January 2023 letters attached to the application.

Steps you can take in the next two months to help ensure a smooth start to the process:

- ☐ Please utilize TSMO Project ID 23EBurnside in all correspondence until ODOT assigns a key number through the MTIP/STIP amendment process.
- ☐ In order to not overwhelm TPAC, Metro staff need to wait until November for the soonest possible MTIP Amendment date, likely amending the STIP in January 2024.
- ☐ Reply with a list of people and emails you would like to invite to a kick-off meeting (project manager, partners, application writer, etc.). Metro will schedule this meeting in fall 2023 with your invitees, Metro staff and ODOT LAL staff.
- ☐ Review conditions of approval on the following pages of this letter and reply with any concerns or clarifying questions.
- ☐ Draft the Local Agency Technical Scope Sheet (formerly Prospectus), assisted by information in the original TSMO application. The latest form (734-5151) can be found [here](#).

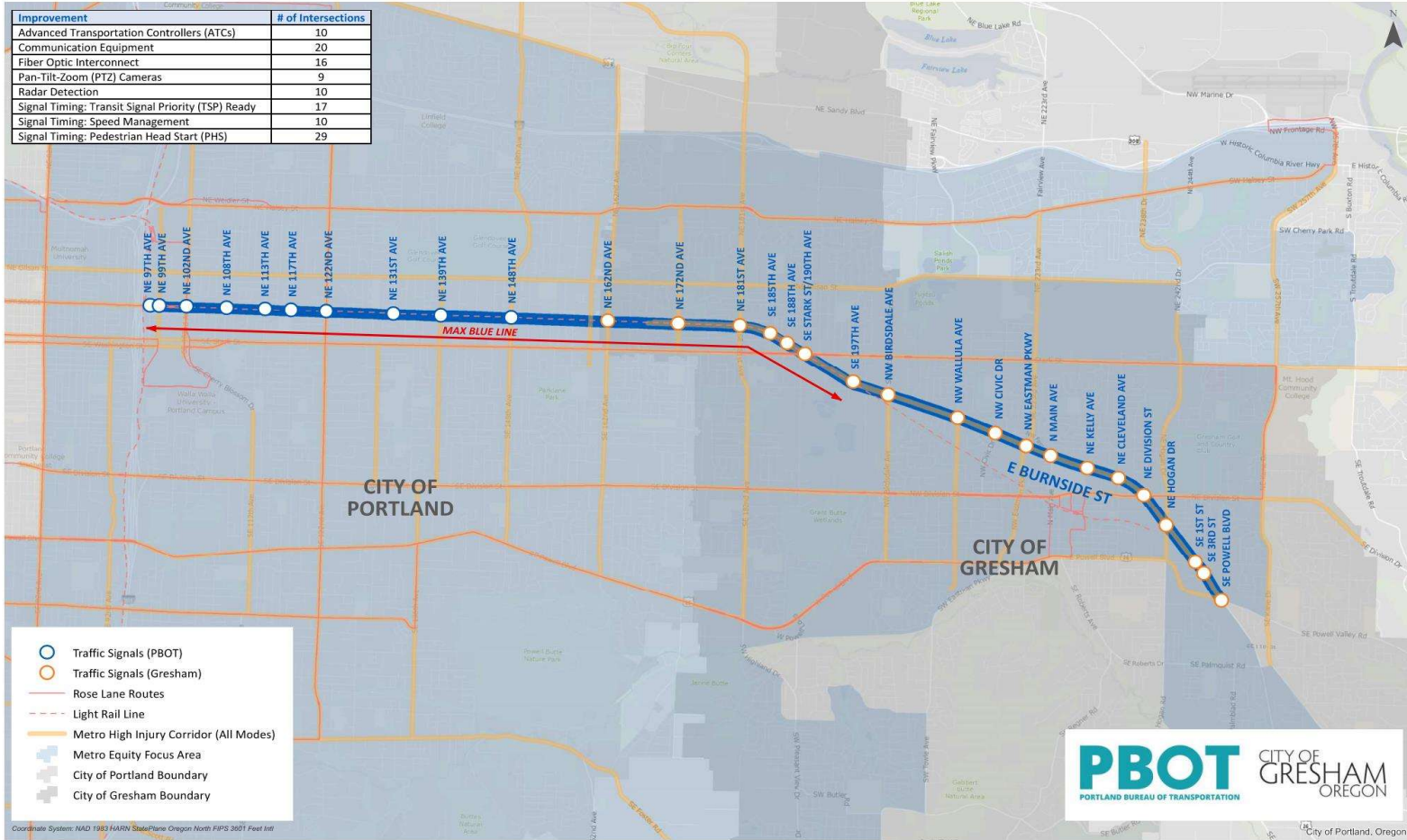
Please let me know if you have any questions.

Sincerely,

Caleb Winter, TSMO Program Manager

## Project Location Map

Exhibit 1. Project Map





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**COMBINE PROJECT**

Split and combine the funds into  
the new TSMO awarded projects

**Project #10****Project Details Summary**

<b>ODOT Key #</b>	<b>20886</b>	RFFA ID:	50361	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>70875</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMO projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 20886 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

**Project Name:** **Transportation System Mgmt Operations/ITS (2021)**

<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	<b>Metro</b>	<b>Administrator:</b>	<b>Metro</b>
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Short Description:

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)

MTIP Detailed Description (Internal Metro use only):

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2021 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	—	—				<del>\$ 1,801,828</del>	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,801,828	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	—					<del>\$ 206,227</del>	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,227	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,008,055</del>	<del>\$ 2,008,055</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,008,055)	\$ (2,008,055)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	Completed	11 = Project completed, reimbursements finished.	
Prior Amend	2	Last Amend	Formal	Date	Jun-21	Amend Num	JN21-11-JUN
Last Amendment	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation
Functional Classification	Yes	E. Burnside Street	No designation
Federal Aid Eligible Facility	Yes	E. Burnside Street	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



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RTP

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FUND

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**ODOT Key: 20886 | MTIP ID: 70875**

Transportation System Mgmt Operations/ITS (2021) - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$1,801,828	\$206,227	\$0	\$2,008,055	<input type="checkbox"/>
	2021	STBG-URBAN	\$1,801,828	\$206,227	\$0	\$2,008,055	
Totals >>			\$1,801,828	\$206,227	\$0	\$2,008,055	

update



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**COMBINE PROJECT**

Split and combine the funds into  
the new TSMO awarded projects

**Project #11****Project Details Summary**

<b>ODOT Key #</b>	<b>22168</b>	RFFA ID:	50408	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71117</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMO projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 22168 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

**Project Name:** **TSMO Program Sub-allocation Funds (Remaining 2022-2024)**

<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	<b>Metro</b>	<b>Administrator:</b>	<b>Metro</b>
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Short Description:

Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety

MTIP Detailed Description (Internal Metro use only):

The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)

STIP Description: Regional Transportation System Management & Operations remaining funding from 2022-24 allocation cycles which support Metro awarded TSMO/ITS capital & operations projects to increase highway system operational efficiency & motorist safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	—	—				<del>\$ 5,153,017</del>	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	—					<del>\$ 589,786</del>	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,008,055</del>	<del>\$ 2,008,055</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,008,055)	\$ (2,008,055)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	2	Project Status	Completed	11 = Project completed, reimbursements finished.	
Prior Amend	1	Last Amend	Formal	Date	Jun-21	Amend Num	JN21-11-JUN
Last Amendment	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation
Functional Classification	Yes	E. Burnside Street	No designation
Federal Aid Eligible Facility	Yes	E. Burnside Street	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

ODOT Key: 22168 | MTIP ID: 71117

TSMO Program Sub-allocation Funds (Remaining 2022-2024) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$5,153,017	\$589,786	\$0	\$5,742,803	<input type="checkbox"/>
	2024	STBG-URBAN	\$5,153,017	\$589,786	\$0	\$5,742,803	
Totals >>			\$5,153,017	\$589,786	\$0	\$5,742,803	



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

**SPLIT PROJECT**

Split and combine the funds into  
the new TSMO awarded projects

**Project #12****Project Details Summary**

<b>ODOT Key #</b>	<b>23209</b>	RFFA ID:	50435	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71293</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMO projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 23209 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

**Project Name:** **TSMO Program Sub-allocation Funds (FFY 2025-27)**

<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	<b>Metro</b>	<b>Administrator:</b>	<b>Metro</b>
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Short Description:

Regional Transportation System Management & Operations program for capital and system improvements. (RFFA Step 1 FFY 2025-27 allocation years)

MTIP Detailed Description (Internal Metro use only):

The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. Funding for awarded projects will be split off and programmed separately. (RFFA Step 1 FFY 2025-27 allocation years)


STIP Description: Regional Transportation System Management & Operations (TSMO) program for capital and system improvements during federal fiscal years 2025-2027.

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
<del>STBG-U</del>	<del>Y230</del>	<del>2027</del>	—	—				<del>\$ 6,306,170</del>	\$ -
STBG-U	Y230	2027						\$ 2,864,067	\$ 2,864,067
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,306,170	\$ 2,864,067
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2027</del>						<del>\$ 721,769</del>	\$ -
Local	Match	2027						\$ 327,805	\$ 327,805
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,049,575	\$ 327,805
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 7,027,939</del>	<del>\$ 7,027,939</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,191,872	\$ 3,191,872
Total Estimated Project Cost									\$ 3,191,872
Total Cost in Year of Expenditure:									\$ 3,191,872

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,836,067)	\$ (3,836,067)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-54.6%	-54.6%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 327,805	\$ 327,805
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,864,067	\$ 2,864,067
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 327,805	\$ 327,805
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,191,872	\$ 3,191,872
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%


Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2027	Years Active	1	Project Status	No activity	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable					



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	No designation
Functional Classification	Yes	Not Applicable	No designation
Federal Aid Eligible Facility	Yes	Not Applicable	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



**ODOT Key: 23209 | MTIP ID: 71293**

TSMO Program Sub-allocation Funds (FFY 2025-27) - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2027		\$6,306,170	\$721,769		\$7,027,939	<input type="checkbox"/>
	2027	STBG-URBAN	\$6,306,170	\$721,769		\$7,027,939	
Totals >>			\$6,306,170	\$721,769	\$0	\$7,027,939	

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 6, 2023  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: November FFY 2024 MTIP Formal Amendment & Resolution 23-5365 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

#### **FOR THE PURPOSE OF AMENDING AND ADDING NEW FEDERAL DISCRETIONARY PLUS METRO TSMO PROGRAM AWARDS TO THE 2024-27 MTIP**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The November FFY 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle continues the transition clean-up effort to the new 2024-27 MTIP. The amendment bundle contains several new projects being added to the MTIP.

The US Department of Transportation (Federal Highways Administration (FHWA) and Federal Transit Administration have established numerous conditions to complete and requirements for the use of federal funds. One of many conditions is the project programming requirement in the MTIP and State Transportation Improvement Program (STIP). The MTIP and STIP are used to verify funding and project aspects through the project development and delivery process. A key verification occurs through the fund obligation process. In order for FHWA or FTA to authorize the federal funds must be verified as programmed in the correct phase and with the correct amount in the MTIP and STIP. Without this verification, the fund obligation process won't occur, and the lead agency will not be granted a notice to proceed to expend the funds. This is a key reason why you see numerous new projects being added to the MTIP often every month.

The November Federal Fiscal Year (FFY) 2024 Formal MTIP Amendment continues the action to add new projects. New projects being added include the Beaver Creek Fish Passage Restoration at Troutdale Rd project for Multnomah County and seven new Metro Transportation System Management and Operations (TSMO) project awards. The approved funding for these seven projects originates from prior approved Metro project grouping buckets (PGB) which contain the approved program funding for the new TSMO projects. Prior approved TSMO funds are being split for the TSMO PGBs and combined into the new awarded TSMO projects.

In addition to the new project programming actions, ODOT's OR8: SE Brookwood Ave - OR217 Intelligent Transportation System traffic monitoring upgrade project has experience a significant cost increase and now requires as scope, limits and cost adjustment. The required changes exceed the thresholds FHWA has established for making the changes administratively. As a result, the changes must occur through the completion of a formal/full MTIP amendment.

**What is the requested action?**

**TPAC received their amendment notification on November 3, 2023 and provided an approval recommendation to JPACT for Resolution 23-5365 to add and amend the eleven projects to the 2024-27 MTIP.**

**TPAC Meeting Summary – November 3, 2023:**

Ken Lobeck, Metro Funding Programs Lead, provide an overview of the formal amendment bundle and the required changes to the 2024-27 MTIP. The formal amendment bundle as described in Exhibit A contains a total of twelve projects. Seven are new Metro TSMO awarded project from Metros recent TSMO project funding call. Three existing TSMO funding project grouping buckets (PGB) are providing the funding for the seven new projects. The PGBs will reprogram their prior approved TSMO committed revenues to the new TSMO awarded projects. One new project is Multnomah County's FHWA discretionary project grant award, Beaver Creek Fish Passage Restoration at Troutdale Rd. The project will design, complete right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge. The last project being amended is existing ODOT OR8 - SE Brookwood Ave - OR217 ITS upgrade project. The project requires the Right-of-Way phase to be canceled along with an adjustment in the project limits.

Ken noted that an ODOT pre-review of the Metro TSMO Program Investments and ITS Architecture Update resulted in the need to split the project into two projects. The planned TSMO equipment portion to the project needs to be separated from the remaining TSMO planning elements. A conflict in developing the Intergovernmental Agreement (IGA) will result if the scope elements are not separated into two projects. As a result of ODOT's comments, Metro's TSMO Program Investments and ITS Architecture Update is being withdrawn from the November FFY 2024 MTIP Formal Amendment bundle. Staff will work with ODOT to split the project and return the equipment portion for MTIP and STIP programming next month. The remaining TSMO scope elements within the project are considered planning activities. As a result of this, staff expect the planning activities to be incorporated into the SFY 2025 UPWP.

The was no discussion and TPAC members provided their unanimous approval recommendation to JPACT for the remaining eleven projects with Exhibit A.

## PROJECT AMENDMENT NOTES:

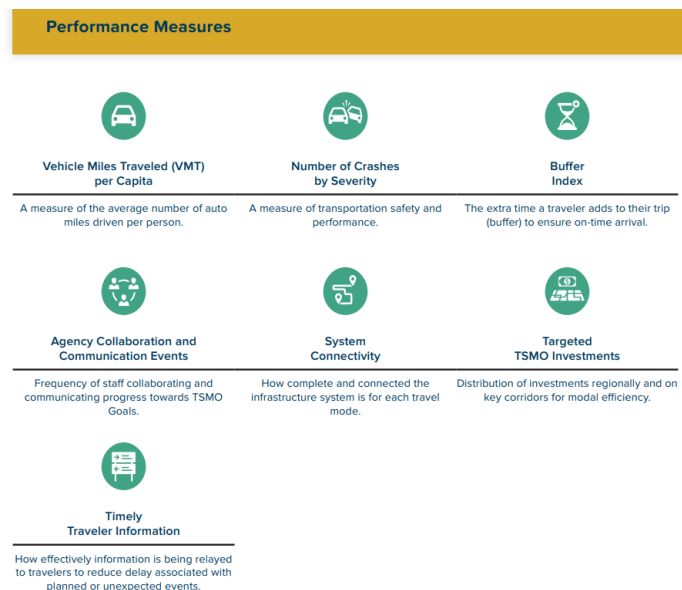
Approval of the Metro TSMO projects dates back to last April 2023 when TPAC was notified of the new project awards. However, MTIP programming delayed due to the final review lock-down for the 2024-27 MTIP. The programming action is moving forward now that the 2024-27 MTIP has been approved.

The Metro TSMO Program represents an innovative, holistic, multimodal, and cost-effective approach to managing the region's transportation system. An effective TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates.



The new awarded projects are from the 2023 TSMO Project Funding call. The final awards originate from the 2021 Strategy. A copy of the TSMO strategy is available for download from the Metro website. The program identifies seven key performance measures that help guide the selection of later specific projects. The performance measures are shown at right and include:

- Vehicle Miles Traveled (VMT)
- Number of Crashes by Severity
- Buffer Index
- Agency Collaboration and Communication Events
- System Connectivity
- Targeted TSMO Investments
- Timely Traveler Information



## Memo



Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Through the long project review and evaluation developed from the TSMO Strategy emerged the final project selects that are now being added to the MTIP. They include:

Lead Agency	Project Name	Description	Federal Funds Awarded
Beaverton	Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.	\$1,938,940
Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists.	\$933,192
<p>Per a submitted comment and preview conducted by ODOT. Metro's new TSMO Program Investments and ITS Architecture Update is being removed from Exhibit A as part of the November FFY 2024 Formal MTIP Amendment bundle. The project will be split into two projects. The TSMO equipment purchase project is expected to be ready for MTIP and STIP programming as part of next month's formal amendment submission.</p>			
Metro	TSMO Program Investments and ITS Architecture Update	<del>Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, &amp; a progress evaluation made on the 2021 TSMO Strategy and system completeness</del>	<del>\$387,371</del>



Portland	Portland TSMO Regional Central Network Upgrade	Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.	\$870,381
Portland	Portland Local Traffic Signal Controller Replacement Phase II	Purchase and install up to 160 ATCs for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	\$1,588,849
Portland	Stark/Washington St Signal ATC Upgrades: 76th Ave – 257th Ave	Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.	\$1,668,340
Portland	E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts	\$2,239,872
Total new federal funds for TSMO being programmed being programmed through the November FFY 2024 Formal MTIP Amendment:			\$9,626,945

Note: Additional details about project are included Exhibit A to Resolution 23-5365 (*the MTIP Worksheets*).

The awarded federal funds committed to the TSMO projects will be sourced from three TSMO PGBs: Keys 20886, 22168, and 23209. The adjustments to these three PGBs are included as part of the formal amendment bundle.

The Metro TSMO program receives a portion of the Step 1 - Regional Flexible Funds Allocation (RFFA). The federal funds for the TSMO program already have been approved through the RFFA process. The approved funds are programmed in the MTIP in PGBs to reflect that the funds are now committed to the Metro TSMO program. An example of one of the TSMO PGBs is shown below. The TSMO PGBs function like a bank checking account. As projects are awarded, the required funds are split off from the PGB and reprogrammed to the specific TSMO.

**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**  
Current Approved Project List with Approved Amendments

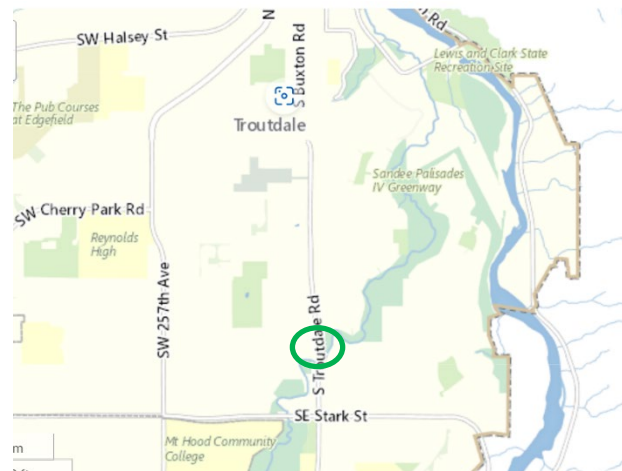
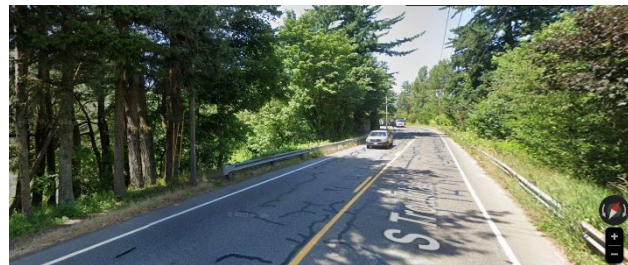


LEAD AGENCY		Metro				
PROJECT NAME		TSMO Program Sub-allocation Funds (Remaining 2022-2024)				
Project IDs		Project Description				Project Type
ODOT KEY	22168	Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety				TSMO/TDM
MTIP ID	71117					
RTP ID	12024					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$5,153,017	\$589,786	\$0	\$5,742,803
FY 24-29 Totals			\$5,153,017	\$589,786	\$0	\$5,742,803
Estimated Project Cost (VOE\$)			\$5,153,017	\$589,786	\$0	\$5,742,803

The new TSMO project awards and funding PGBs account for ten of the twelve projects in the amendment bundle. The two remaining project amendments are the following:

- **Add Multnomah County's new FHWA discretionary project grant award, Beaver Creek Fish Passage Restoration at Troutdale Rd, to the MTIP**

- The project received a \$1,430,480 federal grant award for the project from FHWA's FY 2022 National Culvert Removal Replacement and Restoration Grant Program
- The project will design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.
- Only the preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now. The construction phase will be added to the MTP at a later date.
- The PE phase is projected to begin before the end of FFY 2024.

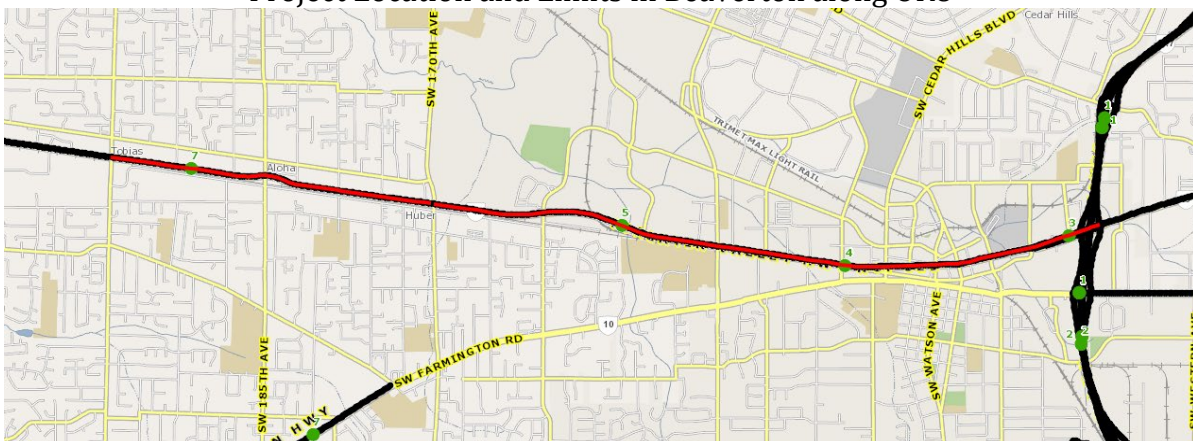


- **Key 21617 – ODOT OR8: SE Brookwood Ave - OR217 ITS upgrade project:**

- Action: Cancel Phase (along with limits and cost updates)
- The project focus is to Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.
- The formal amendment cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments:
  - As a result, the project will be modified to be “OR8: SE 198th Ave - OR217”.
  - The project limits are adjusted from “MP 2.94 to MP 9.73” to be MP 2.85 to MP 7.27”.
  - The Right-of-Way (ROW) phase is being canceled.
  - The project's total cost also increases by \$553,056, or by 14.1%.
  - The overall project scope does not change.
- Summary: Project needs in PE (Preliminary Engineering) were underestimated and severely under-budgeted and ROW (Right of Way) was overestimated. During the course of project development, PE costs increased actual and inflationary), ROW was determined to not be required, and CN (Construction) could be reduced to keep the project scope and funding in balance.
- The adjustments to the project limits exceed the 1-mile threshold for administrative adjustments and triggers the need for the changes to be complete via a formal/full amendment to the MTIP.



Project Location and Limits in Beaverton along OR8



## **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

## **APPROVAL STEPS AND TIMING**

Metro's approval process for formal amendment includes multiple steps. The required approvals for the November FFY 2024 Formal MTIP amendment (NV24-02-NOV) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	October 27, 2023
• Initiate the required 30-day public notification process.....	October 31, 2023
• TPAC notification and approval recommendation.....	November 3, 2023
• <b>JPACT approval and recommendation to Council.....</b>	<b>November 16, 2023</b>
• Completion of public notification process.....	December 1, 2023
• Metro Council approval.....	December 7, 2023

## Notes:

\* The above dates are estimates. JPACT and Council meeting dates could change.

\*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	December 13, 2023
• USDOT clarification and final amendment approval.....	Mid-January 2024

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.

2. **Legal Antecedents:**

- Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
- 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.

4. **Metro Budget Impacts:** A follow-on budget change will occur to the TSMO program as follows:

- The funding source for the newly awarded TSMO projects will be from three existing project grouping buckets (in Keys 20886, 22168, and 23209) with prior approved TSMO program funding. Funding from the buckets is being split off and combined into the new TSMO projects to cover their funding award amounts. The funding commits STBG-U from Metro prior year approved allocations.
- The STBG-U funds are part of the RFFA Step 1 allocation to the TSMO program. Fund approval occurred through the TransPort Subcommittee to TPAC. The approval of the TSMO awards dates back to April 2023.
- Since the funds are already prior approved by Metro through the RFFA Step 1 process, the overall action reflects a lateral move for the funds. There is no direct budget impact from the TSMO funding actions upon Metro budget.
- A total of Metro approved \$9,626,945 is being split of the TSMO project grouping buckets in Keys 20886, 22168, and 23209 to support the seven new TSMO projects.

**RECOMMENDED ACTION:**

**TPAC received their amendment notification on November 3, 2023 and provided an approval recommendation to JPACT for Resolution 23-5365 to add and amend the eleven projects to the 2024-27 MTIP.**

No Attachments.

#### **4.2 Consideration of the October 19, 2023 JPACT Minutes (7:45 AM)**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, November 16, 2023

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)**

Meeting Minutes

October 19, 2023

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Juan Carlos González

Christine Lewis

Paul Savas

Nafisa Fai

Carley Francis

Steve Callaway

Mingus Mapps

Ashton Simpson

Joe Buck

Susheela Jayapal

Rian Windsheimer

Travis Stovall

Shawn Donaghy

Curtis Robinhold

**AFFILIATION**

Metro Council

Metro Council

Clackamas County

Washington County

Washington State Department of Transportation

Cities of Washington County

City of Portland

Metro Council

Cities of Clackamas County

Multnomah County

Oregon Department of Transportation

Cities of Multnomah County

C-Tran

Port of Portland

**MEMBERS EXCUSED**

Anne McEnerny-Ogle

Sam Desue

Ali Mirzakhali

**AFFILIATION**

City of Vancouver

TriMet

Oregon Department of Environmental Quality

**ALTERNATES PRESENT**

JC Vannatta

Michael Orman

Ty Stober

Chris Ford

Jef Dalin

Emerald Bogue

Scott Langer

**AFFILIATION**

TriMet

Oregon Department of Environmental Quality

City of Vancouver

Oregon Department of Transportation

Cities of Washington County

Port of Portland

Washington State Department of  
Transportation

**OTHERS PRESENT:** Ron Arp, Ariadna, Sarah Iannarone, Sara Ryan, Jess Zdeb, Aaron Deas, Jaimie Lorenzini, Mat Dolata, Lisa Batey, Jamie Stasny, Stephen Roberts, Will Farley, Dave Roth, Matthew Hampton, Tara O'Brien, Tia Williams, Eric Hesse, Rory Bialostosky, Sean Philbrook, Gwenn Baldwin, Mike McCarthy, Glen Bolen, Monica Krueger, Jeff Gudman, Matt Ransom, Mary Baumgardner, Dwight Brashear, Mark Ottenad, Lakeeyscia Griffin, Margi Bradway, Alan Lehto, Laurie Lebowsky-Young, Brenda Bartlett, Mike Mason, Karen Buehrig, Sarah Paulus, Chris Smith, Jean Senechal Biggs, John Charles, John Mermin, Allison Boyd, Jessica Pelz, Gerik Kransky, Shoshana Cohen, Cindy Pederson, Sara Wright, Jeff Owen, Katherine Kelly, Laurie Petrie, Mike Bezner,



STAFF: Connor Ayers, Jemeshia Taylor, Tanja Olson, Grace Cho, Molly Cooney-Mesker, Tom Kloster, Melissa Ashbaugh, Ramona Perrault, Ted Leybold, Victor Sin, Malu Wilkinson, Betsy Emery, Kelly Betteridge, Matt Bihn, Anneliese Koehler, Ken Lobeck, Caleb Winter, Kim Ellis, Jaye Cromwell, Eliot Rose, Ally Holmqvist, Carrie MacLaren, Roger Alfred, Elizabeth Mros-O'Hara, Marielle Bossio, Catherine Ciarlo, Lake McTighe

**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.

Ron Arp mentioned their support of the I-5 Bridge and Rose Quarter plans and the connections to Clark County, WA. Arp noted the benefits of a well-designed and maintained transportation such as improving safety.

Sarah Iannarone testified on the importance of pricing measures and how the proceeds should be used. She noted the importance of oversight and the MTIP process. Iannarone recommended that the three mobility policies should be bundled together and supported the JPACT sub-committee.

Ariadna Falcon Gonzalez testified on the importance of community engagement and of including equity into the decision-making process. Falcon Gonzalez noted the need to make the process more accessible.

Chair Gonzalez moved onto the next agenda item.

**3. UPDATES FROM THE CHAIR**

Metro Planning and Development Department Director Catherine Ciarlo (she/her) shared the names and ages of traffic victims during the month of September:

Terrelle Tucker, 39, Deniel Edward Perkins, 37, Kira Haston, 36, Unidentified, Damien Scott Seina, 57, Maria Negrete, 45, Jason Ruhmshottel, Jayden Allen Bird, 18, Jason Julian Resendiz, 25, Giovanni Alberto Avila, 21, Jesse Rene Warginer, 19,

Chair Gonzalez moved onto the next agenda item.

**4. CONSENT AGENDA**

Chair Gonzalez noted that there were two items on the consent agenda, the Consideration of the September 21, 2023 JPACT minutes and Resolution No. 23-5358, For the Purpose of Completing Required Transition Actions to the New 2024-27 MTIP Including Adding Nine New Projects and updating Two Existing Projects to Enable Future Federal Fund Obligations to Occur.

**MOTION:** Metro Councilor Ashton Simpson moved to approve the consent agenda, seconded by City of Vancouver Mayor Pro Tem Ty Stober.

**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 OTC Letter**

Chair Gonzalez noted that there will not be a staff presentation on the OTC letter to save time for other agenda items. He explained that the letter was consistent with those submitted in the past and that the letter reflects the need to address revenue sources and shortfalls.

ODOT Regional Manager Rian Windsheimer thanked everyone for their work on the letter and explained why he would abstain.

Clackamas County Commissioner Paul Savas requested that they add “including connections to emerging urban areas as well as support for freight and connections to jobs throughout the region” to the end of the second sentence in paragraph two of page two. He explained that without this sentence, they would not be addressing everything in their transportation system.

Chair Gonzalez confirmed that Metro staff had got the exact sentence and then called for a motion.

**MOTION:** Commissioner Savas moved to approve the letter with the amendment seconded by City of Hillsboro Mayor Steve Callaway.

**ACTION:** Windsheimer abstained. With all else in favor, the motion passed.

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

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 2023 RTP Ordinance Introduction**

Chair Gonzalez introduced Metro staff Kim Ellis.

Ellis mentioned the RTP update timeline and the engagement work that has been done. She explained the two parts of staff recommendations, the individual key policy topics, and bundled consent items. The policy topics she discussed were investment emphasis, pricing policy, regional transportation funding, climate tools and analysis and mobility policy implementation. Ellis also explained Ordinance No. 23-1496 and its exhibits. She mentioned the final steps towards adoption.

Commissioner Savas acknowledged everyone that has worked on the RTP. He raised concerns about not seeing how the RTP will lead to a regionally balanced transportation system.

Multnomah County Commissioner Susheela Jayapal noted the need for a funding plan to make these projects a reality. She suggested that they work with their legislators and lobbyists to help make a funding plan.

TriMet Executive Director of Public Affairs JC Vannatta mentioned the need for investment and a funding source. Vannatta also hoped that they will have an active role in implementing the plan.

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

## **6.2 HCT Plan Resolution Introduction**

Chair Gonzalez introduced Metro staff Ally Holmqvist.

Holmqvist mentioned the draft report milestones and how the committee feedback was incorporated. She discussed the changes to the public review draft, the draft milestones, and the public comments on the draft. Holmqvist explained the recommendations for the final strategy, Resolution No. 23-5348 and when the HTC Strategy adoption will be considered by the other committees and the Metro Council.

Commissioner Savas mentioned that in Clackamas County, there is a light rail line close to the proposed corridor. He raised concerns that this does not help provide transit to places where there is none or very little. Commissioner Savas also commented that the limited funding that should be used equitably and wisely.

Vannatta noted that TriMet is in support of the plan. He explained that the Southwest corridor project is ready to go and could help many people, but the project needs funding.

C-Tran Chief Executive Officer Shawn Donaghy mentioned that some transit agencies are returning funding to the FTA because they did not have the required local match. He noted that the importance of having investment for the HTC plan at the beginning because the costs or the scope of the project can change over time.

Metro Councilor Christine Lewis noted that the solution to their transit problems cannot only be HCT. She mentioned the work that will need to be done in cities impacted by potential tolling. Councilor Lewis also suggested looking at community shuttles and non-traditional in transit desert communities.

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

## **6.3 82nd Avenue Transit Plan**

Chair Gonzalez introduced Councilor Lewis and Metro staff Elizabeth M'ros-Ohara.

Councilor Lewis noted the importance of 82<sup>nd</sup> Ave corridor and that they are being to work on plans.

M'ros-Ohara explained how 82<sup>nd</sup> Ave is a top priority that can leverage other investments, the role of the Steering Committee and the Equitable Development Strategy (EDS). She discussed the project's purpose, Line 72 on 82<sup>nd</sup> Ave., and how the project will address five major needs. M'ros-Ohara mentioned data and the characteristics of the community in the 82<sup>nd</sup> Avenue corridor and the transit infrastructure needs. She explained Bus Rapid Transit (BRT), the technical analysis, the community engagement efforts, and the next steps.

Commissioner Savas asked if the Green Line should have been on 82<sup>nd</sup> Ave or if bus transportation was more practical. He mentioned complaints that the stops on light rail are not frequent enough.

M'ros-Ohara explained that the Green Line and the bus on 82<sup>nd</sup> Ave serve different markets. She mentioned that Green Line riders want to go far and fast, while the bus riders want stops at places that are important for them to access.

Commissioner Savas asked if this would have as many stops as the current Line 72 or less stops.

M'ros-Ohara noted that there will not be as many stops as today. She explained that they want to consolidate stops and focus on those that are key destinations where people want to go to.

Commissioner Savas mentioned that local access and frequent stops makes 82<sup>nd</sup> Ave attractive.

Ciario mentioned services, including the Green Line, that help connect communities that are farther apart. She also noted that the Green Line was conceptualized when that freeway was being rebuilt.

Vannatta agreed with M'ros-Ohara that the Green Line serves a different market. He explained that with tolling and RMPP, transit service on 82<sup>nd</sup> Ave and the Green Line may be seen as an alternative to travel within the corridor. Vannatta also agreed with Commissioner Savas that stops are important.

Chair Gonzalez mentioned that they need to make trade-offs on projects, but the benefits to travel time and user experience are significant.

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

**7. UPDATES FROM JPACT MEMBERS**

There were no updates from the JPACT members.

**8. ADJORN**

Chair Gonzalez adjourned the meeting at 9:02 AM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Jemeshia Taylor".

Jemeshia Taylor  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 19, 2023**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
3.0	Presentation	10/19/2023	Fatal Crash Slide	101923-01
6.1	Presentation	10/19/2023	2023 Regional Transportation Plan Discussion Presentation	101923-02
6.2	Presentation	10/19/2023	HCT Strategy Recommendations Presentation	101923-03
6.3	Presentation	10/19/2023	82nd Avenue Transit Project Overview Presentation	101923-04
	Testimony	10/19/2023	Westside Economic Alliance Comments	101923-05

**5.1 Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional  
Transportation Plan to Comply with Federal and State Law (7:50 AM)**

*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, November 16, 2023

# JPACT Worksheet

**Agenda Item Title:** Adoption of the 2023 Regional Transportation Plan (RTP)

**Presenters:** Catherine Ciarlo, Metro Planning, Development and Research Director (she/her)  
Kim Ellis, AICP, RTP Project Manager (she/her)

**Contact for this worksheet/presentation:** Kim Ellis, kim.ellis@oregonmetro.gov

## Purpose/Objective

The Joint Policy Advisory Committee on Transportation (JPACT) considers the Transportation Policy Alternatives Committee (TPAC) recommendation on adoption of the 2023 Regional Transportation Plan (RTP) by Ordinance No. 23-1496.

## Action Requested/Outcome

Approve Ordinance No. 23-1496 and its Exhibits, as recommended by TPAC, including discussion and consideration of MPAC's recommended change to RTP Project #12304 to split the Regional Mobility Pricing Project (RMPP) into two phases.

As part of TPAC's deliberations, the committee specifically recommended that JPACT:

- discuss and consider MPAC's recommendation to Metro Council to split the Regional Mobility Pricing Project (RMPP) into two phases due to the complexity and political nature of the issue;
- approve the other recommended actions that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496; and
- approve Ordinance No. 23-1496 and its Exhibits.

## Background

A major update to the [Regional Transportation Plan](#) (RTP) has been underway since Fall 2021. As directed by Resolution No. 23-5343, a final 45-day public comment period was held from Monday, July 10 to Friday, August 25, 2023. The comment period built on the significant engagement and feedback received throughout the update to the RTP.

The comments received during the final public comment period represent a variety of perspectives and interests. Some focus on specific communities or neighborhoods and others focus on serving specific populations or interests across the region. Comments from these organizations and members of the public were considered by Metro staff alongside comments received from jurisdictional partners and regional advisory committees as part of developing the recommendations contained in Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496.

In September, staff invited JPACT input on draft staff recommendations on five key policy topics identified for further discussion by the JPACT, the Metro Policy Advisory Committee (MPAC) and the Metro Council as the RTP is finalized for adoption. The policy topics are shown in **Figure 1**. Recommendations on each policy topic are reflected in Part 1 to Exhibit C as recommended by TPAC on November 3.

**Figure 1. Key Policy Topics for Discussion and Recommendation**



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

**On October 18, the Metro Technical Advisory Committee (MTAC) unanimously recommended that MPAC recommend the Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496.** MTAC's recommendation made some changes to the Metro staff recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

**On October 25, MPAC unanimously recommended that Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496.** MPAC's recommendation made some changes to the MTAC recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

**As part of MPAC's action, MPAC recommended adding a new action to Policy Topic 2 (Pricing Policy Implementation) to amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RMPP) (RTP #12304) into two phases,** retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List. This recommendation aimed to ensure local and regional concerns and ODOT commitments are addressed in the upcoming NEPA process and in project implementation.

**On November 3, TPAC used the MPAC recommendation as a starting point and made a strong recommendation for the 2023 RTP to move forward for adoption, with 13 voting in support and 3 opposed.** As part of TPAC's deliberations, the committee specifically recommended that JPACT:

- discuss and consider MPAC's recommendation to split the Regional Mobility Pricing Project (RMPP) into two phases due to the complexity and political nature of the issue;
- approve the other recommended actions that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496; and
- approve Ordinance No. 23-1496 and its Exhibits.



TPAC's recommendation to JPACT on the RMPP was split vote, with 9 in support of forwarding this item for JPACT discussion and consideration, and 8 either opposed or abstaining.

Concerns raised about the RMPP during the TPAC discussion included:

- desire to ensure the RMPP NEPA work, other project analysis and implementation will:
  - provide the information needed to understand that what is being developed will meet the goals and policies of the RTP and adequately address previous ODOT commitments;
  - provide time to do the analysis to understand the impacts of the project on safety, diversion and other outcomes; and
  - provide time for engagement with public, policymakers and regional advisory committees before the construction phase is included in the RTP Constrained project list.

Concerns raised about the MPAC recommendation to phase the RMPP during the TPAC discussion included:

- precedent of an advisory committee recommending a change to an individual project in the RTP, particularly at the end of a two year process; and
- uncertainty about the timeline, project cost and process changes implications for RMPP and other related tolling projects.

To inform the JPACT discussion on the MPAC recommendation on RMPP, TPAC requested that Metro and ODOT staff provide as much relevant information as possible to JPACT on the precedent of an advisory committee, such as MPAC, recommending a change to an individual project on the RTP project list and the impact of MPAC's recommended change on the RMPP timeline, project cost and process change implications for RMPP and other related tolling projects, including ability of ODOT to complete NEPA. A memo documenting Metro staff responses to questions raised about the RMPP recommendation is included in the packet. ODOT staff may have additional information to share at the meeting.

The ordinance and Exhibits A, B, and C as recommended by TPAC are included in the meeting packet.

- **Ordinance No. 23-1496** For the Purpose of Amending the 2018 Regional Transportation Plan to Comply with Federal and State Law
- **Exhibit A – Public Review Draft 2023 Regional Transportation Plan and Appendices.** This exhibit includes the public review draft 2023 Regional Transportation Plan and appendices, including the financially constrained project list. *Note: amendments to this exhibit will be documented in Exhibit C but those amendments will not be incorporated in Exhibit A until after adoption by JPACT and the Metro Council.*

- **Exhibit B – Regional Framework Plan Amendments.** This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2023 Regional Transportation Plan.
- **Exhibit C – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments received and Metro staff recommended actions, including proposed amendments to Exhibit A. The comments and recommended actions in Exhibit C are organized in two parts:
  - **Part 1 to Exhibit C: TPAC Recommendations on Key Policy Topics to Discuss** (“*Discussion items*”) – These recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council.  
*JPACT is requested to consider TPAC’s recommendation and make a recommendation to the Metro Council for each of these topics. JPACT may choose to make a recommendation on each of these topics individually or as a package.*
  - **Part 2 to Exhibit C: TPAC Recommendations for Consideration on a “consent basis”** (“*Consent Items for Consideration As a Bundle Without Discussion*”) These recommendations address technical edits, fine-tuning, clarifications and substantive comments identified through the public review process for consideration on a “consent basis” without further discussion. New wording is shown in underline; deleted words are crossed out in ~~strikeout~~.  
*JPACT is requested to consider TPAC’s recommendation and approved these recommended actions as a “consent items” bundle without further discussion.*

## Final Steps

JPACT will consider TPAC’s recommendation on November 16. The Metro Council will consider MPAC and JPACT’s recommendations on Ordinance No. 23-1496 on November 30, following a final public hearing.

For more information about the update, visit [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

## What packet material do you plan to include?

- Ordinance No. 23-1496
- Exhibit A to Ordinance No. 23-1496
- Exhibit B to Ordinance No. 23-1496
- Exhibit C (Part 1) to Ordinance No. 23-1496
- Exhibit C (Part 2) to Ordinance No. 23-1496
- Exhibit D to Ordinance No. 23-1496
- Staff Report to Ordinance No. 23-1496
- RTP Engagement Summary – 2022-23
- Memo: Metro staff responses to questions raised about the MPAC recommendations on the Regional Mobility Pricing Project

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018	)	ORDINANCE NO. 23-1496
REGIONAL TRANSPORTATION PLAN (RTP)	)	
TO COMPLY WITH FEDERAL AND STATE	)	Introduced by Chief Operating Officer
LAW AND AMENDING THE REGIONAL	)	Marissa Madrigal in concurrence with
FRAMEWORK PLAN	)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including the Regional Transportation Plan (RTP); and

WHEREAS, the Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues at the policy level, including the RTP; and

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) provide input and recommendations to JPACT and MPAC, respectively, at the technical level; and

WHEREAS, Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and provided input that helped shape the RTP vision and goals and community engagement; and

WHEREAS, the RTP is the federally recognized transportation plan for the Portland metropolitan region, and must be updated every five years to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12) and the Metropolitan Greenhouse Gas Emissions Reduction Rule (Oregon Administrative Rules Chapter 660 Division 44); and

WHEREAS, the RTP is a central tool for implementing Metro's Region 2040 Growth Concept and Climate Smart Strategy and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the last update to the RTP was adopted by the Metro Council on December 6, 2018 via Ordinance No. 18-1421 and was subsequently approved and acknowledged by the Land Conservation and Development Commission; and

WHEREAS, JPACT and the Metro Council approved the 2023 RTP work plan and public engagement plan on April 21 and May 5, 2022, respectively; and

WHEREAS, from May 2022 through November 2023, the Metro Council and Metro staff engaged the public, community, and business leaders, and local, regional and state partners to update the RTP, including its vision, goals, objectives, policies, performance measures, and projects; and

WHEREAS, Metro staff have conducted planning activities informed by extensive inclusive public engagement to support a regional policy discussion on the future of the region's transportation system and the role that investment can play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, central to the 2023 RTP is an overall emphasis on making progress toward the region's safety, equity, climate, economic and mobility goals, and state goals for reductions in per capita vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, on July 10, 2023, Metro released the initial draft of the 2023 RTP and Appendices for public review and comment, providing a 45-day public comment period on the draft 2023 RTP through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally-recognized tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 RTP and Appendices in accordance with 23 CFR 450.316, and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 17 and 22, 2023; and

WHEREAS, the Metro Council, JPACT, MPAC, MTAC, TPAC, TriMet, the South Metro Area Regional Transit (SMART), local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 RTP and provided comment throughout the planning process; and

WHEREAS, the 2023 RTP sets the foundation for local transportation plan updates, future region-wide planning efforts, regional efforts to seek transportation infrastructure funding, and defines specific activities for Metro and regional partners to take over the next few years to support the outcomes identified through the RTP update; and

WHEREAS, JPACT and MPAC have made recommendations to the Metro Council on adoption of the 2023 RTP and Appendices; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D on September 28 and November 30, 2023; now therefore,

**THE METRO COUNCIL ORDAINS AS FOLLOWS:**

1. The 2018 Regional Transportation Plan is hereby amended to become the 2023 Regional Transportation Plan, as indicated in attached Exhibit A and Appendices, and the addendum to Exhibit A, which are all attached and incorporated into this ordinance.

2. Chapter 2 (Transportation) of Metro's Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated Transportation policies in the 2023 RTP in Exhibit A.
3. The "Summary of Comments Received and Recommended Actions," attached as Exhibit C, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC) for acknowledgment.
6. The 2023 RTP is hereby adopted as the federally recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation

ADOPTED by the Metro Council this 30th day of November 2023.

---

Lynn Peterson, Council President

Attest:

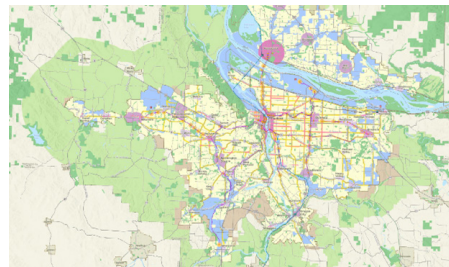
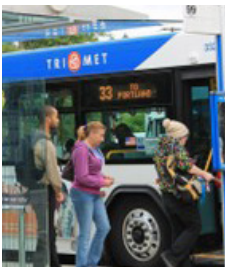
Approved as to Form:

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Connor Ayers, Recording Secretary

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Carrie MacLaren, Metro Attorney



# PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan

*A blueprint for the future of transportation in  
the greater Portland region*

**July 10, 2023**

**[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)**



## **Metro respects civil rights**

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

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

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

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

Regional Transportation Plan website: [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

## 2023 REGIONAL TRANSPORTATION PLAN | LIST OF CONTENTS

### Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary is a standalone document for the public review draft plan.

### Chapter 1 | Toward a Connected Region

This chapter introduces the greater Portland region and Metro's role in transportation planning, how the plan addresses regional, state and federal requirements, its relationship to other adopted plans and strategies, and the public process that shaped development of the plan.

### Chapter 2 | Our Shared Vision and Goals for Transportation

This chapter presents the plan's aspirational vision for the region's transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

### Chapter 3 | Transportation System Policies to Achieve Our Vision

This chapter defines overarching policies for safety, equity, climate, mobility and pricing as well as the vision and policies for the modal networks of the regional transportation system – motor vehicle, transit, freight, bike and pedestrian - and for transportation system management and operations (TSMO) and transportation demand management (TDM). The policies will help the region make progress toward the plan's vision and goals and implementation of the 2040 Growth Concept and Climate Smart Strategy. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

### Chapter 4 | Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address and opportunities for building a regional transportation system that reflects our values and vision for the future.

### Chapter 5 | Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

### Chapter 6 | Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system, with expected funding.

### Chapter 7 | Measuring Outcomes

This chapter reports on the expected system performance of the region's investment priorities and documents whether the region achieves regional performance targets in 2045.

### Chapter 8 | Moving Forward Together

This chapter describes ongoing and future efforts to implement the RTP, consistent with federal, state and regional requirements. The chapter summarizes ongoing regional programs, regional and state planning efforts and major project development activities underway in the region, and data and research activities to support Metro's performance-planning responsibilities and plan implementation.

### Glossary

### Common Acronyms



## APPENDICES

Appendix A	Constrained Priorities – Near-term Constrained Project List (2023 to 2030); Long-term Constrained Project List (2031 to 2045)
Appendix B	Unconstrained Priorities – 2031 to 2045 Strategic Project List
Appendix C	Federal Air Quality Attainment Status Certification Letter (effective Oct. 2, 2017)
Appendix D	Public and Stakeholder Engagement and Consultation Summary <i>Note: This appendix is under development and will be included in final RTP Appendices.</i>
Appendix E	<i>not assigned</i>
Appendix F	Environmental Assessment and Potential Mitigation Strategies
Appendix G	Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2020 by the TriMet Board)
Appendix H	Financial Strategy Documentation
Appendix I	Performance Evaluation Documentation
Appendix J	Climate Smart Strategy Implementation and Monitoring
Appendix K	Performance Targets <i>Note: This appendix will be included in final RTP Appendices.</i>
Appendix L	Federal Performance-Based Planning and Congestion Management Process Documentation
Appendix M	Regional Analysis Documentation
Appendix N	Southwest Corridor Project Locally Preferred Alternative (adopted Dec. 6, 2018)
Appendix O	Earthquake Ready Burnside Bridge Preferred Alternative (adopted March 16, 2023)
Appendix P	East Metro Connections Plan (adopted in June 2013)
Appendix Q	Sunrise Project Locally Preferred Alternative (adopted in July 2009)
Appendix R	I-5/99W Connector Study Recommendations (adopted in Feb. 2009 by Project Steering Committee)
Appendix S	I-5/Columbia River Bridge Replacement Modified Locally Preferred Alternative (adopted in July 2022)
Appendix T	Clackamas to Columbia Corridor Plan (adopted in 2020)
Appendix U	Summary of Comments Received and Recommended Actions <i>Note: This appendix will be developed following the final public comment period and included in final RTP Appendices.</i>

## LIST OF TOPICAL AND MODAL STRATEGIES AND PLANS\*

	<b>Adoption date</b>
Regional Transportation System Management and Operations Strategy	Jan. 6, 2022
Regional Transportation Safety Strategy	Dec. 6, 2018
Regional Emerging Technology Strategy	Dec. 6, 2018
Regional Freight Strategy	Dec. 6, 2018
Regional Transit Strategy	Dec. 6, 2018
Regional Travel Options Strategy	May 24, 2018
Climate Smart Strategy (incorporated in the RTP in Dec. 2018)	Dec. 18, 2014
Regional Active Transportation Plan	July 17, 2014

\* All strategies and plans were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT).

## 2023 Regional Transportation Plan



# Chapter 1

## Toward a Connected Region

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT

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## PURPOSE

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon side of the Portland-Vancouver urbanized area, serving 1.7 million people living in the region's 24 cities and three counties. As the MPO, Metro formally updates the Regional Transportation Plan every five years in cooperation and coordination with the region's cities, counties, the Port of Portland, the Oregon Department of Transportation, transit providers and other partners.

The Regional Transportation Plan (RTP) is a blueprint to guide investments in motor vehicle, transit, bicycle, and walking travel options and the movement of goods and freight throughout the greater Portland region. The plan identifies the region's most urgent transportation needs and priorities with the revenues the region expects to have available over the next 22 years to make those investments a reality. It also establishes goals and policies to help meet those needs and guide priority investments. More resources will be needed to achieve the plan's vision and address the challenges of a growing, thriving region.

The policies, projects, and programs in the 2023 RTP helps move the region closer to safe, reliable, healthy and affordable transportation system that is environmentally responsible, efficiently moves products to market, and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life. Implementing the plan, will take sustained, focused work from every partner in the region.

## Chapter organization

This chapter is organized into the following sections:

- 1.1 Introduction:** This section broadly describes the Regional Transportation Plan (RTP) and trends and challenges facing the region that were the focus of this update.
- 1.2 Geographic setting:** This section describes the geographic context of the Portland-Vancouver metropolitan region.
- 1.3 Metropolitan transportation planning process:** This section describes Metro's role in transportation planning and planning areas of responsibility to address state and federal requirements.
- 1.4 Process and engagement overview:** This section describes the timeline and process for developing the 2023 Regional Transportation Plan.
- 1.5 What's next moving forward:** This section provides a brief introduction to the rest of the plan.

## 1.1 INTRODUCTION

*The 2023 Regional Transportation Plan demonstrates the need for continued investment to build, operate and maintain the regional transportation system we need for all travelers and to meet the region's equity, safety, climate, mobility and economic goals.*

The 2023 Regional Transportation Plan defines a shared vision and investment strategy that guides investments to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

The greater Portland region continues to grow and change, requiring new and expanded transportation options while maintaining the system of today. One-half million new residents are expected to live in the Portland region by 2045 – about half from growing families. Communities are becoming more racially and culturally diverse, and the aging population is growing. People are shopping and working in new ways that will require different transportation solutions.

We are at a pivotal moment. The greater Portland region is 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. Technological changes in transportation, communication and other areas are radically altering our daily lives.

The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, Federally recognized tribes, people with low income, women and other marginalized populations already experience. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic and continue to be of concern.

As the greater Portland region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this RTP provides an opportunity for all levels of government to work together to deliver a better transportation future.

The plan takes into account the changing circumstances and challenges facing our growing region and addresses them directly, adopting new approaches for addressing mobility and prioritizing investments to advance transportation equity, climate, safety,



mobility and economic goals. The goals, policies, projects, and strategies in this plan also address federal, state and regional planning requirements based on our shared values and the outcomes we are trying to achieve as a region, including implementation of the 2040 Growth Concept.

## 1.2. GEOGRAPHIC SETTING

The Portland-Vancouver metropolitan region is part of the broader Pacific Northwest region, also called Cascadia. Shown in **Figure 1.1**, the Pacific Northwest encompasses most of British Columbia, Washington, Oregon and adjoining parts of Alaska, Montana and California.

**Figure 1.1 Portland-Vancouver metropolitan region geographic context**



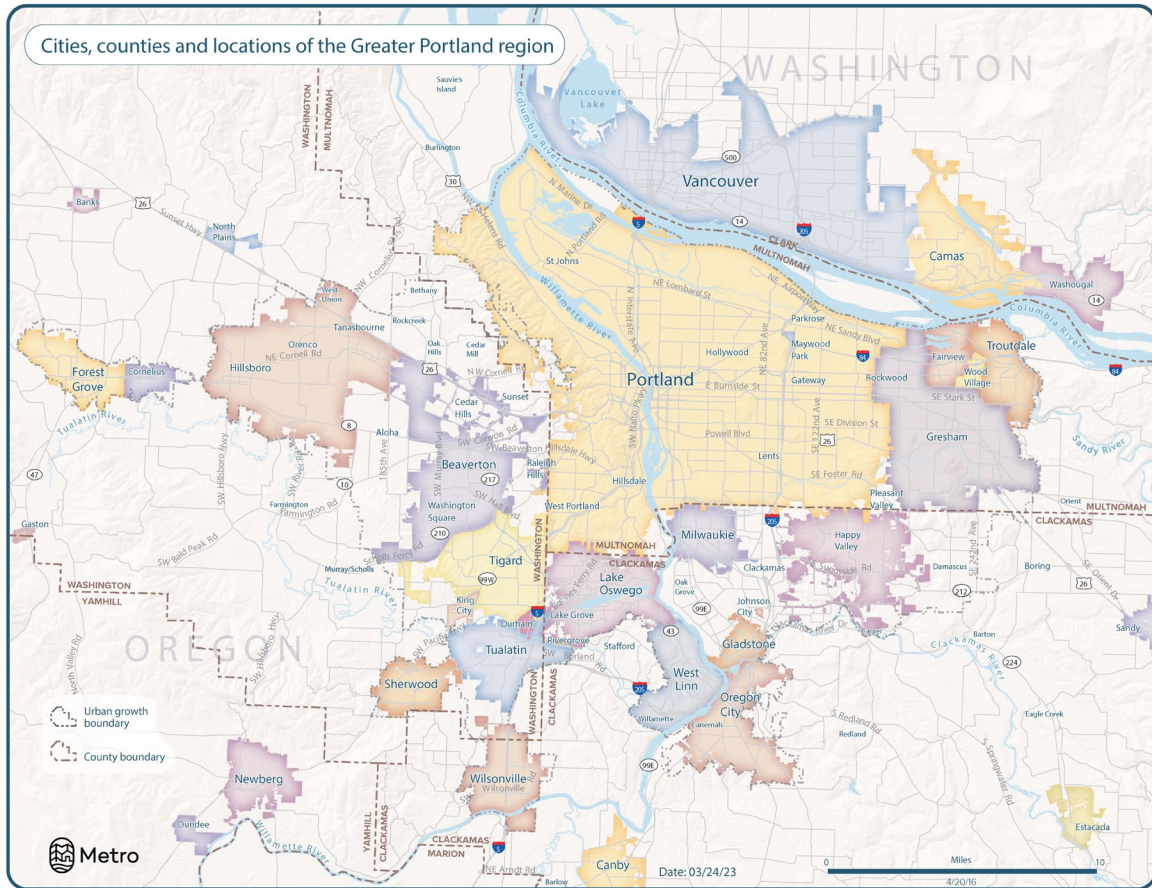
Linked together by a rich and complex natural environment, abundant recreational opportunities and major metropolitan areas, the Pacific Northwest serves as a global gateway for commerce and tourism, connecting to other Pacific Rim countries and the rest of the United States.

The greater Portland region is situated at the northern end of the Willamette Valley, a fertile river valley surrounded by dramatic natural features, with the Coast Range to the west, the Cascade Range to the east, and the Columbia River to the north (including the Columbia River Gorge National Scenic area). Several snow-capped mountains are visible from different vantage points in the region, including Mt. Hood, Mt. St. Helens, Mt. Rainier, and Mt. Adams. Within the region, rivers, streams, wetlands, buttes, forest lands, meadows and rolling to steep hillsides dominate the natural landscape. Outside the urban growth boundary, agricultural lands and other natural landscape features influence the sense of place for the greater region.

Although not the largest gateway on the U.S. West Coast, the Portland-Vancouver metropolitan region is one of four international gateways on the West Coast, including the Puget Sound, the San Francisco Bay area and Southern California. In this role, the region serves as a gateway to domestic and international markets for businesses located throughout the state of Oregon, Southwest Washington, the Mountain states and the Midwest. Clackamas, Multnomah and Washington counties also play a significant role in the state's agricultural production. The economy of our region and state depend on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities.

The Oregon side of the Portland-Vancouver metropolitan region encompasses 24 cities and the urban areas of three counties as shown in **Figure 1.2**. Metro's urban growth boundary and jurisdictional boundaries are shown in **Figure 1.5**.

**Figure 1.2 Cities and counties of the Portland-Vancouver metropolitan region**



## 1.3 METROPOLITAN TRANSPORTATION PLANNING PROCESS

Since 1979, Metro has been the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland-Vancouver urbanized area, covering 24 cities and three counties with a population of 1.7 million. It is Metro's responsibility to meet the requirements of federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and the Metro Charter for the MPO area. Together, these requirements call for development of a multimodal transportation system plan that is integrated with and determined by the region's land use plans, and meets federal and state planning requirements.

Metro uses a federally mandated decision-making framework, called the metropolitan transportation planning process, to guide its regional transportation planning and programming activities. This planning process requires all urbanized areas with populations over 50,000 to have a MPO to coordinate transportation and air quality planning and programming of federal transportation dollars within their boundaries. These activities must address the seven national goal areas and consider projects and strategies that address the ten federal planning factors shown in **Figure 1.3**.

The national goal areas and planning factors are addressed throughout the RTP and appendices, including the plan's goals and objectives (Chapter 2), policies to guide development and implementation of the plan (Chapter 3), existing system performance (Chapter 4), financing the region's investment priorities (Chapter 5), the region's investment priorities (Chapter 6), expected performance (Chapter 7) and planned implementation and monitoring activities (Chapter 8).



**Figure 1.3 National goal areas and federal planning factors<sup>1</sup>**

MPOs have responsibility for maintaining the region’s congestion management process and implementing federal performance-based planning requirements that tied to the national goal areas. MPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, and performance of the National Highway System, and to use performance measures to track their progress toward meeting those targets. **Appendix L** of the RTP documents the region’s approach to addressing the federal transportation performance-based planning and congestion management requirements.

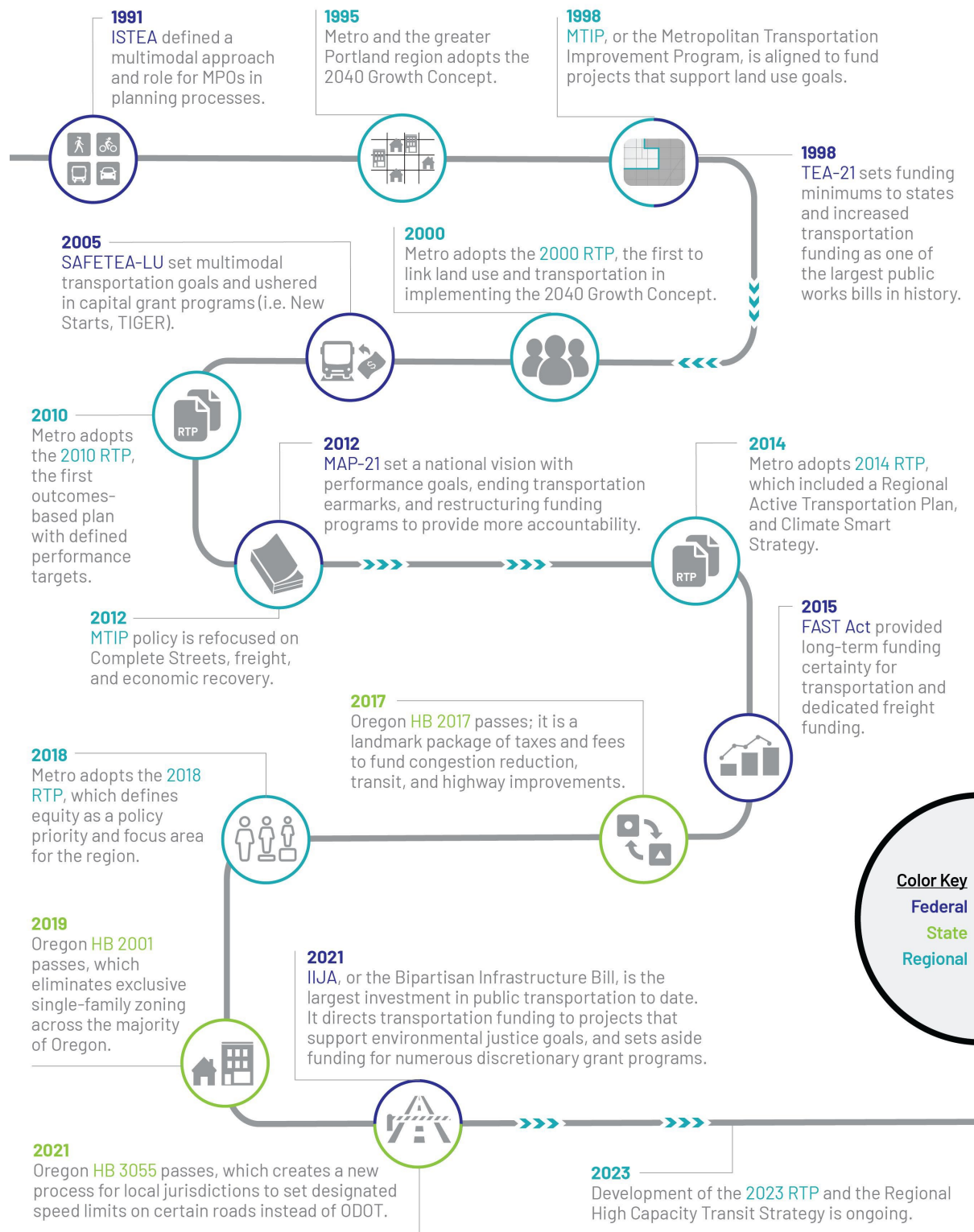
As the designated MPO for the Oregon portion of the Portland-Vancouver region, Metro is responsible for coordinating development of the RTP in cooperation with the region’s transportation providers —the 24 cities and three counties in the metropolitan planning area boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, Port of Vancouver, TriMet, South Metro Area Regional Transit (SMART), Southwest Washington Regional Transportation Council (RTC), Washington Department of Transportation and other Clark County governments. The process also includes opportunities for open, timely and meaningful involvement of the public, and requires comprehensive consideration of the link between transportation and other regional goals for land use, the economy and the environment, including public health, safety, mobility, accessibility and equity. Public engagement and consultation that shaped development of the 2023 RTP are summarized in this chapter with more details provided in **Appendix D** of the RTP.

<sup>1</sup> <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C>

The Metro Council adopted the first RTP in 1983. As a cornerstone of the metropolitan transportation planning process, the RTP provides a long-range blueprint for transportation in the Portland metropolitan region with a 20-year minimum time horizon. The RTP is updated every five years to reflect changing conditions in the region and respond to new federal and state regulatory developments.

Under state law, the RTP serves as the region's regional transportation system plan (TSP), consistent with Statewide Planning Goals and the [Oregon Transportation Planning Rule](#) (TPR). State law establishes requirements for consistency of plans at the state, regional and local levels. The RTP must be consistent with the Oregon Transportation Plan, state modal and facility plans that implement the Oregon Transportation Plan, the Oregon Transportation Planning Rule and the [Metropolitan Greenhouse Gas Reduction Targets Rule](#). Local plans must be consistent with the RTP. Projects and programs must be in the RTP's Financially Constrained System to be eligible for federal and state funding.

**Figure 1.4** illustrates how federal and regional transportation policies have evolved since the 1990s.

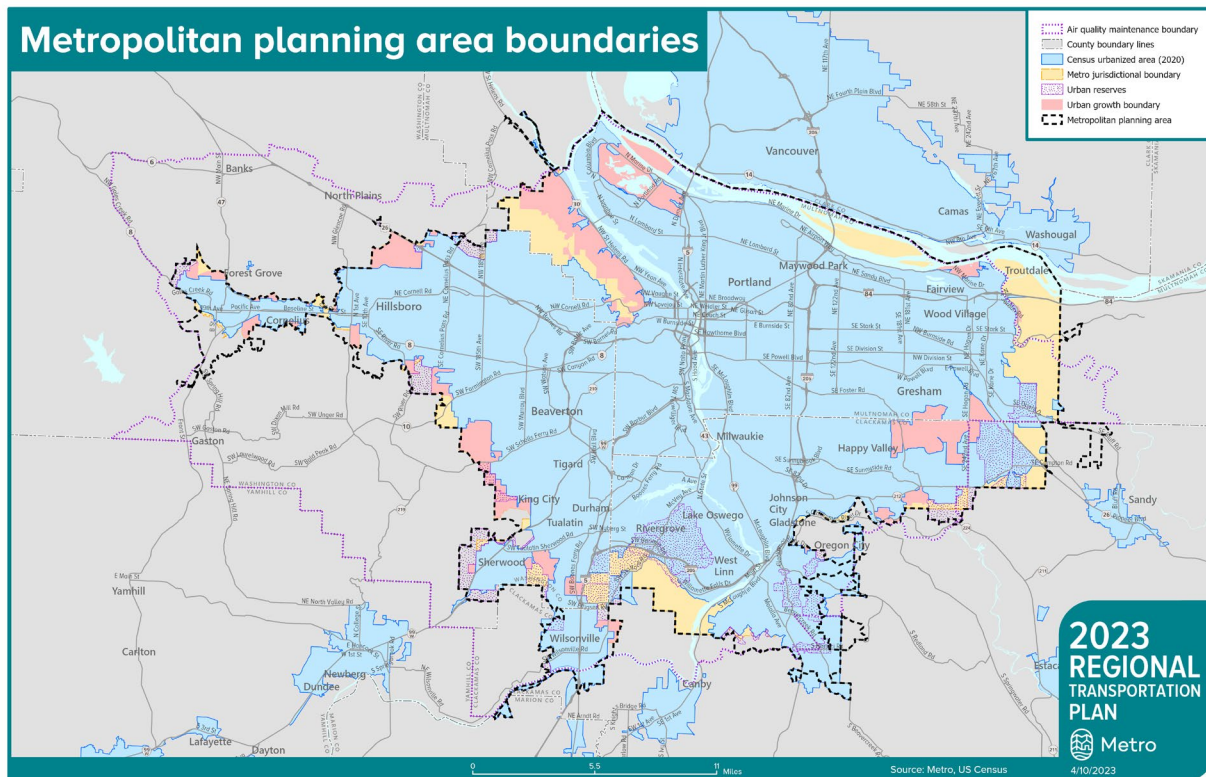
**Figure 1.4 How federal and regional transportation policies have evolved since the 1990s**



### 1.3.1 The region has several planning boundaries with different purposes

Federal and state law requires several metropolitan transportation planning boundaries be defined and planned for in the region for different purposes. These boundaries are shown in **Figure 1.5**.

**Figure 1.5 Metropolitan planning area boundaries**



First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington, and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the greater Portland region’s urban growth boundary.

Third, the Urbanized Area (UZA) boundary is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UZA boundary for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro urban growth boundary (UGB). The UZA boundary is described in the legend of Figure 1.5 as “Census Urbanized Area (2020).”

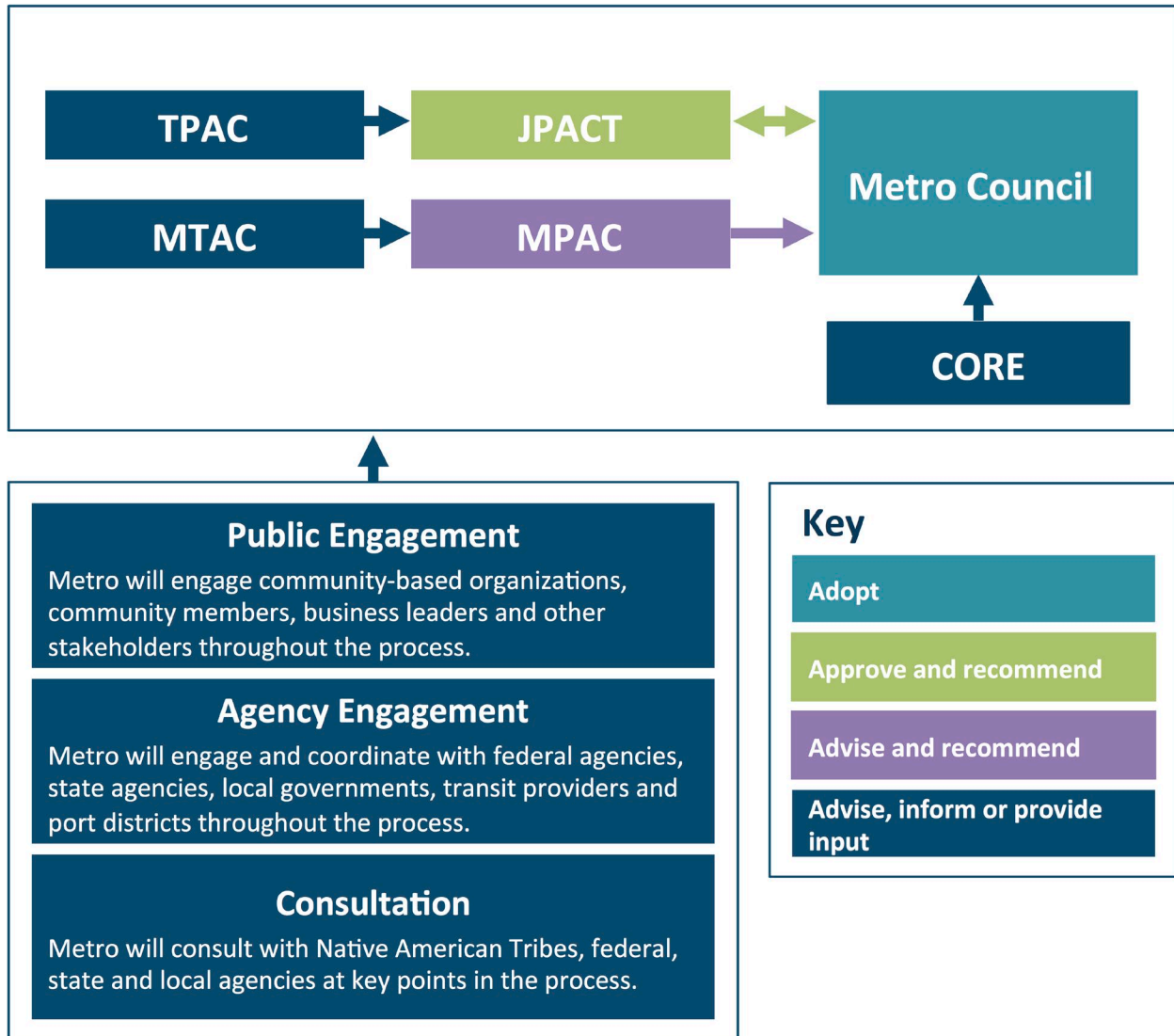
Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

Fifth, the federally-designated Air Quality Maintenance Area Boundary (AQMA) boundary is the area subject to State Implementation Plan (SIP) regulations. The Portland region's AQMA boundary was developed as part of the ozone and carbon monoxide SIPs, which are pollutants the region had previously violated national air quality standards. In October 2017, the region achieved attainment status under the Clean Air Act Amendments. Reaching this milestone means that transportation conformity no longer is required to be performed in this region. The region continues to comply with other obligations and requirements outlined in the SIPs.

### **1.3.2 Metro facilitates the metropolitan transportation planning process through Metro's advisory committees**

Metro facilitates the metropolitan transportation planning process, which include the Metro Council and five advisory committees –the [Joint Policy Advisory Committee on Transportation](#) (JPACT), the [Metro Policy Advisory Committee](#) (MPAC), Metro's [Committee on Racial Equity](#) (CORE), the [Transportation Policy Alternatives Committee](#) (TPAC), the [Metro Technical Advisory Committee](#) (MTAC). These committees have varying levels of responsibility to review, provide input and make recommendations on the development of the RTP. In addition to regular meetings of the Metro Council and advisory committees, Metro convened periodic joint workshops of TPAC and MTAC, and joint workshops of JPACT and the Metro Council to shape development of the 2023 Regional Transportation Plan.

**Figure 1.6** displays the regional transportation planning decision-making process.

**Figure 1.6 Regional transportation decision-making process**

Source: Metro

**JPACT** is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP. **TPAC** provides input to JPACT at the technical level.

All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer

them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

**MPAC** advises and makes recommendations to the Metro Council on growth management, land use and other topics of regional interest, including the RTP, at the policy level. Under the statewide land use planning program, the RTP serves as a regional transportation system plan (TSP). As a result, the **MPAC** also has a role in approving the regional transportation plan as a land use action, consistent with statewide planning goals and the Metro Charter. **MTAC** provides input to MPAC at the technical level.

The **Metro Committee on Racial Equity (CORE)** provides community oversight and advises the Metro Council on implementation of the Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#)<sup>2</sup>. Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

In addition, the [Metro Public Engagement Review Committee](#) (PERC)<sup>3</sup> advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices.

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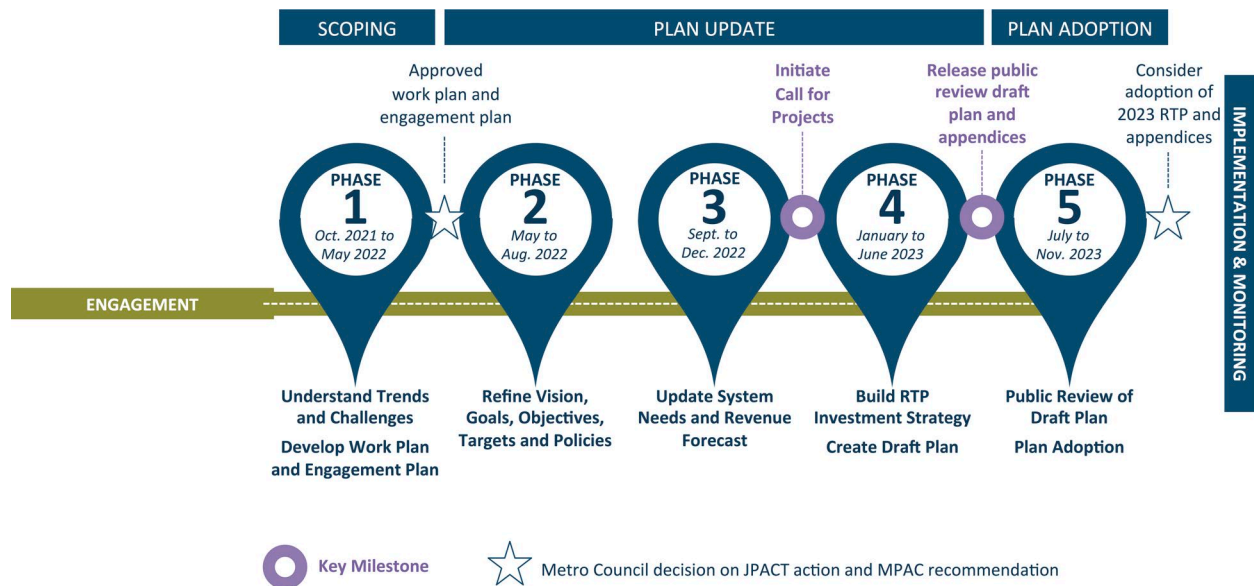
<sup>2</sup> Strategic Plan for Advancing Racial Equity, Diversity and Inclusion <https://www.oregonmetro.gov/regional-leadership/diversity-equity-and-inclusion/equity-strategy>

<sup>3</sup> Metro Public Engagement Review Committee (PERC) <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/public-engagement-review-committee>

## 1.4 PROCESS AND ENGAGEMENT OVERVIEW

During the past eighteen months, Metro worked with policy makers, federal, state, and local government partners and transportation agencies, federally recognized tribal governments as well as community members, community-based organizations, businesses, business groups and members of the public to develop the 2023 Regional Transportation Plan (RTP). The result of that work is an updated vision, goals and policies that guide transportation planning and investment decisions across the region, an understanding of the region's transportation trends<sup>4</sup>, needs<sup>5</sup> and <sup>6</sup>, priorities for investment, strategies to help meet those goals and policies, a shared understanding about available financial resources, and a recommended set of projects that make progress addressing the region's significant and growing transportation needs and challenges.

**Figure 1.7 Timeline and process for development of the 2023 Regional Transportation Plan**



<sup>4</sup> The emerging transportation trends research summary is available at: [https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final\\_1.pdf](https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf)

<sup>5</sup> Factsheets summarizing the regional transportation needs assessment are available at: <https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-factsheets.pdf>

<sup>6</sup> Research about trends and needs of the region's urban arterials is available at: <https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

### **How did we get here?**

The RTP brought together the input of thousands of people who live, work and travel across the greater Portland region communities of the greater Portland. Meaningful engagement and consultation with tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a transportation system that serves everyone. Engagement activities centered historically underrepresented communities, including people of color, youth, and people with limited English proficiency.

The RTP was developed with guidance from Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) with support from advisory committees including The Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC) and Committee on Racial Equity (CORE). Integral to this decision-making process were timely opportunities for the public to provide input.

### **What have we heard?**

Members of the public shared their transportation needs and priorities through online surveys, forums and events hosted by community based organizations. The people of the greater Portland region want safe, affordable, and reliable transportation – no matter where they live, where they go each day or how they get there.

### **Safety is the top concern.**

People are concerned about car crashes while walking and biking. They are also concerned about personal safety in relation to hate crimes, harassment, violence, and people's unpredictable behavior. These especially are concerns for people using transit. People want to see more investment in lighting, safe places to walk and roll, improved transit stops and security (not police) in and around transit.

### **Investing in transit service is a priority.**

Communities across the greater Portland region want access to transit that gets them where they need to go in a reasonable amount of time. Community members want transit that is accessible, affordable, efficient and frequent. Maintaining streets and sidewalks that need repair is a priority. Buses and MAX cars need to be maintained to feel safe and comfortable.

### **Climate action and resilience is important.**

Community members point to major RTP projects that do not do enough to reduce greenhouse gas emissions. People are concerned about the transportation's impact on clean air and ecosystems and want to see investment in transit, walking and biking.

Community members also express concern about how the transportation system will adapt to climate change, especially for community members who are most vulnerable to extreme weather.

**Invest in safe and accessible place to walk and roll.**

Community members highlighted the many parts of the region need more sidewalks, and all sidewalks need to be ADA accessible. Community members stress the importance of making routes to transit stops and stations accessible.

**Invest in communities.**

Many communities want to see relatively small-scale investments infrastructure, including local road connections and safety improvements such as lighting and improved crossings.

**Connecting and Collaborating**

Since October 2021, numerous groups have gathered to help shape the RTP.

- 14 JPACT meetings
- 19 Metro Council meetings and workshops
- 6 JPACT/Metro Council workshops
- 35 TPAC/MTAC meetings and workshops
- 4 consultation meeting with federals, state and resource agencies
- 6 consultation meetings with tribes
- 2 business forums
- 3 Community Leaders Forums
- 7 community based organizations engaging 300+ community members
- 3 Metro Committee on Racial Equity (CORE) meetings
- 6 High Capacity Transit working group meetings
- 3 online surveys with 3,447 participants
- 41 stakeholder interviews
- 4 forums held in Spanish, Chinese, Vietnamese and Russian
- 1 Focus group with people with limited English proficiency



## 1.5 WHAT'S NEXT MOVING FORWARD?

The greater Portland region pioneered approaches to land use and transportation planning in the past and is uniquely positioned to address the trends and challenges facing the region – mainly because the region has solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

Today it is time to revisit how we are implementing our vision, make some corrections and find new strategies and resources to create the future we want for our region. The rest of this plan represents a new step forward to respond to the changes and challenges we face and set a new course for future transportation decisions and implementation of the 2040 Growth Concept and Climate Smart Strategy.

The pages ahead provide an updated blueprint and investment strategy for a more sustainable transportation system that links land use and transportation, protects the environment, and supports the region's economy. Translating our vision into a reality will not be a simple task – and it will take time. More work is needed, as this plan does not achieve all the goals we've defined. It represents a new step forward for our region.



## 2023 Regional Transportation Plan



## Chapter 2

# Our Shared Vision and Goals for Transportation

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT

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## INTRODUCTION

*The 2023 Regional Transportation Plan defines a shared vision for the greater Portland region’s transportation system that reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan.*

Transportation shapes our communities and our daily lives, allowing us to reach our jobs and recreational opportunities, access goods and services and meet daily needs. This chapter presents a shared, long-term vision and supporting goals, objectives and performance targets that will guide planning and building the transportation system serving the Portland metropolitan region through 2045. The vision reflects the continued evolution of transportation planning from a project-driven endeavor to one that is framed by a broader set of outcomes that affect people’s everyday lives.



Learn more about the 2023  
Regional Transportation Plan  
at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

Rapid growth and change across our region have exposed and exacerbated longstanding economic and racial inequities, threatening to undermine the broader benefits of economic growth as well as our region’s quality of life. The vision and supporting goals, objectives and performance targets in this chapter aim to better integrate transportation and land use efforts to protect the region’s economic prosperity, environmental quality, and quality of life and improve the lives of the people who call this region home.

To achieve our vision for the future, we must work together to address inequities as we build vibrant, walkable, bikeable, climate-friendly communities with affordable homes, provide safe, reliable, healthy and affordable transportation choices that reduce climate and other air pollution and address growing congestion, and protect critical natural areas and the irreplaceable farm and forest lands that surround the region.

Achievement of the plan’s vision and goals will occur through partnerships, ongoing engagement and implementation of a variety of policies, strategies and actions at the local, regional, state and federal levels. The vision laid out in these pages, will take sustained, focused work from every partner in the region. The various jurisdictions in the region are expected to pursue policies, strategies and projects that contribute to achieving the regional vision and goals of the Regional Transportation Plan (RTP) to ensure an equitable, prosperous and sustainable future.

## Chapter organization

This chapter is organized into the following sections:

- 2.1 Outcomes-based framework to guide transportation planning and decision-making:** The section describes the outcomes-oriented performance-based planning approach the plan uses to link transportation to a broader set of desired outcomes for vibrant communities, a healthy economy, equity and the environment. This approach also responds to more recent federal and state performance-based planning requirements.
- 2.2 Shared vision for the regional transportation system:** This section describes how the RTP will serve a key role in implementing the 2040 Growth Concept and supporting local aspirations for growth.
- 2.3 Goals and objectives:** This section lays out five goals and supporting objectives for the region's transportation system. The goals and objectives establish policy and investment priorities that will guide future planning, investment decisions and monitoring.
- 2.4 Regional transportation performance targets:** This section lays performance targets for the region's transportation system organized by the RTP goal areas. The performance targets are numerical benchmarks to assess the region's progress in achieving RTP vision and goals. These targets draw from federal and state requirements and regional policies, and will guide future planning, investment decisions and monitoring.

## 2.1 OUTCOMES-BASED FRAMEWORK TO GUIDE TRANSPORTATION PLANNING AND DECISION-MAKING

Maintaining and growing a transportation system to meet the region's needs requires consistent, long-term investment and ongoing maintenance.

The planning process provides opportunities for individuals and communities to define and articulate collective desires and aspirations for enhancing the quality of life in the region and their communities and identify where investments are most needed to deliver the plan's vision. It provides an opportunity for communities to take stock of the successes that have been achieved through years of coordination and investment. It also requires thinking carefully about and being accountable to future generations, ensuring we get the greatest possible return on public investments and that everyone benefits from those returns.

As a major tool for ensuring stewardship of public investments, the Regional Transportation Plan (RTP) identifies needed next steps to achieve each of the six desired outcomes for the greater Portland region and helps us understand whether we are on the right track.

### DESIRED OUTCOMES

**VIBRANT COMMUNITIES** – People live, work and play in vibrant communities where their everyday needs are easily accessible.

**ECONOMIC PROSPERITY** – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

**SAFE AND RELIABLE TRANSPORTATION** – People have safe and reliable transportation choices that enhance their quality of life.

**LEADERSHIP ON CLIMATE CHANGE** – The region is a leader in minimizing contributions to global warming.

**CLEAN AIR AND WATER** – Current and future generations enjoy clean air, clean water and healthy ecosystems.

**EQUITY** – The benefits and burdens of growth and change are distributed equitably.

*As adopted by the Metro Council and MPAC in 2008 by Resolution No. 08-3940.*

The 2023 RTP continues to broaden the way that outcomes are used to measure success and define transportation system needs. The plan calls for making transportation investment decisions based on achieving multiple outcomes to preserve and enhance quality of life, the economy, and the environment now and for future generations.

This plan updates the outcomes-based policy framework first adopted in 2010, to focus on five interconnected goals – equity, climate, safety, mobility and the economy. The region’s six desired outcomes are prominently interwoven into the RTP goals and objectives, and the policies in Chapter 3 that support those goals.

These goals were used to identify needs and prioritize and evaluate performance of the investments recommended in this plan. These updated goals and their supporting objectives (and related performance measures) will also be used to monitor how the transportation system is performing between scheduled plan updates.

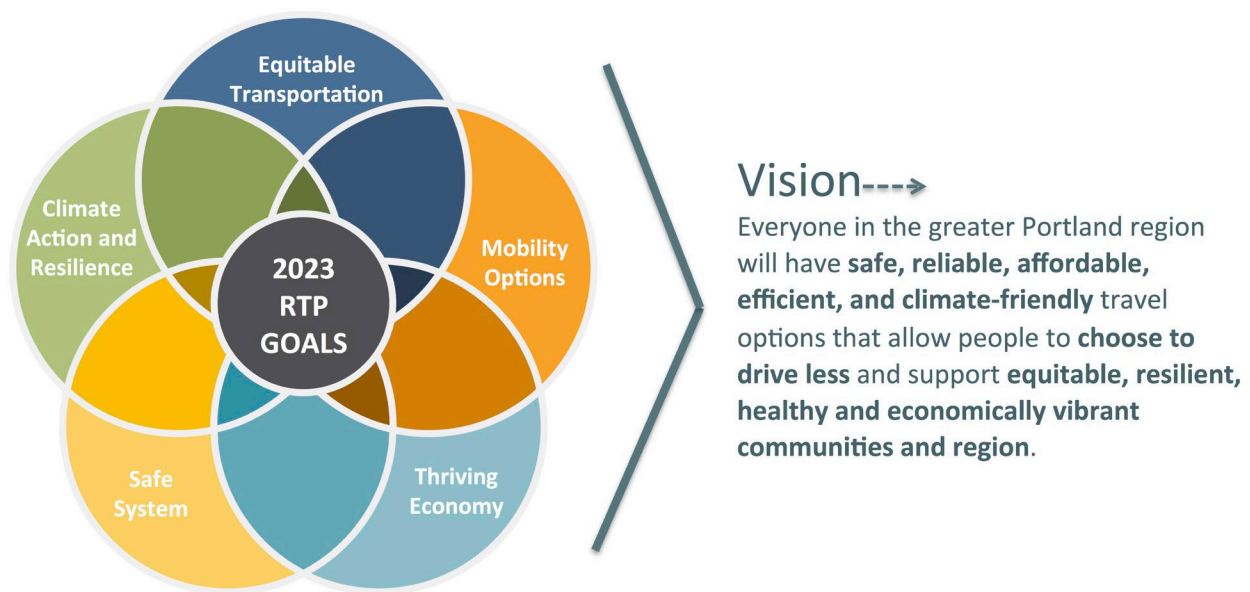


## 2.2 SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

Transportation planning and investment decisions and the region's desired land use, social, economic and environmental outcomes are so interconnected that success of the 2040 Growth Concept hinges significantly on achieving the plan's goals and objectives.

The Regional Transportation Plan vision statement below presents an aspirational view of the future of the region's transportation system that reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan.

**Figure 2.1 Vision for the regional transportation system**



This shared vision for the future provides a benchmark for building a transportation system that serves all people and businesses in the greater Portland region. This vision and supporting goals and objectives will serve as a foundation for identifying investment priorities and policies and measuring progress toward building a transportation system that delivers the outcomes we want.

## 2.3 GOALS AND OBJECTIVES

RTP goals were first adopted in 2010 after significant engagement with communities, residents, businesses, and stakeholders throughout the region. In 2014, the Metro Council and the Joint Policy Advisory Committee (JPACT) approved the addition of a goal to demonstrate climate leadership and reduce greenhouse gas emissions. In 2018, the goals, objectives and related performance measures and targets were refined to address new policies and near-term investment priorities for transportation equity, safety, Climate Smart Strategy implementation and managing congestion. In 2023, the goals, objectives and related performance measures and targets were further updated to focus on five interconnected goals – equity, climate, safety, mobility, and the economy.

While the vision and goals are vital components of the plan, equally important are measurable objectives and quantifiable performance targets to track the region's progress. Investments that achieve objectives and performance targets are critical for the region to be successful in realizing a fully integrated, multimodal transportation system that achieves the goals of the RTP.

Continuing the practice established with the RTP adopted in 2010, the 2023 RTP includes transportation performance targets that support the outcomes-based framework reflected in the plan's goals and objectives. The goals, objectives and performance targets provided policy direction for developing the investment strategy recommended in Chapter 6. Chapter 7 reports findings on how well the RTP performs across a broad array of measures and relative to the plan's performance targets.

Performance targets are numerical benchmarks to assess the region's progress in carrying out the RTP vision. These targets draw from federal and state legislation and regional policies and provide useful information on whether the region is making progress toward the RTP goals and support the region's performance-based planning and decision-making framework shown in **Figure 2.2**.

Figure 2.2 RTP performance-based planning and decision-making framework



Each **goal area** that follows is arranged similarly:

- A statement of the **goal** that describes a desired outcome or end state toward which actions are focused to make progress toward the plan's vision.
- **Objectives** that identify a measureable desired outcome and means for achieving the goal to guide action within the plan period.
- Key **performance measures** that are used in three different ways to support the region's transportation planning and decision-making process:
  - System performance measures – These are performance measures that are used to predict the future as part of an evaluation process using forecasted data. They can be applied at a system-level, corridor-level and/or project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments.
  - Regional performance targets and thresholds – These are numerical goals or a stated direction of performance to be achieved within a specified time period, assigning a value to what the RTP is trying to achieve. Targets provided policy direction for developing the investment strategy recommended in Chapter 6, and address regional and state policies. Performance of the plan's investment

relative to the targets is reported in Chapter 7 to track the region's progress toward the plan's vision and goals.

- Monitoring and reporting measures and targets – These are measures used to monitor changes based on actual empirical or observed data between updates to the RTP. Decision-makers can use this information between updates to evaluate the need for refinements to policies, investments or other elements of the plan based on what is learned. Broad sets of multimodal monitoring measures have been identified in support of implementing the region's Climate Smart Strategy (Appendix J) and Congestion Management Process (see Appendix L). Some monitoring measures have targets for purposes of meeting federal performance-based planning requirements. See Section 7.2 in Chapter 7 for more information about the region's performance-based planning framework.

The individual RTP goals, objectives and key system performance measures for each goal area follows. Several measures relate to multiple goals.

## Goal 1: Mobility Options

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



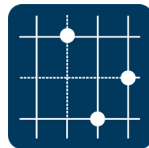
### Objectives

- **Objective 1.1 Travel Options** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- **Objective 1.2 System Completion** – Complete all gaps in planned regional networks.
- **Objective 1.3 Access to Transit** – Increase household and job access to current and planned frequent transit service.
- **Objective 1.4 Regional Mobility** – Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.

### Key performance measures



**Vehicle miles  
traveled**



**System  
completeness**



**Throughway  
reliability**



**Mode share**



**Multimodal  
travel times**

Performance of the plan for these measures is reported in Chapter 7.

## Goal 2: Safe System

*Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.*



### Objectives

- **Objective 2.1 Vision Zero** – Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- **Objective 2.2 Transportation Security** – Reduce the vulnerability of travelers and critical passenger and freight transportation infrastructure to crime and terrorism.

### Key performance measure



Safety

Note: Metro has not developed the modeling tools to forecast crashes. Instead, the system evaluation identifies how much the region needs to reduce serious crashes in order to maintain progress toward its target of eliminating serious crashes by 2035, and compares the results to current data in order to assess whether the region is on track to meet its safety target.



### Goal 3: Equitable Transportation

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



#### Objectives

- **Objective 3.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
- **Objective 3.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

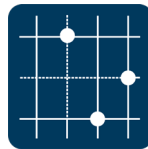
#### Key performance measures\*



Access to transit



Access to jobs



System  
completion



Affordability\*\*

Performance of plan for these measures is reported in Chapter 7.

\* Key performance measures compare RTP equity focus areas with areas outside RTP equity focus areas.

\*\* A performance measure for affordability is not included in the RTP system evaluation but will be included in future updates to the plan as a method is developed. Observed data is reported in Chapter 7.

## Goal 4: Thriving Economy

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



### Objectives

- **Objective 4.1 Connected Region** – Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
- **Objective 4.2 Access to Industry and Freight Intermodal Facilities** – Maintain access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 4.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- **Objective 4.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

### Key performance measures



Access to jobs



Access to  
industry and  
freight facilities



Multimodal  
Travel



Affordability\*

Performance of the plan for these measures is reported in Chapter 7.



## Goal 5: Climate Action and Resilience

*People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.*



### Objectives

- **Objective 5.1 Climate Change Mitigation** – Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
- **Objective 5.2 Climate-Friendly Communities** – Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
- **Objective 5.3 Resource Conservation** – Preserve and protect the region’s biological, water, historic, and culturally important plants, habitats and landscapes.
- **Objective 5.4 Green Infrastructure** – Integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- **Objective 5.5 Adaptation and Resilience** – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards, helping to minimize risks for communities.

### Key performance measures



**Greenhouse  
gas emissions**



**Vehicle miles  
traveled**



**Potential  
resources  
impact**

Performance of plan for these measures is reported in Chapter 7.

## 2.4 REGIONAL TRANSPORTATION PERFORMANCE TARGETS

**Table 2.1** summarizes the performance measures and targets that are included in the Regional Transportation Plan (RTP), organized by the five RTP goal areas. These targets come from a variety of sources, but all are founded in the policies described in Chapter 3. Some of the targets listed below come from state and federal agencies that oversee the RTP process, some have been formally adopted through the RTP process, and others are implicit in RTP policies that call for improving certain conditions or prioritizing specific investments. Some of the targets listed below are easier to achieve than others. But even the more aspirational targets help to clarify the region's goals and provide benchmarks against which to gauge the region's progress.

**Table 2.1: RTP performance measures, targets, and thresholds at a glance**

Measure name	Description
<i>Mobility</i>	
Mode share	The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.
Access to jobs	The RTP prioritizes improving access to jobs via driving and transit relative to the base year.
Multimodal access	The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.
System completion	The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks by 2035.
System completion near transit	The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.
Access to options	The RTP aims to increase the share of households that are located near transit and bicycle or pedestrian facilities relative to the base year.
Throughway reliability	The RTP aims to have no more than four hours in a day when average travel speeds fall below 35 miles per hour on the region's limited-access throughways and 20 miles per hour on other designated throughways so that the region's throughways are reliable.
<i>Safety</i>	
Serious crashes	The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system by 2035, with a sixteen percent reduction by 2020 (compared to 2015), and a fifty percent reduction by 2025.
<i>Equity</i>	
Serious crashes and equity	The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system in equity focus areas, with a sixteen percent reduction by 2020 (compared to 2015), and a fifty percent reduction by 2025.

Measure name	Description
Safe system completion and equity	The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.
Access to jobs and equity	The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).
<i>Economy</i>	
Travel times	The RTP aims to maintain driving and transit travel times along regional mobility corridors relative to the base year.
System completion – job centers	The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.
<i>Climate and environment</i>	
Climate	The RTP aims to reduce per capita greenhouse gas emissions from light-duty vehicles and per capita vehicle miles traveled in order to meet climate targets set by the State which are to reduce vehicle miles traveled per person by 35% by 2050, with a 30 percent reduction by 2045 and a 25% reduction by 2040, compared to 2005.
Climate	The RTP aims to help meet revised statewide goals identified in the Governor’s Executive Order 20-04 that require accelerated reductions in greenhouse gas emissions to levels at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by the year 2050.
Air quality	The RTP aims to keep air pollution from mobile sources levels below thresholds set by the federal government.

All regional performance targets are for the year 2045, unless otherwise specified. The performance targets are the highest order evaluation measures in the performance-based policy framework – providing key criteria by which progress towards the plan goals can be assessed. The aspirational performance targets set quantifiable goals for the achieving the plan’s desired policy outcomes within a certain timeframe, though not all goals have targets and several targets address multiple goals.

In comparison, system performance measures are used to evaluate changes between current conditions (in 2020) and future conditions (in 2045) with implementation of the transportation investments identified in the plan. Performance of the plan is reported in Chapter 7.

Complementary performance measures identified in **Appendix J** and **Appendix L** have monitoring targets that will help monitor progress towards meeting the RTP goals and objectives in the shorter-term, between and during scheduled updates to the RTP.

In accordance with federal regulations [23 CFR 450.320](#) and [23 CFR 450.324](#), **Appendix F** includes an environmental assessment that identifies natural, historic and culturally important resources that intersect with and may be affected by projects in the plan and mitigation activities to address the potential environmental impacts of future transportation projects.

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## 2023 Regional Transportation Plan



## Chapter 3

# System Policies to Achieve Our Vision

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT



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## INTRODUCTION

### Purpose

Transportation shapes our communities and our daily lives, giving access to opportunities and to meet daily needs. Chapter 3 includes overarching, network, and system management policies for the regional transportation system.

The policies in this chapter support implementation of the vision, goals and objectives for the regional transportation system defined in Chapter 2.

Policies guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as well as state and local partners.

### Chapter organization

This chapter is organized into three sections.

Regional partners have developed policies in this chapter over many decades. As a result, policy sections do not always follow the same format or include all the same elements. Some policies include actions for regional, state, and local agencies and other stakeholders. These policies, such as transportation equity, pricing, and mobility, were developed through the Regional Transportation Plan (RTP) update and do not exist in a separate plan. Implementing actions for policies that are derived from a separate plan, such as the safety and freight policies, are not included in this chapter. Instead, the separate plan is referenced in the text.

**3.1 Regional transportation system components:** This section defines the transportation facilities and areas that comprise the regional transportation system.

**3.2 Overarching system policies:** This section provides overarching policies for the regional transportation system. Overarching system policies correlate to regional goals and include policies for implementing the 2040 Growth Concept, advancing transportation equity, improving safety, climate leadership and resilience, using pricing, and supporting multimodal mobility.

**3.3 Regional network visions, concepts, and policies:** This section provides the vision, network concepts, and policies and policy maps for regional street design and placemaking, the regional – motor vehicle, transit, freight, pedestrian and bicycling networks, and for transportation system management and operations, transportation demand management, and emerging technology.

### 3.1 REGIONAL TRANSPORTATION SYSTEM COMPONENTS

The policies in this chapter apply to the regional transportation system of the greater Portland region. A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the greater Portland region, including connecting the region to other parts of the state and Pacific Northwest, or provides access to and within 2040 Growth Concept centers, main streets, corridors, and industrial and employment areas, as described in Section 3.2.1.

#### Regional transportation system components

The following facilities and areas are the components that make up the regional transportation system.

1. Planned and existing throughways, highways and arterials shown on the regional motor vehicle network map shown in **Figure 3-23**, including: all state-owned transportation facilities: interstate, statewide, regional and district highways and their bridges, overcrossings, and ramps, and all city- or county-owned arterial roadways and their bridges.
2. All streets and transportation facilities, including bicycle and pedestrian facilities, within 2040 centers, corridors, industrial areas, employment areas, main streets and station communities shown on the 2040 Growth Concept map in **Figure 3-1**.
3. All high capacity transit and regional transit network facilities and their bridges shown on the regional transit network map in **Figure 3-24**.
4. All regional bicycle and pedestrian facilities and their bridges, including regional trails shown on the regional pedestrian and bicycle network maps in **Figure 3-35** and **Figure 3-37**.
5. All bridges that cross the Willamette, Columbia, Clackamas, Tualatin, or Sandy rivers.
6. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges shown on the regional freight network map in **Figure 3-32**.
7. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g., transit-oriented development, transportation system management and demand management strategies, local street connectivity and culverts that serve as barriers to fish passage).

The Regional Transportation Plan (RTP) designates these facilities on the network maps in this chapter. Together, these facilities and services constitute an integrated and interconnected system that supports planned land uses and provide travel options to

achieve the goals, objectives, and policies of the RTP. Typically, projects must be identified on or as part of the regional transportation system to be eligible for federal transportation funding.

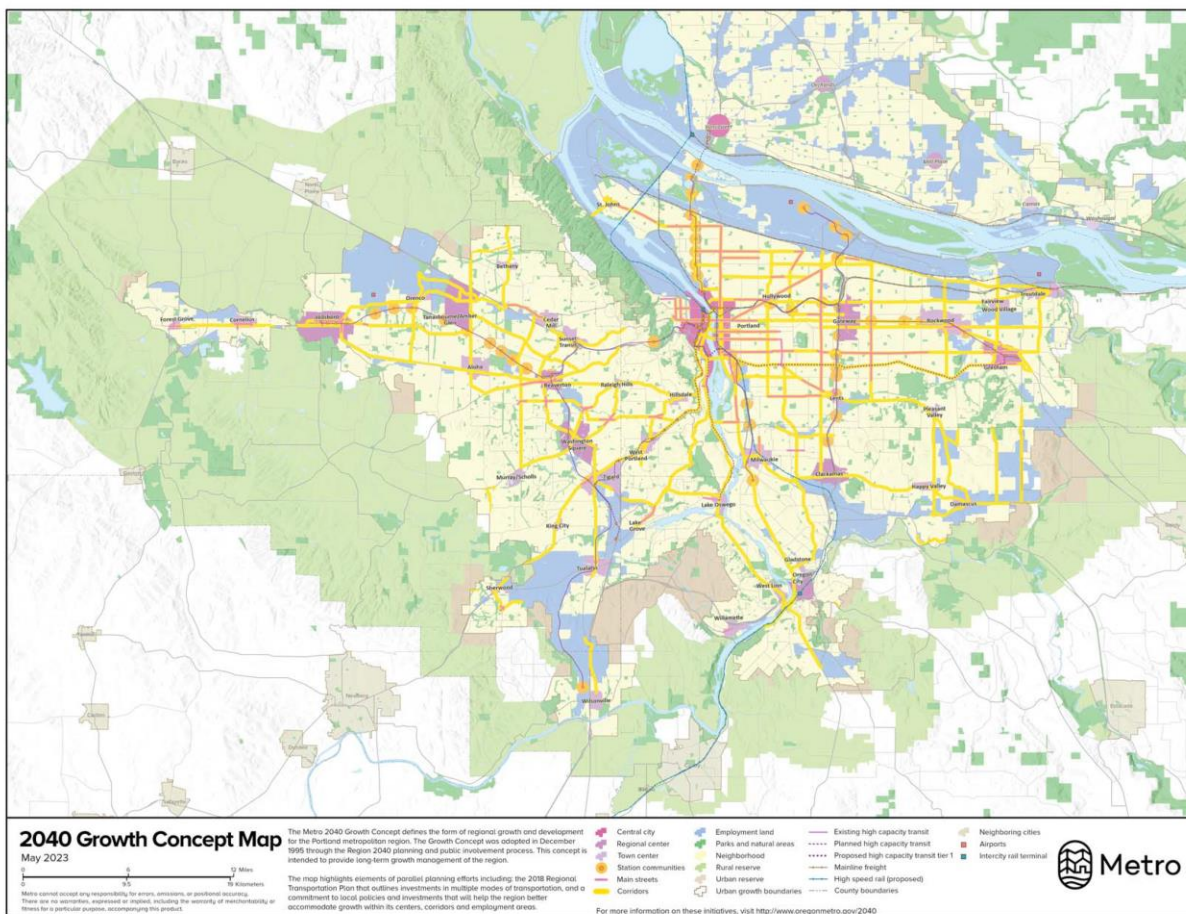
## 3.2 OVERARCHING SYSTEM POLICIES

This section defines regional transportation system policies related to land use, transportation equity, safety, climate action, resiliency, mobility, and pricing. These policies apply to the regional transportation system and the regional networks in Section 3.3.

### 3.2.1 2040 Growth Concept – an integrated land use and transportation vision and strategy

In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound, and fiscally responsible manner.

**Figure 3-1 Growth Concept – an integrated land use and transportation vision**



Shown in Table 3-1, the 2040 Growth Concept includes land use and transportation building blocks that express the region's aspiration to incorporate population growth within existing urban areas as much as possible and expand the urban growth boundary only if necessary. It concentrates mixed-use and higher density development in urban centers, station communities, corridors and main streets that are well served by transit, walking and bicycling. It envisions a well-connected street network that supports biking and walking for short trips. Employment lands serve as hubs for regional commerce and include industrial land and freight facilities for truck, marine, air, and rail cargo sites that enable goods to be generated and moved in and out of the greater Portland region. Freight access to industrial and employment lands is centered on rail, the freeway system and other road connections.

Implicit in the 2040 Growth Concept is the understanding that compact development is more affordable, sustainable, livable, and fiscally responsible than urban sprawl, and will help reduce the region's carbon footprint. Increased pedestrian and bicycle access and new transit and road capacity are needed to achieve the 2040 Growth Concept vision and support the region's economic vitality.

Transportation and the economy are closely linked and investments that serve certain land uses, or transportation facilities may have a greater economic return than others. This means ensuring reliable and efficient connections between intermodal facilities and destinations within and outside the region to promote the region's function as a gateway for trade and tourism.

### **3.2.1.1 2040 Growth Concept Land-use Design Types**

The 2040 Growth Concept land uses, called 2040 Design Types, are arranged in a hierarchy. Regional Transportation Plan (RTP) investments are typically focused in the primary and secondary land uses, referred to as 2040 Target Areas. These are the areas expected to absorb a large share of the region's future growth. The hierarchy also serves as a framework for prioritizing RTP investments. **Table 3-1** lists the 2040 design types based on this hierarchy.



**Table 3-1 Growth concept and land use design**

2040 Target Areas		
Primary land uses	Secondary land uses	Other urban land uses
<ul style="list-style-type: none"> <li>• Portland central city</li> <li>• Regional centers</li> <li>• Industrial areas</li> <li>• Freight and passenger intermodal facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Employment areas</li> <li>• Town centers</li> <li>• Station communities</li> <li>• Corridors</li> <li>• Main streets</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhoods</li> </ul>
		Other land uses outside UGB
		<ul style="list-style-type: none"> <li>• Urban reserves</li> <li>• Rural reserves</li> <li>• Neighbor cities</li> </ul>

Different parts of the region are at different stages of implementing the 2040 Growth Concept. As a result, different areas may have different transportation investment needs and priorities that will require substantial public and private investment over the long-term. **Table 3-2** provides an example of the type of investments that might be applicable depending on how far along an area is in implementing the 2040 Growth Concept.

**Table 3-2 Priority infrastructure investment strategies**

<b>Stage of Development</b>	<b>Developed Areas</b> Built-out areas, with most new housing and jobs accommodated through infill, redevelopment, and brownfields development.	<b>Developing Areas</b> Redeveloping and developing areas, with most new housing and jobs being accommodated through infill, redevelopment, and greenfield development.	<b>Undeveloped Areas</b> More recent additions to the urban growth boundary, with most new housing and jobs accommodated through greenfield development.
<b>Infrastructure Investment Strategies</b>	Operations, maintenance, and preservation of existing transportation assets.	Operations, maintenance, and preservation of existing transportation assets.	Operations, maintenance, and preservation of existing transportation assets.
	Managing the existing transportation system to optimize performance for all modes of travel.	Preserving right-of-way for future transportation system.	Preserving right-of-way for future transportation system.
	Leveraging infill, redevelopment and use of brownfields.	Managing the existing transportation system to optimize performance for all modes of travel.	Providing a multimodal urban transportation system.
	Addressing bottlenecks and improving system connectivity to address barriers and safety deficiencies.	Leveraging infill, redevelopment and use of brownfields	Managing new transportation system investments to optimize performance for all modes of travel.
	Providing a multimodal urban transportation system.	Providing a multimodal urban transportation system.	Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies.
	Completing local street connections needed to complement the arterial street network.	Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies.	Completing local street connections needed to complement the arterial street network.
		Completing local street connections needed to complement the arterial network.	

### 3.2.2 Transportation Equity Policies

The Regional Transportation Plan (RTP) reflects a regional commitment to plan and invest in the region's transportation system to reduce transportation-related disparities and barriers faced by communities of color and other marginalized communities, regardless of race, language proficiency, income, age, or ability.

The greater Portland region's economic prosperity and quality of life depend on an equitable transportation system that provides every person and business in the region with access to safe, efficient, reliable, affordable, and healthy travel options and have the fair opportunity to thrive, regardless of their race or ethnicity. Investment in the region's transportation system is one important tool in reducing disparities and barriers experienced by communities of color. But the tool must be intentional and deployed with focus to be successful in reducing racial disparities rather than worsening disparities.

The policies in this section provide direction to Metro, working in partnership with marginalized communities, jurisdictions, and other partners, to prioritize racial and transportation equity in regional transportation planning and decision-making.

#### **Why is a focus on racial equity important?**

A goal of racial equity is to reach a time when race is no longer a predictor of life outcomes, and outcomes for all groups are improved. In the transportation context, this means addressing and removing disparities for marginalized communities, especially for people of color, English language learners, and people with low incomes, in areas identified by these communities as priorities for the regional transportation system, including, but not limited to, accessibility, mobility, safety, affordability and environmental health.

Transportation mobility and accessibility plays a significant intersectional role in reducing disparities, but historically, its development and operation has contributed to unequal benefits. Using transportation infrastructure projects as an urban renewal mechanism led to the destruction of thriving communities, particularly Black communities in Portland.

Lessons learned from the generational impacts of displacement on marginalized communities teaches us that to achieve equitable transportation, government must embed equity considerations in each step of the transportation planning and implementation. Marginalized communities bear an unequal burden of environmental harms, such as urban heat islands, air pollution and traffic crashes. For the greater Portland region to be environmentally sustainable and economically prosperous,

government and communities must proactively address racial disparities and tackle the most pervasive challenges.

Focusing on racial disparities and barriers helps develop and maintain sustainable economic growth by fostering greater racial inclusion and reducing racial income gaps.<sup>1</sup> This, in turn allows communities facing the greatest barriers opportunities to flourish and build generational wealth. Policies, projects, and strategies that address these disparities can help other marginalized groups, including low-income households, elders, youth, and people with disabilities.

### **3.2.2.1 Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (2016)**

In 2010, the Metro Council adopted equity as one of the region's six desired outcomes. Adopted by the Metro Council in June 2016, Metro's [Strategic Plan to Advance Racial Equity, Diversity, and Inclusion](#) is a major milestone in the agency's efforts to define, implement and measure equity in the greater Portland region.<sup>2</sup> The Plan's purpose is to provide a strategic approach to incorporating equity into policy, decision-making, and programs. The Strategic Plan provides clarity and direction to Metro's different lines of business related to integrating and approaching equity in planning, operations, and services.

The key aspect of the Strategic Plan is its focus and emphasis on deliberately tackling inequities based on race and ethnicity. The Strategic Plan is organized around five long-term goals that inform the RTP.

The goals are:

- A. Metro convenes and supports regional partners to advance racial equity;
- B. Metro meaningfully engages communities of color;
- C. Metro hires, trains, and promotes a racially diverse workforce;
- D. Metro creates safe and welcoming services, programs and destinations; and
- E. Metro's resource allocation advances racial equity.

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<sup>1</sup> Treuhaft, S., Blackwell, A.G., & Pastor, M. (2012). America's Tomorrow: Equity is the Superior Growth Model. Retrieved January 2016: [www.policylink.org/sites/default/files/SUMMIT\\_FRAMING\\_WEB\\_20120110.PDF](http://www.policylink.org/sites/default/files/SUMMIT_FRAMING_WEB_20120110.PDF)

<sup>2</sup> Metro Strategic plan to advance racial equity, diversity and inclusion, Executive summary, June 2016, <https://www.oregonmetro.gov/sites/default/files/2016/11/15/Strategic-plan-advance-racial-equity-diversity-inclusion-exec-summary-17063-20160613.pdf>

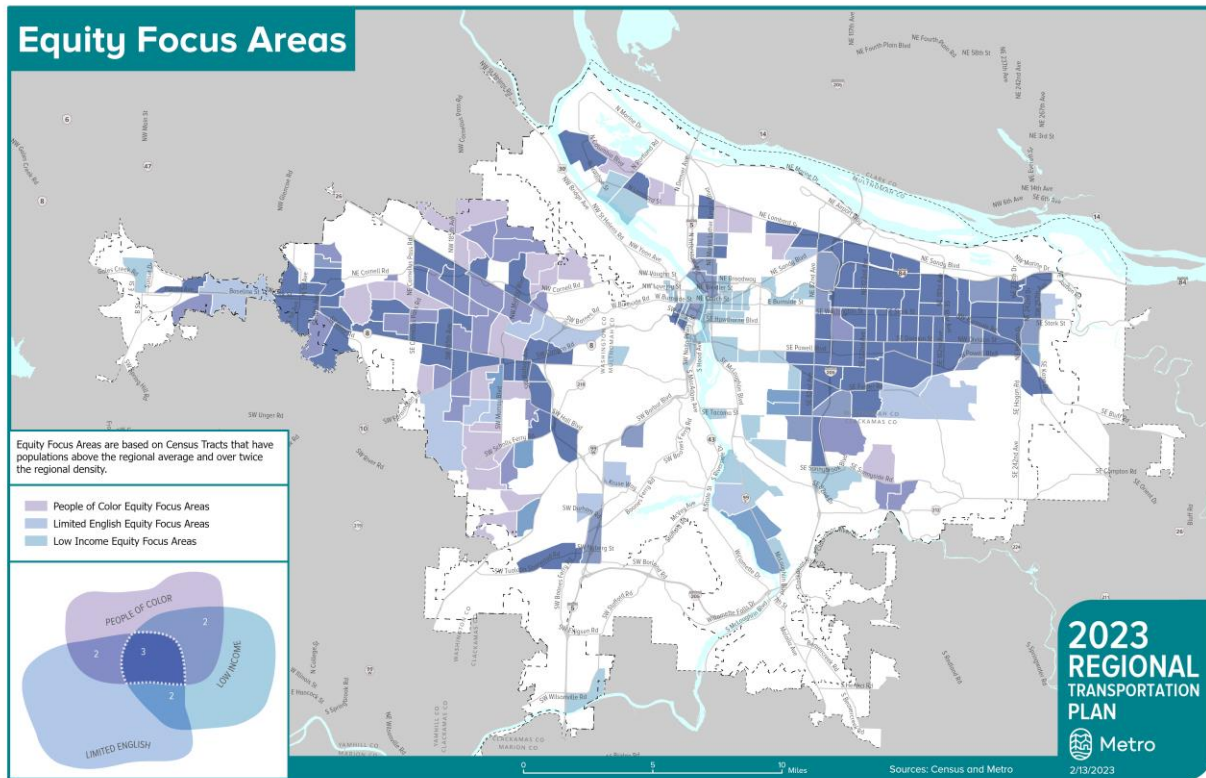
### 3.2.2.2 Regional Transportation Plan equity focus areas

Metro and regional partners identified Equity Focus Areas using 2020 Census and 2016-20 American Community Survey data for the following groups:

- People of Color - People who do not identify as white.
- English Language Learners - People who identify as unable “to speak English very well.”
- People with Lower Incomes – People with incomes equal to or less than 200% of the Federal Poverty Level.

These three groups, as identified in Census data, are the emphasis and focus for the RTP, but not with exclusivity to the needs of other marginalized communities, including young people, older adults and people living with disabilities.

**Figure 3-2** shows Equity Focus Areas, which are areas with double the regional average density of any one of the three groups listed above. The RTP directs certain investments toward these areas where they can benefit as many people as possible. More detail on how Metro created this map and on the state of transportation equity in the region can be found in RTP Chapter 4.

**Figure 3-2 Regional equity focus areas map**

### 3.2.2.3 Transportation equity policies

The Transportation Equity policies in this section aim to eliminate transportation-related disparities and barriers<sup>3</sup> identified by marginalized communities as priorities to address through the RTP and regional transportation planning and decision-making processes.

<b>Policy 1</b>	<b>Embed equity into the planning and implementation of transportation projects, programs, policies, and strategies to achieve equitable outcomes for marginalized communities, particularly communities of color and people with low incomes.</b>
<b>Policy 2</b>	<b>Ensure investments in the transportation system support community stability by anticipating and minimizing the effects of displacement and other affordability impacts on marginalized communities, with a focus on communities of color and people with low income.</b>
<b>Policy 3</b>	<b>Prioritize transportation investments that eliminate transportation-related disparities and barriers for marginalized communities, with a focus on communities of color and people with low income.</b>
<b>Policy 4</b>	<b>Meaningfully engage federally recognized tribes, communities of color and other marginalized communities to participate in the development and implementation of transportation plans, projects and programs.</b>
<b>Policy 5</b>	<b>Collect and assess qualitative and quantitative data to understand the transportation-related disparities, barriers, needs and priorities of communities of color and other marginalized communities.</b>
<b>Policy 6</b>	<b>Evaluate transportation plans, policies, programs, and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low income and other marginalized communities and the extent disparities are being eliminated.</b>
<b>Policy 7</b>	<b>Create living-wage career pathways for people of color and women into the construction industry and support the growth and participation of women and people of color owned firms on capital projects throughout the transportation system.</b>

The policies provide direction as to how Metro, working in partnership with marginalized communities, jurisdictions, and other partners, will prioritize transportation equity in regional transportation planning and decision-making. These policies are consistent with

<sup>3</sup> Transportation-related disparities and barriers identified by historically marginalized communities as priorities to address include safety, access, affordability and community health.

Chapter 660 Division 12 of Oregon Administrative Rules (OAR).<sup>4</sup> These rules include additional guidance for equitable transportation planning and decision-making.

Because the Transportation Equity policies do not have a separate topical plan, specific implementing actions are included for each transportation equity policy.

**Transportation Equity Policy 1. Embed equity into the planning and implementation of transportation projects, programs, policies, and strategies to achieve equitable outcomes for marginalized communities, particularly communities of color and people with low incomes.**

Equity considerations embedded in transportation projects, programs, policies, and strategies must reflect the transportation priorities identified by marginalized communities, including accessibility, safety, community health, and affordability. Embedding equity into planning and implementation requires a paradigm shift as to how transportation is currently planned, built and operated. This includes bringing in unheard voices from project or policy inception all the way through construction to understand the perspective of potential benefits or impacts.

Additionally, transportation agencies must consider how investments can advance equity. A transportation investment can provide greater access to opportunities for marginalized communities, such as access to education or jobs, but a transportation investment also offers contracting and hiring opportunities. By embedding equity into transportation comprehensively, a full view and consideration of the benefits and impacts of transportation can be understood and weighed.

Agencies can take a variety of actions to embed equity into transportation processes. Many transportation agencies have organizational level equity policies that can support the implementation and incorporation of these actions. For example, existing policies and structures can support participation mechanisms, such as creation of committees in ways that address power imbalances among groups and stipends for community participation in decision making processes.

**To implement Transportation Equity Policy 1, regional partners should take the following actions:**

1. Examine the structure of decision-making processes, identify who participates (or doesn't) in decision making and how their input is linked to the outcomes of the decisions.

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<sup>4</sup> See OAR 660-012-0130 (Decision-Making with Underserved Populations), OAR 660-012-0125 (Underserved Populations) and OAR 660-012-0135 (Equity Analysis). <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062>



- a. Change the design of decision-making processes to increase access and opportunity to those who have been previously excluded. This includes prioritizing representation from Black, Indigenous and People of Color communities and equity leaders.
  - b. Provide opportunities for direct interaction with decision makers and shift power inequities.
- 2. Use specific methods, analysis and tools in transportation planning, and decision-making processes to eliminate exclusionary practices. This includes using tools, analysis, and methods to check implicit bias and assess power dynamics, providing distinct participation mechanisms for those most impacted, considering who benefits and who is most impacted by decisions, and ultimately shifting the way decisions are made.
  - a. **Data collection and analysis:** Assessment of current community conditions that may be impacted by the proposed decision with attention to demographics, historical, real estate market, workforce, and environmental conditions.
  - b. **Social and economic power analysis:** A social power analysis is a tool that can be used to determine who has the decision-making power or influence, historically and today, to inform this decision, as well as who has the power to change this decision. This analysis is supported by data collection that considers who is positively and negatively affected by the proposed decision.
  - c. **Appointed representation:** Appointed representation is a participation mechanism for appointing individuals from specific social groups who have the least influence and are most impacted by the proposed decision.
  - d. **Decision mapping:** This tool supports the design of a process to include individuals and groups that lack access and opportunity to participate in decision making. Conceptual mapping of a process is used to determine how and when individuals or a group may be included in decisions and how their input is linked to outcomes. A key aspect of this is identifying decision points to inform how to situate participants to influence decisions rather than serve as a review body.
  - e. **Reflective questions:** Incorporating specific questions into decision making processes help address implicit bias and shift the way we make decisions. These may include questions such as: Who benefits and who is burdened by this decision? In addition, more extensive and in-depth questions may be tailored to the specific policies and programs.

**Transportation Equity Policy 2. Ensure investments in the transportation system support community stability by anticipating and minimizing the effects of displacement and other affordability impacts on marginalized communities, with a focus on communities of color and people with low income.**

A trend observed across many western U.S. cities is that with a severe deficit of housing supply, particularly affordable units, the addition of certain transportation projects, such as a new rail line or a high-quality bicycle/pedestrian trail, can increase surrounding property values, contribute to displacement, and disrupt community stability. This has occurred in Portland, in particular for the experience of Black communities in North and Northeast Portland. Over time, ethnic and new immigrant neighborhoods with good access to transportation have gentrified, displacing established communities. Dense centers are appealing and desirable and do not have enough affordable housing and are becoming more expensive as transportation investments are made. This creates a vicious cycle of increased transportation access to those who have the financial means to afford travel options and the benefits not born to the existing community.

The success, sustainability and prosperity of the region relies on how well government agencies and partners addresses displacement before infrastructure investments are made. Displacement is a pervasive challenge that requires ongoing collaboration between land use, housing, and transportation agencies.

**To implement Transportation Equity Policy 2, regional partners should take the following actions:**

1. Plan capital transportation investments to include a variety of strategies to avoid and minimize involuntary displacement, such as increasing rent burden.
2. Demonstrate how intersectional issues of housing affordability and displacement are being addressed proactively in plans and programs prior to capital investment in transportation infrastructure.
  - a. Look at land use solutions and survey what is necessary in land use policy to avoid and mitigate involuntary displacement.
  - b. Collect data and build analysis tools that can assess and monitor transportation and housing affordability issues and share the information to partners to help inform capital investment decisions.
3. Increase the number of units of regulated affordable housing in proximity to frequent transit service and in 2040 growth centers as well as communities with rich access to travel options, jobs, and community places.

**Transportation Equity Policy 3. Prioritize transportation investments that eliminate transportation-related disparities and barriers for marginalized communities, with a focus on communities of color and people with low income.**

Eliminating transportation disparities is vital to achieving transportation equity. Marginalized communities have identified affordability, safety, access, and environmental health as transportation priorities. Focusing on eliminating disparities requires a shift in the current practices of transportation agencies, and developing transportation plans, programs, policies, and investments to achieve of fairness rather than equality.

While Federal law requires that benefits and burdens of transportation are distributed equally, transportation agencies should focus on eliminating disparities caused by systemic racism; not only will marginalized communities' benefit, but all communities will benefit.

To focus on the disparities, it is imperative for transportation agencies to ask marginalized communities to provide direction and prioritization of which disparities to tackle first and the best methods to do so.

This should also be done with continued engagement through implementation and future prioritization processes to reflect new priorities or other unforeseen issues. *Also see Transportation Equity Policies 4 through 6.*

**To implement Transportation Equity Policy 3 regional partners should take the following actions:**

1. Seek opportunities to restore Black, Indigenous and people of color (BIPOC), federally recognized tribes, and other marginalized communities harmed by past transportation decisions through collaborative re-investment and removal of harmful infrastructure.
2. Commit to and focus on systematically addressing disparities for marginalized communities, and measure and track progress.
3. Actively question and engage federally recognized tribes and impacted communities to understand how the plan, program, policies, strategies, or action being undertaken contributes to reducing and eliminating disparities.
4. Actively recognize and put aside implicit partialities and biases.
5. More specifically for the outcomes of safety, access, affordability, and public health, prioritize the following:
  - a. Among the multiple priorities for the region's transportation system, prioritize and advance the equity elements of the priority. For example, in looking at a transportation investment focused on safety, advance the

element that would benefit communities of color over a general safety benefit.

- b. Prioritize building out the active transportation infrastructure network in areas where there are gaps and deficiencies. Focus on completing gaps in communities of color as a means of prioritizing equity. This includes advancing the completion of access to transit in marginalized communities.
  - c. Implement the Regional Travel Options Strategy, including the new Safe Routes to School program, with emphasis to support new partnerships with organizations that serve marginalized communities.
  - d. Prioritize the safety of the transportation system, especially in marginalized communities, but focus on addressing the systemic safety issues on high injury corridors which marginalized communities' traverse. Focus on increasing safety in high-risk locations and on high injury corridors that coincide with higher residential concentrations of marginalized communities.
  - e. Prioritize and focus on increasing active transportation and transit access to jobs and community places (e.g., libraries, pharmacies, grocery stores, schools, etc.) and services for marginalized communities. Place an emphasis on connecting marginalized communities to middle-wage employment opportunities.
6. Focus on transit solutions that serve marginalized communities.
- a. This may include creative solutions such as community and job connector shuttle services.
  - b. Focus increase in service on transit routes that serve a significant portion of marginalized communities.
  - c. While not the most productive and efficient from a strict transit management view, consider coverage transit service routes to support marginalized communities as they navigate the shifting housing affordability dynamics.
  - d. Support special needs transportation providers.
7. Complement affordable housing and transit-oriented development to support the integration of land use and transportation where marginalized communities will benefit.
- a. Ensure the long-term sustainability of programs that make transportation affordable, including the adult low-income fare and student pass programs on transit.

- b. Complement and cross-implement the strategies in the *Coordinated Transportation Plan for Seniors and People with Disabilities* in Appendix G.
- 8. Document and address existing disparities in exposure to transportation related air pollutants, including PM2.5, Diesel PM, NO2 and air toxics, and evaluate whether projects reduce or exacerbate disparities.

**Transportation Equity Policy 4. Meaningfully engage federally recognized tribes, communities of color and other marginalized communities to participate in the development and implementation of transportation plans, projects and programs.**

Meaningful engagement is critical to understand the perspectives and experiences of marginalized communities and to build plans, projects, and programs to address these perspectives and experiences.

Meaningful and inclusive engagement takes a significant effort and relies on building relationships and trust with members of marginalized communities and is a significant change from the conventional practices of public involvement in the transportation sector. Engagement and inclusion help embedding equity in the transportation planning process by allowing for marginalized communities to be seen, heard, and considered, and allow for their needs and priorities to influence the planning and decision-making process.

**To implement Transportation Equity Policy 4 regional partners should take the following actions:**

1. Reduce the barriers to participation in public processes for these communities.
  - a. Transportation professionals should look to reduce the barriers for marginalized communities to participate (e.g., go out into the community, offer language translation and childcare services, provide food and incentives) and reach out to marginalized communities in meaningful ways (e.g., engaging through a community liaison, allowing communities to lead the discussion) and at opportunities to shape and influence transportation plans, policies and program (e.g., not at a perfunctory time).
2. Identify funding and contracting opportunities for community outreach liaisons and community based organizations who are trusted members of marginalized communities to facilitate relationship-building, conversations, and meaningful engagement.
3. Dedicate resources to meaningfully engage marginalized communities in planning and decision-making processes.
4. Bring in voices from marginalized communities to add perspective and help guide how equity can be embedded in the planning and decision-making process.

5. Use the Climate Friendly Equitable Communities (CFEC) Program for guidance/rules on inclusive decision making.

**Transportation Equity Policy 5. Collect and assess qualitative and quantitative data to understand the transportation-related disparities, barriers, needs and priorities of communities of color and other marginalized communities.**

Conventional data sources and analysis practices do not always capture disparities experienced by marginalized communities. While national datasets or statewide statistics provide a picture of disparities, gaps in local data and information makes it difficult to assess the performance of transportation plans, programs, and policies on the outcomes and priorities identified marginalized communities.

Collecting disaggregated data at a local scale gives the ability to look in-depth at local conditions on key transportation outcomes identified as priorities by marginalized communities – affordability, safety, access, and environmental health – and is necessary to understand the current level of disparities and establish appropriate baselines. Until such data can be collected, it is imperative to supplement data collection and assessment with engagement to gather the qualitative information directly from marginalized communities.

Additionally, in supplementing quantitative data with engagement and qualitative data, needs, gaps, and deficiencies which may have already been identified can be confirmed. By supporting data collection and assessment focused on the needs and priorities of marginalized communities, especially communities of color, transportation professionals will have better information to plan, program, and implement strategies or actions which can better address the priorities and needs.

**To implement Transportation Equity Policy 5, regional partners should take the following actions:**

1. Collect data in a manner that facilitates looking at outcomes with an equity lens.
  - a. Collect localized disaggregated data.
  - b. Emphasize collecting as much qualitative data as quantitative data.
  - c. Collect data that is meaningful to marginalized communities.
2. Appropriately resource data collection and assessment to focus on outcomes with an equity lens.
  - a. Acknowledge and recognize data collection and assessment methods will be unfamiliar and new for many project managers and likely to be a necessary but challenging to break convention.

3. Appropriately resource the development of a disparities baseline looking at measures of affordability, safety, access, and environmental health to understand disparities of marginalized communities, in particular people of color.
4. Conduct meaningful engagement with marginalized communities to supplement and ground truth data and technical analysis findings.

**Transportation Equity Policy 6. Evaluate transportation plans, policies, programs, and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low income and other marginalized communities and the extent disparities are being eliminated.**

To know and to be accountable to whether transportation plans, programs, policies and strategies are making progress towards eliminating disparities, particularly in access, safety, affordability, community health and any other transportation-related priority identified by marginalized communities, evaluation under the lens of what disparities the plans, policies, programs and strategies address is just as crucial as engagement, prioritization and mitigation. The assessment process helps to understand effectiveness, progression, monitoring and accountability in achieving the equitable transportation and other associations RTP goals and objectives. Evaluation also provides transparency towards what to expect as a result.

**To implement Transportation Equity Policy 6, regional partners should take the following actions:**

1. Resource evaluation methodology development appropriately.
  - a. Disaggregate and evaluate data system-wide, as well as by individual project, program, or community.
  - b. Let the evaluation be led, guided, and verified by marginalized communities and their lived experiences.
  - c. Ground truth evaluation results through engagement.
  - d. Utilize both qualitative and quantitative data in evaluation.
2. Be willing to use non-standard forms of evaluation. Clearly state assumptions and recognize what the method may be testing and the limitations of the evaluation.
3. Set up a long-term feedback loop of evaluation and monitoring; evaluate at each stage and monitor whether projected outcomes are coming to fruition and/or whether plans, policies, programs, and strategies may need additional mitigations or a course correction.

**Transportation Equity Policy 7. Create living-wage career pathways for people of color and women into the construction industry and support the growth and participation of women and people of color owned firms on capital projects throughout the transportation system.**

The construction industry has seen tremendous growth in the last ten years and is one of the fastest-growing industries in recent years, outpacing the rest of the economy. The median wage for construction occupations is higher than the median wage across all sectors in the greater Portland region. It is one of the remaining sectors where workers can make a living-wage income without a higher education degree. At the same time the construction industry is grappling with costly workforce shortages driven by an aging workforce and reality that women and people of color face significant barriers in entering the industry and building their careers.

Construction has been a racially homogenous industry, yet labor market data indicates a shortage in skilled talent. Diversifying the construction workforce will not only help create a stronger supply of needed workers for the industry, but it will also directly address issues of poverty and economic mobility within communities of color and working families in the region.

Transportation infrastructure projects can have a big impact on promoting equitable growth in the region's economy by providing job opportunities for people of color in the construction trades. While federal and state laws have provisions which facilitate greater access for minority, women-owned and disadvantaged businesses (MWDDBE) to be part of these contracting and construction opportunities, the construction industry has a workforce which is not reflective of demographics. Yet it remains a sector that provides access to living-wage careers for marginalized communities, particularly communities of color.

The RTP is a long-range transportation blueprint for the capital investments needed to accommodate existing needs and future population and employment growth. An emphasis on the construction workforce is relevant to building out the transportation system equitably and making progress towards reducing the disparities seen among marginalized communities in terms of living-wage career opportunities and longer-term income stability and affordability. By focusing public investments to advance contracting and workforce equity in the construction trades, transportation infrastructure projects can help mitigate wealth disparity gaps experienced by marginalized communities.

Metro's [Construction Career Pathways](https://www.oregonmetro.gov/regional-leadership/diversity-equity-and-inclusion/construction-career-pathways) is a coordinated strategy for growing and diversifying the region's construction workforce.<sup>5</sup> This effort centers on a shared policy

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<sup>5</sup> Link to Metro webpage on Construction Career Pathways <https://www.oregonmetro.gov/regional-leadership/diversity-equity-and-inclusion/construction-career-pathways>



framework that provides a roadmap for public agencies to work with labor unions, workforce development organizations and contractors to create opportunities for women and people of color in the construction workforce. As more public agencies in the region join the effort, each agency's individual workforce development efforts are better positioned to succeed in cultivating a labor pool that strengthens their community and reflects the populations they serve.

**To implement Transportation Equity Policy 7 regional partners should take the following actions:**

1. Use inclusive hiring practices and contracting opportunities and formalize reporting of minority, women-owned and disadvantaged businesses construction contracts on all Metro-funded transportation projects.
2. For transportation investments programmed within the MTIP, particularly as part of the construction phases, request from partners information about minority, women-owned and disadvantaged business contracting and workforce diversity utilization.
3. Through partnership with Metro's Diversity, Equity and Inclusion program, provide information and resources to partners on ways to support and advance equity in contracting and workforce.
4. Develop mechanisms to incentivize partners to pursue recruitment and retention strategies on transportation projects that help grow and diversify the construction workforce.
5. Encourage workforce diversity utilization through apprenticeships with marginalized communities as part of contracts.
6. Partner with workforce development organizations to improve outreach, share information and leverage resources that support and grow a diverse construction workforce and contracting community.

### 3.2.3 Safety and Security Policies

Eliminating traffic related deaths and life changing injuries (often defined as fatalities, and severe or serious crashes) and increasing the safety and security of the transportation system is a top priority of the Regional Transportation Plan (RTP), as is prioritizing safety for people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, youth, and older adults.

Transportation safety is protection from death or bodily injury from a motor-vehicle crash while engaged in travel. Individual and public transportation security is protection from intentional criminal or antisocial acts while engaged in trip making.

#### 3.2.3.1 Regional Transportation Safety Strategy (2018)

The [Regional Transportation Safety Strategy](#) (“Safety Strategy”) identifies data-driven strategies and actions to address the most common types of crashes and contributing factors.<sup>6</sup> Key findings from the analysis of crash data from 2016-2020 can be found in RTP Chapter 4. Additional analysis can be found in the 2018 Metro State of Safety Report and the Safety Strategy.<sup>7</sup>

The Safety Strategy recommends six strategies to support achieving the region’s adopted Vision Zero target for 2035, shown in **Figure 3-3**. Each strategy includes specific actions, which can be found in the [Safety Strategy](#). The strategies and actions are evidence-based and were identified by a regional safety work group in response to analysis of crash data in the [2018 Metro State of Safety Report](#) and other sources. Refer to the Regional Transportation Safety Strategy for detailed information on each of the strategies and specific actions.

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<sup>6</sup> The Regional Transportation Safety Strategy, adopted in December 2018, is a topical plan of the Regional Transportation Plan. Link to the Safety Strategy <https://www.oregonmetro.gov/regional-transportation-safety-plan>

<sup>7</sup> The 2018 Metro State of Safety Report is an appendix of the Safety Strategy. Link to the State of Safety Report <https://www.oregonmetro.gov/sites/default/files/2018/05/25/2018-Metro-State-of-Safety-Report-05252018.pdf>

**Figure 3-3 Regional transportation safety strategies**

### 3.2.3.2 Using the Safe System approach

The Safety Strategy employs a Safe System approach with the goal of zero fatal and severe injury traffic deaths. The Safe System approach originated in Sweden and now other countries and many U.S. cities are using the framework. Similar frameworks are Vision Zero (Sweden), Toward Zero Deaths (U.S.), Road to Zero Coalition (National Safety Council), Safe System (New Zealand), and Sustainable Safety (Denmark).

The Safe System approach involves a holistic view of the transportation system and the interactions among travel speeds, vehicles, road users and the road itself. It is an inclusive approach that prioritizes safety for all user groups of the transportation system - drivers, motorcyclists, passengers, pedestrians, bicyclists, and commercial and heavy vehicle drivers. Consistent with the region's long-term safety vision, the Safe System approach acknowledges that people will make mistakes and may have road crashes, and that the transportation system should therefore be designed so that crashes do not result in death or serious injury. Street design emphasizes managing speeds for safety, access management, medians, and maintaining separation between people walking and bicycling and motor vehicles, access management and median separation of traffic.

**Figure 3-4 Components of the Safe System approach**

Graphic showing The Safe System Approach elements of safe roads, safe vehicles, safe speed, safe road users, and post-crash care.

Governments using the Safe System approach focus on preventing all fatal and severe injury crashes and recognize that the responsibility for crash prevention resides not only with roadway users but with transportation professionals and decision makers. Agencies using the Safe System approach have been more effective in reducing traffic deaths and severe injuries than more traditional approaches that focus on all crashes.<sup>8</sup> The Safe System approach focuses on the following key guiding principles that shape how stakeholders address transportation safety, shown in **Figure 3-5**. Refer to the Regional Transportation Safety Strategy for detailed information on the Safe System approach.

<sup>8</sup> Sustainable and Safe: A Vision and Guidance for Zero Road Deaths, World Resources Institute, Global Road Safety Facility (2017)

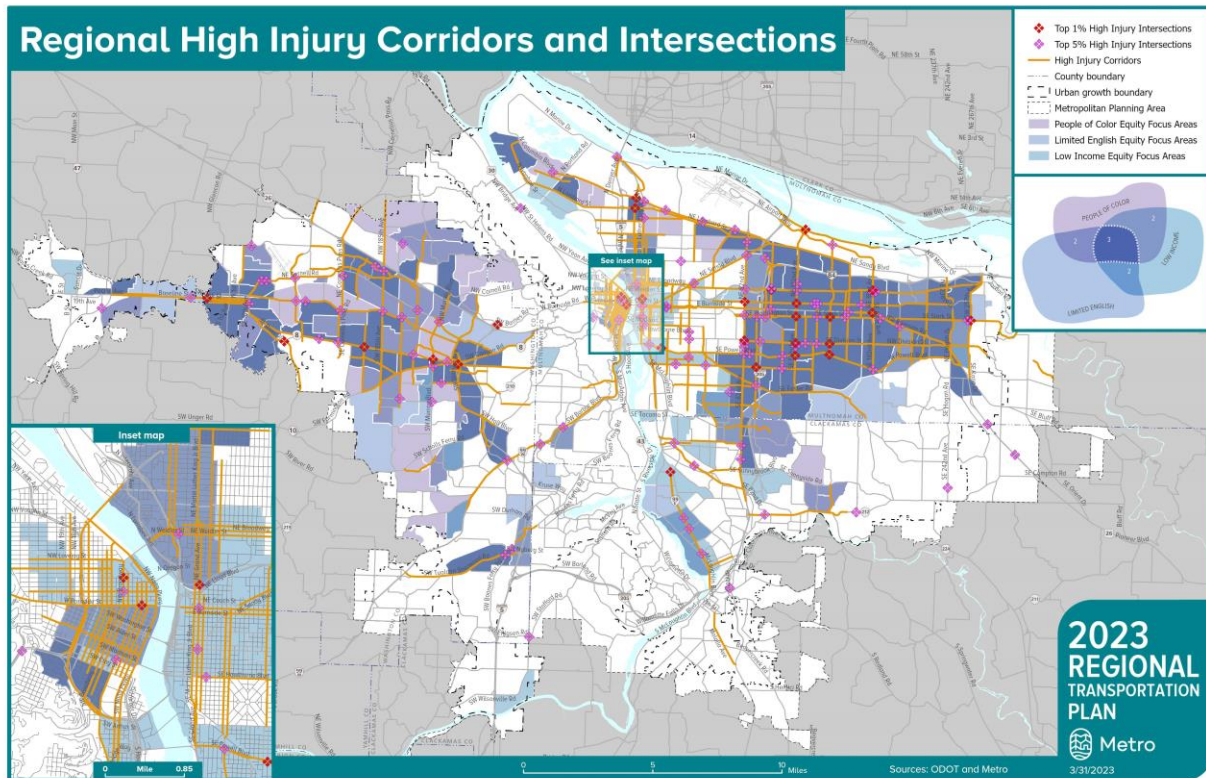
**Figure 3-5 Guiding principles of the Safe System approach**

Graphic showing the guiding principles of the safe system approach

### 3.2.3.3 Regional high injury corridors and intersections

**Figure 3-6** shows the map of regional high injury corridors overlapping with Equity Focus Areas. Metro and regional partners identify regional high injury corridors and intersections to help prioritize safety near term investments. Metro updates this map every five years. In the interim, transportation agencies and stakeholders may identify other safety investments that warrant priority based on other data and analysis. The needs assessment in Chapter 4 provides more detail on how this map was created, along with other safety data.

Figure 3-6 Regional high injury corridors and intersections



### 3.2.3.4 Safety and security policies

Regional Transportation Safety and Security Policies reflect the policy framework of the Regional Transportation Safety Strategy. Implementation of the policies supports achieving the regional Vision Zero target for 2035 and making travel in the region safer and more secure for all people.

- |                 |  |
|-----------------|--|
| <b>Policy 1</b> | <b>Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.</b>  |
| <b>Policy 2</b> | <b>Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.</b>  |
| <b>Policy 3</b> | <b>Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults.</b> |

<b>Policy 4</b>	<b>Increase safety for all modes of travel and for all people through the planning, design, construction, operation, and maintenance of the transportation system, with a focus on reducing vehicle speeds.</b>
<b>Policy 5</b>	<b>Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program.</b>
<b>Policy 6</b>	<b>Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making.</b>
<b>Policy 7</b>	<b>Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.</b>
<b>Policy 8</b>	<b>Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.</b>
<b>Policy 9</b>	<b>Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.</b>

**Safety Policy 1. Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.**

To reach the goal of eliminating deaths and severe injuries from traffic crashes, this policy directs safety related efforts to focus on fatal and severe injury crashes, as opposed to all crashes. Focusing on serious crashes is a key tenant of the Safe System approach. It entails identifying where serious crashes occur and focusing on those locations, identifying the risk factors involved in serious crashes and addressing and eliminating those risks, focusing enforcement and education on high-risk behaviors that lead to serious crashes and less or no enforcement or education on low-risk behaviors. When communities use enforcement, precautions must be implemented to ensure equitable actions and outcomes.



**Safety Policy 2. Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.**

This policy directs safety investments, education, and equitable enforcement to be prioritized on the corridors where the most serious crashes have occurred or have a risk of occurring (due to identified risk factors such as lack of roadway separation or excessive speeding). This policy approach, prioritizing corridors where deadly crashes are or could occur, more effectively uses limited resources where the most serious issues are. Additionally, this policy emphasizes the systemic approach to safety to address known safety risk factors corridor wide to prevent serious crashes from occurring in the future.

**Safety Policy 3. Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth, and older adults.**

This policy is based on the Safe System approach of prioritizing safety efforts on people with the highest risk of dying in a traffic crash as a key strategy to eliminating serious crashes overall. This policy also helps implement Metro's Strategic Plan for Advancing Equity, Diversity and Inclusion.

**Safety Policy 4. Increase safety for all modes of travel and for all people through the planning, design, construction, operation, and maintenance of the transportation system, with a focus on reducing vehicle speeds.**

This policy requires that stakeholders integrate transportation safety into every aspect of the transportation system. It is a key element of the Safe System approach which takes a systemic and holistic approach. Safe travel speeds are a core element of achieving Vision Zero. Speed limits in Safe System approach are based on aiding crash avoidance and a human body's limit for physical trauma. An unprotected pedestrian hit at over 20mph has a significant risk of death or life-changing injury. A car in a side-on collision can protect its occupants up to around 30mph; a car in a head-on collision up to around 40mph. Establishing survivable speeds on streets where people using different modes at variable speeds and with different levels of physical protection are essential. Additionally, a diversity of users must be considered as the system is developed. For example, people of color, older adults and children may have different needs that must be addressed at every phase.



**Safety Policy 5. Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program.**

While most policies are proactively focused on improving safety, this policy requires that transportation projects and programs clearly evaluate the impacts on all users of the transportation system and do not negatively impact any of those users by either replicating something which has been shown to increase safety problems for roadway users or making a current safety issue worse.

**Safety Policy 6. Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making.**

Transportation agencies have proven that the Safe System approach reduces serious crashes. The approach is based on data driven strategies and actions. Collecting, maintaining, and analyzing data on a regular basis is critical to focusing investments where they will be most effective. Additionally, monitoring progress and assessing the outcome of investments in safety is crucial to learning from the past and improving in the future.

**Safety Policy 7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.**

Many solutions to improve safety are inexpensive. This policy prioritizes addressing safety problems on a corridor level sooner rather than later to prevent serious crashes from occurring in the future. Rather than postponing safety interventions until a larger and more expensive project can be funded this policy directs that low-cost and effective treatments be implemented first.

**Safety Policy 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.**

Individual and personal security while traveling has an important relationship to transportation safety, especially for people of color. Fear of harassment or being targeted can deter people of color from walking, bicycling, or using transit and may increase the use of motor-vehicle transportation. Though individual and public security can be challenging to address, a variety of approaches are needed to create a safe and welcoming transportation system, including: collecting data, utilizing crime prevention through environmental design, taking into account a diversity of users when developing and operating the transportation system, educating people to look out for and care for one another, designing security into projects (such as street lighting, visibility, call boxes),

equity training for public safety and transportation professionals, and including a wide range of groups in design and decision making.

**Safety Policy 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.**

This policy specifies that safety data (including disparities in crash-related injuries and level of physical activity impacted by lack of safe places to walk and bicycle), analytical tools and metrics must be part of the evaluation when defining the adequacy of capacity on the transportation system.

### **3.2.4 Climate Action Policies and Resilience Policies**

Climate change may be the defining challenge of this century. Global climate change poses a growing threat to our communities, our environment, and our economy, creating uncertainties for the agricultural, forestry and fishing industries as well as winter recreation. The planet is warming, and we have less and less time to act. Greater Portland's future climate is expected to include warmer winters with more intense rain events and hotter, drier summers with an increased frequency of high heat days. Other documented effects include rising sea levels, shrinking glaciers, and changes to growing seasons and the distribution of plants and animals. While addressing the primary cause of climate change – carbon emissions, remains a crucial component of the region's climate work, preparing for the impacts of a changing climate is also necessary.

Warmer temperatures will affect the service life of transportation infrastructure, and the more severe storms that are predicted will increase the frequency of landslides and flooding. Consequent damage to roads and rail infrastructure will compromise system safety, disrupt mobility, and hurt the region's economic competitiveness and quality of life. Our ability to respond will have unprecedented impacts on our lives and our survival.

Transportation sources account for 35 percent of greenhouse gas emissions in Oregon, largely made up of carbon dioxide (CO<sub>2</sub>). Since 2006, the state of Oregon has initiated actions to respond including directing the greater Portland region to develop and implement a strategy for reducing greenhouse gas emissions from cars and small trucks.

#### **3.2.4.1 Climate Smart Strategy (2014)**

The Regional Transportation Plan (RTP) is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy and achieve greenhouse gas emissions reduction targets adopted by the Land Conservation and Development Commission in 2012, 2017, and 2022.

As directed by the Oregon Legislature in 2009, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) developed and adopted a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 to meet state targets. Adopted in December 2014 with broad support from community, business and elected leaders, the Climate Smart Strategy relies on policies and investments that have already been identified as local priorities in communities across the greater Portland region. Adoption of the strategy affirmed the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions.

The analysis of the adopted strategy demonstrated that with an increase in transportation funding for all modes, particularly transit operations, the region can provide more safe and reliable transportation choices, keep our air clean, build healthy and equitable communities and grow our economy while reducing greenhouse gas emissions from light-duty vehicles as directed by the Legislature. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of our greenhouse gas emissions reduction goal and other desired outcomes. The Land Conservation and Development Commission approved the region's strategy in May 2015.

### **3.2.4.2 Climate mitigation policies**

The Climate Smart Strategy is built around nine policies to demonstrate climate leadership by reducing greenhouse gas emissions from cars and small trucks while making our transportation system safe, reliable, healthy, and affordable. The policies listed below complement other Regional Transportation (RTP) policies related to equity, safety, transit, biking and walking, use of technology and system and demand management strategies. These policies aim to slow the effects of climate change by reducing greenhouse gas emissions (also known as climate mitigation") while also preparing for the impacts the region will experience.

<b>Policy 1</b>	<b>Implement adopted local and regional land use plans and strategies to reduce vehicle miles traveled per capita and related greenhouse gas emissions to meet regional targets.</b>
<b>Policy 2</b>	<b>Prioritize transportation investments that make transit convenient, frequent, accessible and affordable to significantly increase transit ridership.</b>
<b>Policy 3</b>	<b>Prioritize transportation investments that make biking and walking safe, accessible and convenient to achieve walking and bicycling system completion and mode share targets.</b>
<b>Policy 4</b>	<b>Make streets and highways safe, efficient, reliable and connected.</b>
<b>Policy 5</b>	<b>Prioritize use of technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies.</b>
<b>Policy 6</b>	<b>Provide information and financial incentives to expand the use of travel options and reduce vehicle miles traveled.</b>
<b>Policy 7</b>	<b>Manage parking in mixed-use centers and corridors to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking, walking and transit use, reduce vehicle miles traveled, increase housing and job production and generate revenue.</b>

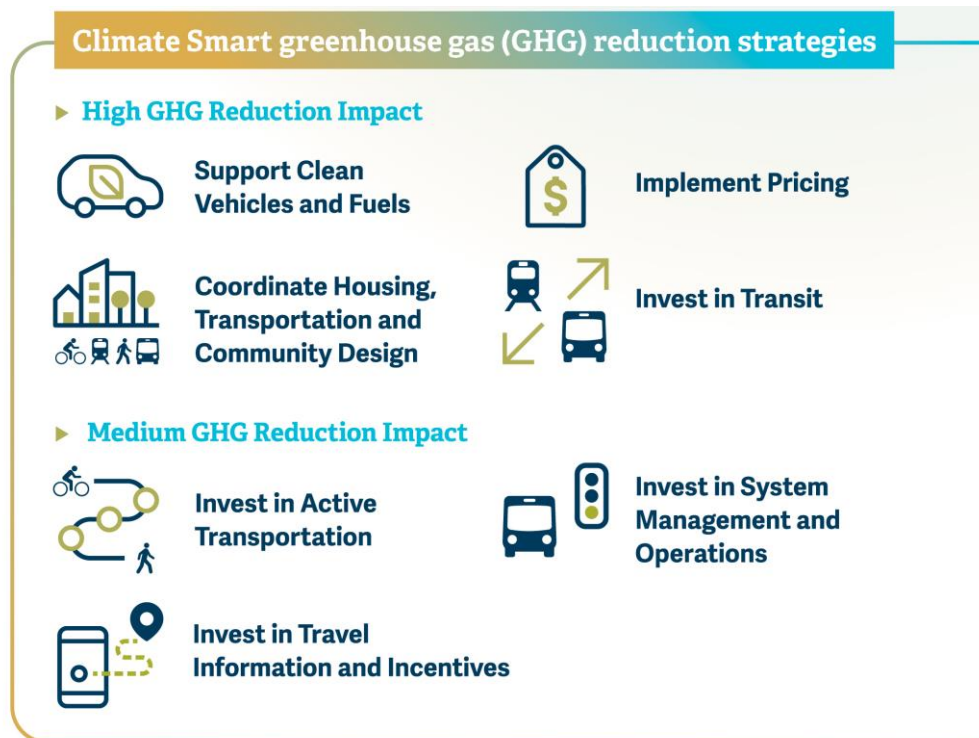
<b>Policy 8</b>	<b>Support Oregon’s transition to cleaner fuels, more fuel-efficient vehicles and electric vehicles in recognition of the external impacts of carbon and other vehicle emissions.</b>
<b>Policy 9</b>	<b>Secure adequate funding for transportation system investments necessary to implement the Climate Smart Strategy and increase the region’s preparedness for and resilience to climate change and natural hazard impacts.</b>

### 3.2.4.3 Climate Smart Strategy actions

The Climate Smart Strategy includes a comprehensive toolbox of more than 200 specific actions that can be taken by the state of Oregon, Metro, cities, counties, transit providers and others to support implementation. These supporting actions are summarized in the [\*Toolbox of Possible Actions\* \(2015-2020\)](#) adopted as part of the Climate Smart Strategy.<sup>9</sup> The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region’s contribution to climate change in ways that support community and economic development goals. The Climate Smart Strategy’s *Toolbox of Possible Actions* was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and that some tools and actions may work better in some locations than others. As such, the toolbox does not mandate adoption of any policy or action. Instead, it emphasizes the need for many diverse partners to work together to begin implementation of the strategy while retaining the flexibility and discretion to pursue the actions most appropriate to local needs and conditions.

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<sup>9</sup> Climate Smart Strategy Toolbox of Possible Actions, 2014  
[https://www.oregonmetro.gov/sites/default/files/2015/05/27/CSC\\_toolbox-actions2014\\_12\\_09.pdf](https://www.oregonmetro.gov/sites/default/files/2015/05/27/CSC_toolbox-actions2014_12_09.pdf)



Graphic depicting Climate Smart seven high and medium impact greenhouse gas reduction strategies.

Local, state, and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to in the future. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans, and regional growth management and transportation plans present ongoing opportunities to consider implementing the actions recommended in locally tailored ways.

#### 3.2.4.4 Climate Smart Strategy monitoring

The Climate Smart Strategy has performance measures and performance monitoring targets for tracking implementation and progress. The purpose of the performance measures and targets is to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. If an assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional, and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

**Appendix J** provides a progress report on implementation. Performance outcomes are included in **Appendix J** and Chapter 7. More investment, actions and resources are

needed to achieve mandated greenhouse gas emissions reductions defined in OAR 660-044-0060.

### **3.2.4.5 Transportation preparedness and resilience policies**

Preparedness and resilience have broad implications across all sectors of the economy and communities in the region. Natural disasters can happen anytime, affecting multiple jurisdictions simultaneously. The region needs to be prepared to respond quickly, collaboratively, and equitably, and the transportation system needs to be prepared to withstand these events and to provide needed transport for evacuation, fuel, essential supplies, and medical transport. Planning for post-disaster recovery is also critical to ensure that communities and the region recover and rebuild important physical structures, infrastructure, and services, including transportation – it can make communities and the region stronger, healthier, safer and more equitable.

<b>Policy 1</b>	<b>Designate and maintain regional emergency transportation routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal.</b>
<b>Policy 2</b>	<b>Consider climate and other natural hazard-related risks during transportation planning, project development, design, and management processes.</b>
<b>Policy 3</b>	<b>Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters.<sup>10</sup></b>
<b>Policy 4</b>	<b>Integrate green infrastructure into the transportation network to avoid, minimize and mitigate negative environmental impacts of climate change, natural disasters, and extreme weather events.</b>
<b>Policy 5</b>	<b>Protect and avoid natural areas and high value natural resource sites, especially the urban tree canopy and other green infrastructure, to slow growth in carbon emissions from paved streets, parking lots and carbon sequestration and address the impacts of climate change and extreme weather events, such as urban heat island effects and increased flooding.</b>
<b>Policy 6</b>	<b>Avoid transportation-related development in hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.</b>

<sup>10</sup> Examples include more frequent cleaning of storm drains, improved plans for weather emergencies, closures and rerouting, traveler information systems, debris removal, early warning systems, damage repairs and performance monitoring.

Climate change, natural disasters, such as earthquakes, urban wildfires and hazardous incidents, and extreme weather events present significant and growing risks to the safety, reliability, effectiveness and sustainability of the region's transportation infrastructure and services. Flooding, extreme heat, wildfires and severe storm events endanger the long-term investments that federal, state, and local governments have made in transportation infrastructure. Changes in climate have intensified the magnitude, duration, and frequency of these events for many regions in the United States, a trend that is projected to continue. There is much work going on locally, regionally, statewide and across the country to address these risks.

### **Regional collaboration and disaster preparedness**

The Regional Disaster Preparedness Organization (RDPO) is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland metropolitan area collaborating to increase the region's resilience to disasters. RDPO's efforts span across Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington.

According to the 2013 Oregon Resilience Plan, Oregon's buildings, and lifelines (transportation, energy, telecommunications, and water/ wastewater systems) would be damaged so severely that it would take three months to a year to restore full service in areas such as the Portland region. More recently, a 2018 report from the Oregon Department of Geology and Mineral Industries (DOGAMI) on the Portland region describes significant casualties, economic losses, and disruption in the event of a large magnitude Cascadia subduction zone (CSZ) earthquake.

While transportation infrastructure is designed to handle a broad range of impacts based on historic climate patterns, more planning and preparation for climate change, earthquakes and other natural disasters and extreme weather events is critical to protecting the integrity of the transportation system and improving resilience for future hazards.

In 2021 the Oregon Transportation Systems project assessed the resilience of Oregon's roadway, airport, and maritime port transportation system to a Cascadia Subduction Zone (CSZ) earthquake, and the ability of those system to support post-disaster response and recovery. A key finding is that very few airports and marine ports have conducted seismic vulnerability analyses of their facilities. More analysis is needed to better understand and enhance the resilience of these facilities to more efficiently and effectively support incident response.

Between 2019 and 2021, Metro and RDPO partnered to update the Regional Emergency Transportation Routes (RETR) for the five-county Portland-Vancouver metropolitan



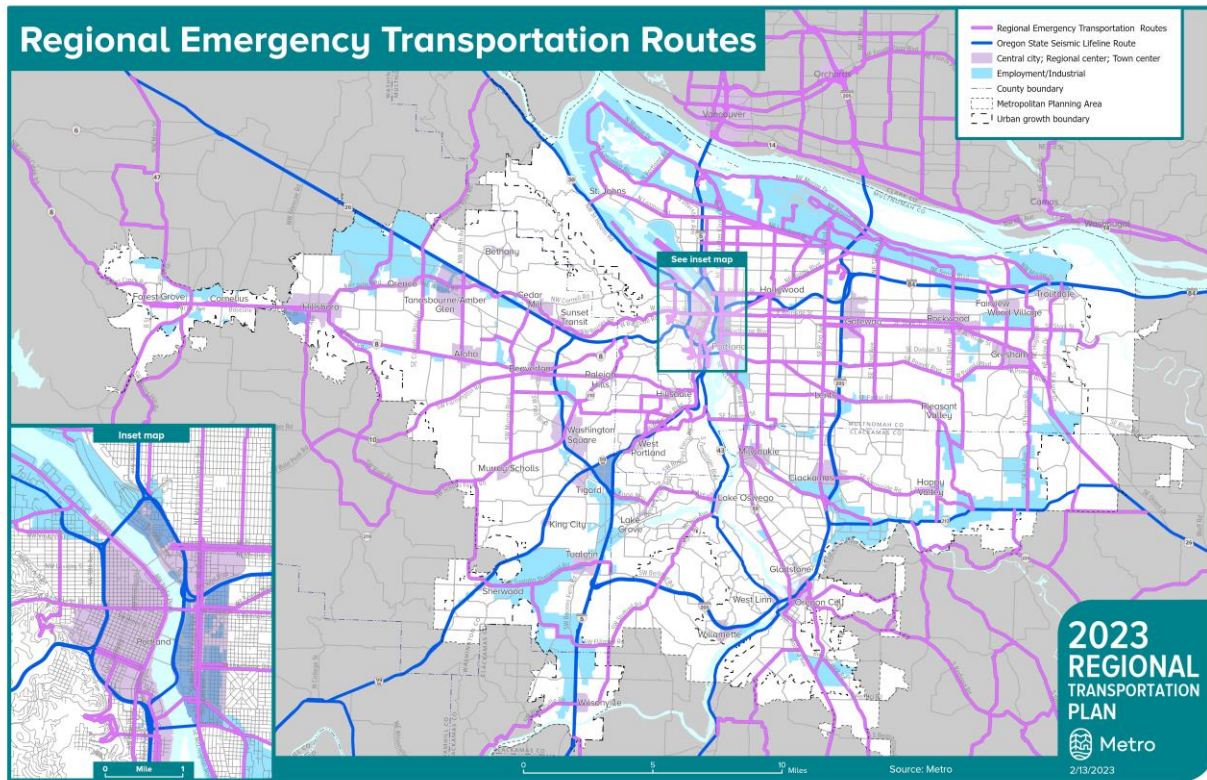
region (last updated in 2006). Over 300 miles of new routes were added. Regional Emergency Transportation Routes are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal. These routes would be used to move people, resources, and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

The project developed a regionally accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities. Over 75% of state and regional critical infrastructure and essential facilities are connected. Partners have established a comprehensive regional GIS database and online RETR viewer for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery, and related initiatives in the region. **Figure 3-7** shows a map of the RETRs and State Seismic Lifeline (SSL) routes. Regional partners identify these routes to help prioritize them for near term investment.

In addition to implementing the resilience policies, potential opportunities for future regional collaboration in support of transportation preparedness and resilience include:

- Partnering with the RDPO on a second phase of the Regional ETR update to prioritize routes and develop operational guidelines for owners and operators. See Chapter 8 for more information.
- Conducting a vulnerability assessment for the region, documenting climate and other natural hazard-related risks to the region's transportation system and vulnerable populations, and potential investments, strategies, and actions that the region can implement to reduce the vulnerability of the existing transportation system and proactively increase the transportation system's resiliency.

**Figure 3-7 Regional emergency transportation routes (ETR) map**



### 3.2.5 Pricing Policies


Transportation pricing is a tool that can help our region reach its goals of better, faster transit, cleaner air, fewer hours sitting in traffic, and more equitable access to jobs and opportunities. To realize these outcomes, pricing programs will need to be carefully designed to ensure the process to develop them is equitable, revenue is reinvested equitably and to support regional goals, diversion on local streets is mitigated, and pricing strategies are interoperable throughout the region.

#### What is transportation pricing?


Transportation pricing is the use of a pricing mechanism, such as tolls or parking fees, to reduce traffic congestion and greenhouse gas emissions, encourage a shift to travel via different modes, a different route, or a different time of day, and raise revenue for transportation investments and mitigation for impacts resulting from pricing. The policies in this section apply to vehicle miles traveled fees, cordon pricing, and roadway pricing; parking pricing is addressed in the Climate mitigation policies in **Section 3.2.4.2**.

### Pricing Strategies


Pricing could include a range of tools, including:




**VEHICLE MILES TRAVELED FEE**  
*Drivers pay a fee for every mile they travel*



**CORDON PRICING**  
*Drivers pay to enter an area, like downtown Portland (and sometimes pay to drive within that area)*



**ROADWAY PRICING**  
*Drivers pay a fee or toll to drive on a particular road, bridge, or highway*



**PARKING PRICING**  
*Drivers pay to park in certain area*

Each of these pricing strategies could vary by time of day, by area, by types of drivers on the road, and by income levels. Pricing strategies can also take the form of a “program” (i.e. parking pricing) or a “project” (i.e. the I-205 toll project).

While parking pricing has proven to be an effective strategy in the region for many years, cordons, roadway pricing, and other pricing strategies are only beginning to be discussed

and implemented as a strategy in the greater Portland region. However, these strategies have been effective in cities around the world. For many leaders and government agencies in the Portland metro region recognized pricing as a needed, high-impact, tool in the 2018 Regional Transportation Plan (RTP) and other plans.<sup>11</sup>

**Table 3-3** outlines which local, regional, and state agencies could potentially implement various types of pricing strategies based on Oregon state law. Other federal, state, or local laws may provide additional guidance or restrictions on the use of pricing and the use of pricing revenues.

**Table 3-3 Pricing and implementing agency**

Type of Pricing	Definition	Implementing Agency
Road Usage Charge / Vehicle Miles Traveled Fee	Drivers pay a fee for every mile they travel	State DOT, potentially local roadway authorities
Cordon Pricing	Drivers pay a fee to enter an area, like downtown Portland (and sometimes pay to drive within that area)	City, County
Roadway Pricing and Tolling	Drivers pay a fee or toll to drive on a particular road, bridge, or highway	Local Roads: City, County
		Highways and Freeways: State DOT

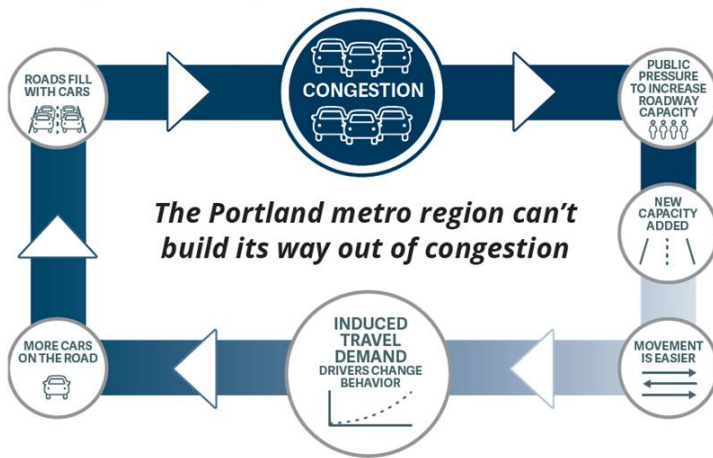
#### **Why is pricing an important strategy for our region?**

Congestion is a problem in the Portland metro region as outlined in the Chapter 4 or the RTP. Changing travel patterns and a growing population mean more traffic and less freedom to travel reliably around the region. Congestion can also have significant economic, social, and environmental impacts.

- Growing single occupancy vehicle miles traveled (VMT) leads to congestion.
- Greenhouse gas emissions are on the rise.
- Congestion impacts Metro's Equity Focus Areas most significantly.
- Travel patterns for people and goods are unreliable due to congestion.
- Our region is growing.

<sup>11</sup> 2018 Regional Transportation Plan, TSMO Strategic Plan (2010), Climate Smart Strategy (2014), The Federal Congestion Management Process, 2021 City of Portland Pricing Options for Equitable Mobility Final Report, 2018 Oregon Department of Transportation Value Pricing Feasibility Analysis.

### The Cycle of Congestion



### How can pricing help our region?

Transportation investments in the greater Portland region have a long history of contributing to racial inequity and neighborhood displacement. Decades ago, public agencies planned and built new highways that cut through Black communities, splitting neighborhoods, and contributing to poor air quality, noise pollution and safety issues. Transit investments have also been made without complementary affordable housing strategies, leading to gentrification and further displacement.

Today, while the region's residents all feel the impacts of congestion, historic inequities in the transportation system amplify impacts on people of color and low-income people:

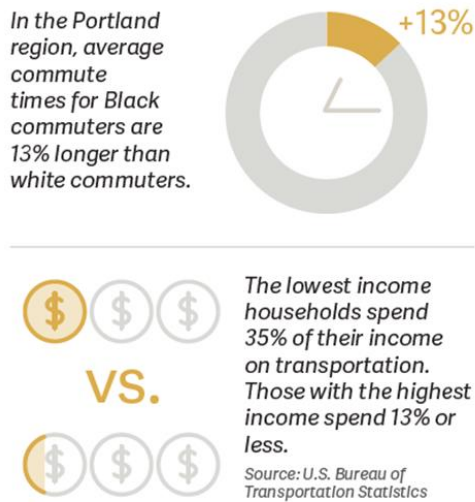
- Housing costs are increasing faster than incomes, pushing those with lower incomes to seek housing further away from the center of the region and making travel distances longer for people of color and low-income people.
- Communities of color and low-income communities have longer commute times that are made slower and more unreliable when roadways are congested.
- Major roads and freeways often run through communities of color and low-income communities, resulting in disproportionately high rates of air pollution, chronic illnesses, and traffic-related injuries and fatalities.

Pricing can be a key tool for jurisdictions as they seek to meet state, regional, and local goals around mobility, climate, safety, equity, and a thriving economy.

Pricing that is designed and implemented through an equity and climate change lens has the potential to transform transportation in our region in a variety of ways. While pricing programs introduce new costs to users, they also lead to more efficient use of streets and highways and can help address current and historic inequities borne by people of color and people with low incomes.

Pricing has been shown to encourage use of transit or other modes and reduce overall vehicle miles traveled (VMT). Lower VMT results in decreased congestion, reduced travel times for personal vehicles, freight and buses, lower greenhouse gas emissions, and localized air quality impacts. Pricing is more likely to be successful in areas where transit service elements are already well established and is improved in conjunction with pricing.

Pricing can also have positive impacts on safety. A combination of lower VMT, as a result of pricing, and reinvestment of pricing revenue in projects that increase safety, can, in the long term, lead to decreases in crashes and injuries in and around priced facilities or areas.



Additionally, for many jurisdictions, pricing may be identified as a tool to raise revenue for specific projects and be a key element of a funding plan. This could include, for example, replacement of an aging bridge, or investments in multimodal infrastructure and transit supportive elements or amenities. However, in addition to raising revenue for specific projects, a program can successfully meet state, regional, and local goals by:

- **Reinvesting revenue where it matters most.** If designed thoughtfully, pricing programs that have built equity into the program can introduce progressive fee structures and reinvest revenue in the people and places that have historically been, and continue to be, the most negatively impacted.
- **Reinvesting revenue to support our region's goals.** Revenue collected from pricing programs can be reinvested to enhance transit service elements and access, safety improvements, and walking and bicycling networks. It can also be used to provide incentives and subsidies to increase the number of people biking, walking, and taking transit for more trips. With properly designed pricing programs, our region can have



better, faster transit, cleaner air, fewer hours sitting in traffic, and more equitable access to jobs and opportunities.

#### **Benefits to Freight and Businesses**

- Pricing strategies can help freight and businesses succeed by reducing congestion on highways and local roads:
- Pricing can benefit freight, especially truck transportation, as it supports a more reliable system.
- Pricing can encourage people to use other forms of transportation to travel and leave highways open for people and businesses, like freight, who do not have other options.
- Pricing can support lowered cost of doing business – time is money.

#### **3.2.5.1 Best practices for revenue reinvestment**

Equitable revenue reinvestment is a critical consideration from the outset of a pricing program. Reinvestment strategies should be guided by the purpose of the program, the expected costs and benefits, and input from community members impacted by the program. Revenue reinvestment should be focused on neighborhoods that do not have or could lose access to the priced facility or area. Increasing access to the priced facility or area, especially for places with limited access today or places that would see reduced access without reinvested revenues, should be a focus. Part of the revenue from pricing may need to be spent on operations, maintenance, and facility investment.

Key considerations related to revenue reinvestment include:

- Reinvestment should be prioritized in areas designated as Metro’s Equity Focus Areas most affected by pricing programs.
- Revenues collected through the pricing program should be reinvested in a manner that helps meet state, regional, and local goals related to reductions in greenhouse gas emissions and congestion while improving mobility and safety.
- Revenue should not be reinvested in infrastructure solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system.
- Revenue should be reinvested in the region.

After paying for the administration and/or operating costs of a pricing program, revenue could be reinvested in several ways, as shown in **Table 3-4**. Implementing agencies will need to consider any state constitutional restrictions to revenue reinvestment, or other

limitations based on federal or state funding or program approvals, based on the type of pricing program established. Agencies may use pricing to raise money for other things, like road improvements, seismic operations, and operations and maintenance.

**Table 3-4 Potential Options for Revenue Reinvestment**

Category	Description	Target Area or Population
<b>Transit</b>		
Infrastructure & speed and reliability improvements	Improved facilities, stops, passenger amenities, transit priority treatments, express services, expanded routes, and similar improvements	Regional
		Local communities especially equity areas, for example, Metro's Equity Focus Areas
Operation and maintenance	Operation and maintenance of existing and future transit assets and services	Regional
<b>Active Transportation</b>		
Access to priced facility or area	Improved bike, pedestrian, or micromobility access to transit or priced facility or area directly	Regional
		From/to equity zones, for example, Metro's Equity Focus Areas
Neighborhood access	Improved bike, pedestrian, or micromobility access to transit or neighborhood activity centers such as shopping centers and employment hubs	From equity zones, for example Metro's Equity Focus Areas, to transit or neighborhood activity centers
First/last mile to key employment hubs	Improved bike, pedestrian, or micromobility access to employment hubs from transit	Regional
Diversion mitigation	Prioritize safety enhancements on the high crash network and transit service elements along areas impacted by diversion	Neighborhoods impacted by diversion
<b>Mode Shift and Single Occupancy Vehicle Alternative Programs</b>		
Commuter Credits	Benefit to users of the pricing system who swipe their transit card during peak hours rather than drive	Regional; higher subsidy for transit deprived communities and vulnerable populations
Transit subsidy	Free or discounted transit pass or cash on transit card, i.e., <a href="#">TriMet's Fare Relief Program</a>	Regional; higher subsidy for transit deprived communities and vulnerable populations
Other programs	Electric vehicle (EV) carshare subsidy, bikeshare subsidy, micromobility subsidy, carpool	Regional; higher subsidy for transit deprived communities and vulnerable populations



Category	Description	Target Area or Population
	benefit, benefit to drivers of EV vehicles	
<b>Priced Facility</b>		
Operations and Maintenance	Operations and maintenance of priced road	Priced facility
Infrastructure investment	For tolled facilities, designed to be paid for by the pricing revenue	Priced facility

#### Potential Revenue Opportunities and Limitations

Depending on the pricing model, the use of revenue generated from a pricing program may be subject to legal limits, Federal law and other requirements must be followed. For example, Oregon Constitution Article IX Section 3a limits the use of revenue from taxes on motor vehicle use and fuel. The principle underlying this language is that special taxes paid only by highway users should be used only for highway purposes. Whether a particular pricing model is subject to this constitutional restriction is determined by Oregon courts on a case-by-case basis. Recently, the Oregon Supreme Court concluded that Article IX section 3a's limit on use of tax revenue does not apply to a privilege tax imposed on vehicle dealers for the privilege of engaging in the business of selling taxable motor vehicles at retail. The Court found that the privilege tax was not based on the status of motor vehicle ownership, but rather on the activity of selling motor vehicles. Jurisdictions considering pricing should review all potential legal limits and structure the pricing model with these limits in mind.

#### 3.2.5.2 Pricing policies

Pricing policies apply to the planning, implementation, monitoring and evaluation of pricing programs and projects in the region, as defined in Section 3.1.

<b>Policy 1</b>	<b>Use pricing to improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options.</b>
<b>Policy 2</b>	<b>Center equity and affordability into pricing programs and projects from the outset.</b>
<b>Policy 3</b>	<b>Address traffic safety and the safety of users of all travel modes, both on the priced system and in areas affected by diversion.</b>
<b>Policy 4</b>	<b>Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project.</b>
<b>Policy 5</b>	<b>Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.</b>

**Policy 6      Coordinate technologies and pricing programs and projects to make pricing a low-barrier, seamless experience for everyone who uses the transportation system and to reduce administrative burdens.**

**Pricing Policy 1. Use pricing to improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options.**

The Metro Regional Congestion Pricing Study found that pricing has the potential to help the greater Portland region improve mobility and manage congestion. Pricing programs should be designed and implemented to maximize benefits related to improved access to jobs and community places, shift to sustainable modes of travel, and overall affordability.

Investments in transit and transit-supportive elements have been shown to improve regional mobility, especially in terms of access to jobs. Future transit investments, and investments into other modal alternatives, should take into consideration the geographic distribution of low-income populations (who may have less automobile access), existing access to jobs via transit, people who commute outside of peak periods, and people who trip-chain (i.e.: making multiple stops during one trip, such as dropping children off at school on the way to work). Policymakers and future project owners and operators should consider how mobility improvements will be received by populations and areas that have been historically marginalized. Mobility improvements can be measured by reduced peak period travel times, reduced daily vehicle miles traveled (VMT), reduced percentage of total daily trips undertaken by drivers without passengers, increased number of total daily transit trips, and total vehicle hours of delay during peak PM periods.

**To implement Pricing Policy 1, agencies developing pricing programs or projects should take the following actions:**

1. Set rates for pricing at a level that will manage congestion, reduce VMT per capita, and improve reliability on the priced facility and in areas affected by diversion. ORS 383 delegates authority to the Oregon Transportation Commission (OTC) to set pricing rates for state highways in accordance with state legislation.
2. Collaborate with relevant state, regional, and local agencies and communities when setting, evaluating, and adjusting program or project specific goals.
3. Reinvest a portion of revenues from pricing into modal alternatives both on and off the priced facility that encourage mode shift and VMT reduction per capita consistent with Federal and State law. Examples include, but are not limited to, transit improvements, bicycle and pedestrian improvements, and improvements to local circulation.
4. Identify opportunities to partner with other agencies to fund or construct transit, bike, and pedestrian improvements. Work with transit agencies and other jurisdictional partners, including consideration of opportunities identified in the High Capacity Transit Strategy and Regional Transit Strategy, to determine additional revenue needs and pursue funding needed to develop transit-supportive elements, expand access to transit, and to ensure

equitable investments, particularly in cases where such improvements cannot be funded directly by pricing revenues due to revenue restrictions.

5. Consider non-infrastructure opportunities to encourage mode shift and reduce VMT per capita, including commuter credits, funding for transit passes, bikeshare and/or micromobility subsidies, partnerships with employer commuter programs, and carpooling / vanpooling. Consider higher benefits, subsidies, discounts or exemptions for people with low-income or other qualifying factors based on equity analysis.

**Pricing Policy 2. Center equity and affordability into pricing programs and projects from the outset.**

The Metro Regional Congestion Pricing Study found that pricing strategies have the potential to help the greater Portland region improve racial equity and benefit marginalized communities. Our current transportation funding system is inequitable. Regressive funding sources such as fixed tax rates and fees disproportionately impact low-income motorists, and negative health impacts from high automobile reliance disproportionately harm Black, Indigenous, and other people of color (BIPOC), federally recognized tribes, and low-income communities.

Pricing programs with an equity framework should aim to increase access to opportunity, provide affordable options, create healthier and safer communities, and reduce income inequality and unemployment. Pricing has the potential to offer a suite of affordability programs, such as rebates, exemptions, or other investments. Reinvestment should be prioritized in areas designated as Metro's Equity Focus Areas most affected by pricing programs.

Policymakers and future project owners and operators should carefully consider how the benefits and costs of pricing impact different geographic and demographic groups. If not conducted thoughtfully, pricing could compound past injustices and harm Black, Indigenous, and other people of color (BIPOC), federally recognized tribes, and low-income communities. By focusing engagement at every step in the process on historically impacted residents, agencies can reduce harm and increase benefits. The policy illustrates how equity can be incorporated into pricing programs.

**To implement Policy 2, agencies developing pricing programs or projects should take the following actions:**

1. Conduct public engagement in a variety of formats, including formats that accommodate all abilities, all levels of access to technology, and languages other than English. Begin engagement at an early stage and re-engage the public in a meaningful manner at multiple points throughout the process.

2. Engage equity groups, people with low-income, and people of color in a co-creation process, beginning at an early stage, to help shape goals, outcomes, performance metrics, and reinvestment of revenues.
3. Use a consistent methodology across implementing agencies for defining equity groups and equity areas for pricing programs and projects, including but not limited to the methodology used for establishing the Equity Focus Areas. A consistent methodology for documenting benefits and burdens of pricing for equity groups, people with low-income, people of color, and equity areas should also be established across agencies. The methodology should consider a variety of factors, such as implementing agency, costs to the user, travel options, travel time, transit reliability and access, diversion and safety, economic impacts to businesses, noise, access to opportunity, localized impacts to emissions, water and air quality, and visual impacts.
4. Establish feedback mechanisms, a communication plan, and recurring regular engagement over time with the public, and with equity groups that were involved in the co-creation process.
5. Provide a progressive fee structure including elements such as exemptions, credits, or discounts for qualified users. Base eligibility on inclusion in one or more population categories, such as low-income, and minimize barriers to qualification by building on existing programs or partnerships where applicable. Target outreach for enrollment in a discounts, credits, or exemptions in equity areas and communities with higher-than-average shares of people with low income and people of color.
6. Create varied and accessible means of payment and enrollment, including options for people without access to the internet or banking services.
7. Reinvest a portion of revenues from pricing into communities with high proportions of people with low-income and people of color, and/or in Equity Focus Areas, consistent with Federal and State law. Use of these revenues should meet the transportation-related needs identified by the equity communities and people most impacted. Examples include commuter credits and free or discounted transit passes, or improved transit facilities, stops, passenger amenities, and transit priority treatments.
8. Enforcement of pricing and fine structures for non-payment should be designed to reduce the potential for enforcement bias and to minimize burdens on people with low incomes.
9. Create a process to measure how pricing programs achieve the actions items listed above to demonstrate accountability.

**Pricing Policy 3. Address traffic safety and the safety of users of all travel modes, both on the priced system and in areas affected by diversion.**

The Metro Regional Congestion Pricing Study found that pricing has a strong potential to help the greater Portland region improve safety outcomes and meet the safety priorities outlined in the Regional Transportation Plan. Pricing programs can improve safety by reinvesting revenue into locally supported traffic safety improvements. The study recommends focusing safety improvements on eliminating traffic deaths and serious injuries on city streets, or a Vision Zero approach.

Safety challenges vary across the region. Safety improvements should be assessed at a project scale and built into a pricing programs' definition to ensure that the core of the project addresses these community needs. Detailed project-scale analysis should provide insight into where safety investments are needed and should address any project-related safety concerns. Safety outcomes of a pricing program can be measured by the level of revenue reinvestment in improvements that address fatalities and serious injuries on high injury corridors or roadways.

**To implement Pricing Policy 3, agencies developing pricing programs or projects should take the following actions:**

1. Collaborate with relevant state, regional, and local agencies and communities when identifying traffic safety impacts and selecting mitigations associated with pricing.
2. Use a data-driven approach to identify potential traffic safety impacts on the priced system and in areas affected by diversion both during and after implementation of pricing programs and projects; monitor with real-time data after implementation.
3. Context-specific monitoring and evaluation programs should be conducted by implementing agencies in coordination with partner agencies and be on-going and transparent. Establish feedback mechanisms, incident resources, and a communication plan for the community and decision makers.
4. Adjust safety strategies in coordination with partner agencies based on monitoring and evaluation findings.
5. Reinvest a portion of revenues on the priced system and in areas affected by diversion to address safety issues caused by pricing programs and projects, consistent with Federal and State law. For example, through investments in transit, bike, and pedestrian improvements, or other investments in known crash reduction factors.
6. Pricing programs and projects should strive to reduce fatalities and serious injuries by aligning with local, state, and regional safety and security policies.

**Pricing Policy 4. Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project.**

Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

The Metro Regional Congestion Pricing Study found that pricing programs have the potential to lead to diversion impacts, as drivers shift from the freeway network to the arterials to avoid charges. Spillover/cut through traffic caused by a pricing program can exacerbate traffic safety concerns along other streets. Project designers should carefully consider the wide distribution of diversion impacts that may result from the program, particularly on regional high injury corridors. Implementing agencies can also look to high injury local streets and intersections for which to prioritize safety improvements. It is important for pricing programs to mitigate the negative impacts of diversion. Diversion onto nearby streets could be addressed with safety or transit improvements, for example. If pricing programs result in successful mode shift to transit, diversion impacts can be lessened.

**To implement Pricing Policy 4, agencies developing pricing programs or projects should take the following actions:**

1. Collaborate with relevant state, regional, and local agencies and communities when identifying diversion impacts and selecting mitigations associated with pricing.
2. Use a data-driven approach to define and identify diversion impacts both during and after implementation of pricing programs and projects. Following implementation monitor with real-time data.
3. Evaluate localized impacts of diversion including factors such as VMT per capita, VMT per capita in defined equity areas, noise, economic impacts to businesses, and localized emissions, water quality, air quality, and the completeness of safety infrastructure and non-vehicular modal networks. This should include specific evaluation of diversion impacts in communities with people with low-income and people of color, and/or in Equity Focus Areas.
4. Context-specific monitoring and evaluation programs should be conducted by implementing agencies in coordination with partner agencies and be on-going and transparent. Establish feedback mechanisms and a communication plan in advance for the community and decision makers and ensure reinvestment is still applicable when impacted area changes.

5. Adjust mitigation strategies based on monitoring and evaluation findings. Areas impacted may change as the pricing program is implemented and diversion mitigation strategies are put into place.
6. Reinvest a portion of revenues into areas affected by diversion caused by pricing programs and projects consistent with Federal and State law.

**Pricing Policy 5. Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.**

The Metro Regional Congestion Pricing Study found that pricing has the potential to help the great Portland region reduce greenhouse gas emissions and achieve Metro’s climate goals. All of the scenarios tested in the study showed reductions in greenhouse gas emissions through reducing overall VMT per capita. Pricing policies were found to be effective in encouraging drivers to change their travel behavior such as using more sustainable travel modes like transit, walking, or biking. These changes in behavior are key to reducing greenhouse gas emissions in the region.

Pricing programs should be designed to meet climate goals without adversely impacting safety or equity. Climate improvements can be measured by percent reduction of greenhouse gasses per capita, percent reduction of criteria pollutants and transportation air toxics, percent reduction of vehicle miles traveled per capita, and shifts in travel behavior. Implementing agencies should consider the geographic and demographic distribution of targeted climate improvements, particularly taking into consideration the health impacts of pollutants and transportation air toxics that disproportionately harm Black, Indigenous, and other people of color and low-income communities.

**To implement Pricing Policy 5, agencies developing pricing programs or projects should take the following actions:**

1. Identify localized air pollutants and greenhouse gas emission impacts due to pricing and identify strategies for mitigation.
2. Set rates for pricing at a level that will reduce greenhouse gas emissions and improve air quality by managing congestion and reducing overall VMT per capita on the priced system and in areas affected by diversion. ORS 383 delegates authority to the Oregon Transportation Commission (OTC) to set pricing rates for state highways in accordance with state legislation.
3. Reinvest a portion of revenues from pricing into modal alternatives both on and off the priced facility consistent with Federal and State law, to reduce overall emissions by encouraging mode shift and VMT per capita reduction, including transit improvements as well as bicycle and pedestrian improvements and improvements to local circulation.



4. Develop and implement pricing so that it addresses and supports the Climate Smart Strategy and regional climate policies, including through the Congestion Management Process (CMP).

**Pricing Policy 6. Coordinate technologies and pricing programs and projects to make pricing a low-barrier, seamless experience for everyone who uses the transportation system and to reduce administrative burdens.**

The Metro Regional Congestion Pricing Study describes a wide range of technologies available that can be used in pricing programs to create a seamless and low-barrier experience. Programs can use electronic toll collection systems, mobile applications, short-range communication systems embedded in new vehicles, OReGO technologies that wirelessly connect to a vehicle's diagnostic ports, or online portals for self-reporting. The type of technology used will vary depending on the type of pricing program. Metro's study recommends a pilot phase for the region to trial one or more technologies before implementing a region-wide system.

There are several considerations to be taken when using technology in the implementation of a pricing program. First, emerging technologies can be more expensive than existing ones, yet existing technologies run the risk of becoming obsolete sooner. Second, some technologies (such as tolling systems) require a physical footprint that can take up limited physical space and create a visual aesthetic impact that may need design commission approval in some parts of the city. Further, technologies such as mobile apps or online portals that require users to take an action will likely be less accurate and reliable than automatic technologies. These technologies may also unfairly burden low-income travelers that do not have access to a cell phone, computer, internet, or banking system. Technologies that enhance user experience while limiting barriers to use should be prioritized. Project designers should also consider a program's compatibility with existing pricing technologies used in the region (such as the Hop regional transit fare program or existing parking payment systems).

**To implement Policy 6, agencies developing pricing programs or projects should take the following actions:**

1. Coordinate technologies and user-friendly designs across pricing programs and projects to reduce burdens on the user and manage the system efficiently, including setting rates, identifying tolling technology and payment systems, and establishing discounts and exemptions.
2. Create varied and accessible means of payment and enrollment, including options for people without access to the internet or banking services.
3. Consider the upfront costs of technology investment balanced with long-term operational and replacement costs compared with expected revenue generation.



### 3.2.6 Mobility Policies

Within the greater Portland region, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.



#### 3.2.5.1 Mobility policy outcomes and policies

The mobility policy is intended to achieve the following outcomes identified by policymakers and stakeholders as critical to guide how transportation agencies plan for, manage, and operate the transportation system.

##### Policy outcomes

- **Equity – Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.** BIPOC, federally recognized tribes, and other marginalized communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe multimodal travel options. Addressing these disparities is a priority for ODOT and Metro.

The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. Equity can be enhanced through providing strong multimodal networks with priority provided to improvements benefitting marginalized and underserved communities.

- **Efficiency - Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.** Efficiency in this context means that transportation requires less space and resources. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight, and goods movement

by truck and for longer trips. Efficiently using land and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths. The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at “vehicle miles traveled (VMT) per capita” for home-based trips or “VMT per employee” for commute trips to/from work of an area.

- **Access and Options -People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive. People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.** The viability of trips made by modes other than automobiles can be increased by investing in a connected, multimodal transportation system. Multimodal systems serve all people, not just those who have access to vehicles or the ability to drive them, and provide more route choices, increase safety and efficiency, and increase reliability. Closing gaps in networks, particularly pedestrian and bicycle networks, and closing special and temporal gaps in transit networks, can change travel preferences, reducing VMT/capita. Progress towards well connected, multimodal networks can be measured by mode with “system completeness.”
- **Safety - People are able to travel safely and comfortably and feel welcome.** Unsafe transportation facilities can result in injury and loss of life and place a strain on emergency responders. Both unsafe conditions and perceived unsafe conditions can impact travel behavior, causing users to choose different routes or modes. Prioritizing investments that reduce the likelihood of future crashes and that improve safety and comfort for all users will increase mode choices and improve reliability. System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.
- **Reliability - People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.** In a reliable transportation system, all users, including people in automobiles and using transit, can reasonably predict travel time to their destinations. Reliability is impacted by travel conditions, safety, street connectivity, congestion, and availability of travel options. Investments in safety, street connectivity, transit, transportation system management and operations (TSMO), and demand management can yield significant benefits for managing congestion and increasing reliability for all travelers. System completeness can be used as a measure of the availability of reliable travel options, including walking and biking. Average travel speed can be used as a proxy measure of reliability to forecast locations that may be unreliable, including looking at the number of hours a facility fall below a specified threshold and the percentage of a facility that falls below that speed threshold for multiple hours per day. Average travel speed can

also be used to look at total travel time between origin-destination pairs and identify bottlenecks that are most impacting reliability on key travel routes for vehicle modes, including freight and transit.

For Throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

For most Arterials, depending upon the street design classification and freight network classification, the essential functions are transit, bicycle and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials in intensely developed areas. Transit reliability on arterials can be improved with exclusive bus lanes, signal priority and other TSMO strategies. Improving automobile reliability through additional roadway capacity should follow the region's congestion management process and not come at the expense of non-motorized modes and achieving system completeness consistent with modal or design classifications in the Regional Transportation Plan (RTP) or achieving the VMT/capita target for the region or the jurisdiction.

Within the greater Portland region, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

The following policies aim to achieve these outcomes.

<b>Mobility Policy 1</b>	<b>Ensure that land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.</b>
<b>Mobility Policy 2</b>	<b>Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, travel choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.</b>
<b>Mobility Policy 3</b>	<b>Create a reliable transportation system that people, and businesses can count on to reach destinations in a predictable and reasonable amount of time.</b>

<b>Mobility Policy 4</b>	<b>Prioritize the safety and comfort of travelers by all travel modes when planning and implementing mobility solutions.</b>
<b>Mobility Policy 5</b>	<b>Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices that connect to key destinations.</b>
<b>Mobility Policy 6</b>	<b>Use mobility performance targets and thresholds for system planning and evaluating the impacts of plan amendments including: Vehicle Miles Travelled (VMT) per capita for home-based trips, VMT/employee for commute trips to/from work, system completeness for all travel modes, and travel speed reliability on the throughways.</b>

**The Regional Mobility Policies apply to:**

- the state highway system within the greater Portland region for:
  - identifying state highway mobility needs and solutions during system planning and plan implementation; and
  - evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and arterials designated in the Regional Transportation Plan (RTP), which include state and local jurisdiction facilities, for identifying mobility needs and solutions during system planning and plan implementation.

Under this policy, Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Three performance targets and thresholds as described in **Table 3-5** will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies (needs) and

consider solutions to address identified mobility needs. The subsequent actions describe how to apply these measures to system planning consistent with OAR 660-012, Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) and OHP Policy 1.G and assessing plan amendment consistent with OAR 660-012-0060.

**Table 3-5 Mobility performance targets and thresholds**

Measure	Application	Targets and Thresholds
VMT/Capita for home-based trips  and  VMT/Employee for commute trips to/from work	System Planning	OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule)) and OAR 660 Division 12 set VMT/capita reduction targets with which the 2023 RTP update and local TSPs will need to comply. The VMT/capita targets are: 20% reduction by 2035, 25% reduction by 2040, 30% reduction by 2045 and 35% reduction by 2050 (from 2005 levels). (a)  The 2023 RTP and TSPs that meet this regional target will establish 2045 baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline.
	Plan Amendments (b)	The plan amendment will have equal to or lower forecast VMT/capita for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District target. (c)
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). <sup>12</sup> (The planned system, Strategic and Financially Constrained, will be defined in local jurisdiction TSPs and may not achieve completeness for all modes to target levels but the local jurisdiction TSP should identify future intent for all facilities given constraints and tradeoffs.)
	Plan Amendments	100% of planned system Or Reduced gaps and deficiencies (See Table 5 <sup>13</sup> for guidance)

<sup>12</sup> See Tables on pages 10-11 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

<sup>13</sup> See Table on page 19 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

Measure	Application	Targets and Thresholds	
Throughway Travel Speed (Reliability)	System Planning (d)	RTP Motor Vehicle Designation	Thresholds (f)
		Throughways with controlled-access (e) I-205 I-84 I-5 OR 217 US 26 (west of I-405) I-405 OR 213 from Beaver Creek Road to I-205 OR 212-Sunrise Expressway	Average speed not below 35 mph for more than 4 hours per day
		Throughways with traffic signals – Non-Expressways (e) OR 99W west of Sherwood OR 99E Portland to OR 212 OR 99E from south of Oregon City OR 213 south of Beaver Creek Rd US 30 OR 47 OR 224 OR 212 US 26 south of OR 212	<u>Threshold</u> Average speed not below 20 mph for more than 4 hours per day
	Plan Amendments	Same as system planning	Same as system planning

## Table notes:

(a) Meeting these targets sets the region on a trajectory to meet state goals adopted in 2007 to reduce total GHG emissions from all sources to 75% below 1990 levels by 2050.

(b) Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

(c) Metro will develop maps and/or tables and analyses of how VMT per capita and VMT and per employee and how it is distributed throughout the region. Metro will establish VMT/capita “Districts” that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

(d) Addressing motor vehicle congestion through additional throughway capacity should follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the [Regional Transportation Functional Plan](#) and OHP Policy 1G, and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

(e) Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan. Some throughways designated in the RTP are not Expressways in the Oregon Highway Plan but serve an important statewide function.

(f) The thresholds are used to identify areas of poor reliability where due to traffic volumes, average travel speeds drop below specified speed and duration thresholds. It will be used as a threshold to identify needs (deficiencies). It will not be applied as a standard that creates conflict with meeting OAR 660 Division 44 VMT per capita reduction targets. Solutions to address identified needs should follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the [Regional Transportation Functional Plan](#) and OHP Policy 1G, and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

### How do the measures work together?

Vehicle miles traveled (VMT)/capita will be a controlling measure in both system planning and plan amendments to ensure that the planned transportation system and changes to the system support reduced VMT/capita by providing travel options that are complete and connected and that changes to land use reduce the overall need to drive from a regional perspective and are supportive of travel options.

- For system planning, the final planned system must support OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12 VMT reduction targets.
- For plan amendments, VMT/capita will be used to determine whether the proposed plan amendment has a significant impact on regional VMT/capita that needs to be mitigated or not.

System completeness and travel speed reliability on throughways are secondary measures that will be used to identify needs and inform the development of the planned system. The policy requires that TSPs define the planned system for each mode using a variety of guidance documents. Additional RTP and state policies also guide the development of individual modal systems. It is important to note that the Regional Mobility Policy is one of many policies that inform the development of the Regional Transportation Plan and local transportation system plans in the Portland region.

The regional and local “planned” system may not achieve completeness for all modes but should identify future needs and expectations for all facilities given constraints and tradeoffs. Similarly, reliability on throughways will inform state and regional needs of the throughway system as defined in in **Table 3-5**. Identifying solutions for locations that do not meet the throughways travel speed reliability threshold shall follow the RTP

congestion management process<sup>14</sup> and OHP Policy 1G<sup>15</sup>, and should not come at the expense of achieving the VMT/capita target.

### 3.2.5.2 Mobility policy system planning actions

A planned system that can be used to review system completeness is the primary outcome of system planning. VMT/capita and travel speed on throughways are applied to system planning to support the identification of the planned system and transportation needs. The Regional Mobility Policy does not dictate how Metro or local agencies conduct system planning. It is one tool to be used to identify needs and define the planned system. System planning includes updates to long-range transportation plans, including the Regional Transportation Plan and locally adopted transportation system plans. System planning also includes planning for the transportation system in smaller geographies through ODOT facility plans, corridor refinement plans as defined in the Regional Transportation Plan (RTP) and OAR 660-012, and area plans, including concept plans for designated urban reserve areas. The following actions describe how each of the performance targets shall be used in tandem in system planning, which is supported by the flow chart in **Figure 3-8**.

1. Division 44 GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) set a VMT/capita reduction target for the Portland metropolitan area.<sup>16</sup> The 2023 RTP will identify the strategies needed to achieve this target and result in 2045 baseline VMT/capita for the region. This future baseline shall be used to estimate future VMT/capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop “Districts”<sup>17</sup> with similar land use and VMT characteristics by Metro through the 2023 RTP update and implementation process. The percent change in VMT/capita for the region must meet the reduction

<sup>14</sup> Section 3.3.4 of the RTP states that “The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G). Appendix L to the RTP provides more detailed information. Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how Transportation System Plans implement the CMP.

<sup>15</sup> Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

<sup>16</sup> The Division 44 VMT reduction targets cannot currently be measured using Metro’s Regional Travel Demand Model (RTDM); however, baselines for VMT/capita for home-based trips and VMT/employee for commute trips to/from work can be established from the RTDM for the RTP scenario that meet the Division 44 VMT reduction targets as measured via a different tool.

<sup>17</sup> VMT/capita “Districts” will be established that identify TAZ groupings (subareas) with similar forecast VMT/capita, considering use of RTP mobility corridor geographies as a starting point.



target in Division 44 (GHG Emissions Reduction Rule), but the percent change in VMT/capita for each district will vary.

2. For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the “Districts” covering the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region’s VMT/capita reduction target, resulting in reduced need to drive, improved viability of using other and more efficient modes of transportation than the automobile, and preserving roadway capacity for transit, freight and movement of goods and services. At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves the regional OAR 660 Division 44 (GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) targets and that future system plan updates maintain or reduce aggregate VMT/capita for home-based trips and VMT/employee for commute trips to/from work for the “Districts” in the plan area compared to the 2045 baseline set in the 2023 RTP. Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160. If a TSP’s financially constrained list does not include any projects requiring review in OAR 660-012-0830, VMT per capita analysis work in OAR 660-012-0160(2)-(4) is not required.
3. System completeness definitions in guidance documents shall be used to identify needs and ensure that the planned transportation system is increasing connectivity and improving safety of the multimodal network. The planned system shall be established in local transportation system plans consistent with the RTP and Regional Transportation Functional Plan (RTFP) for each facility and will vary based on the modal functional classification and design classification. Table 3<sup>18</sup> provides guidance for defining the planned system and Table 4<sup>19</sup> identifies the elements that must be identified for each facility or service type.
4. Reliability for throughways based on average travel speed thresholds in **Table 3-5** shall be used to assess performance of throughway facilities within the system

<sup>18</sup> See pg. 10 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

<sup>19</sup> See pg. 11 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

planning study area for safe, efficient, and reliable speeds. Thresholds reflect a minimum average travel speed that shall be maintained for a specific number of hours per day, recognizing that the threshold average speed is not likely to be met during a number of peak hours, as described in **Table 3-5**. The percentage of the throughway system meeting the target may also be considered. These thresholds shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies<sup>20</sup> but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction. Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.<sup>21</sup> Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

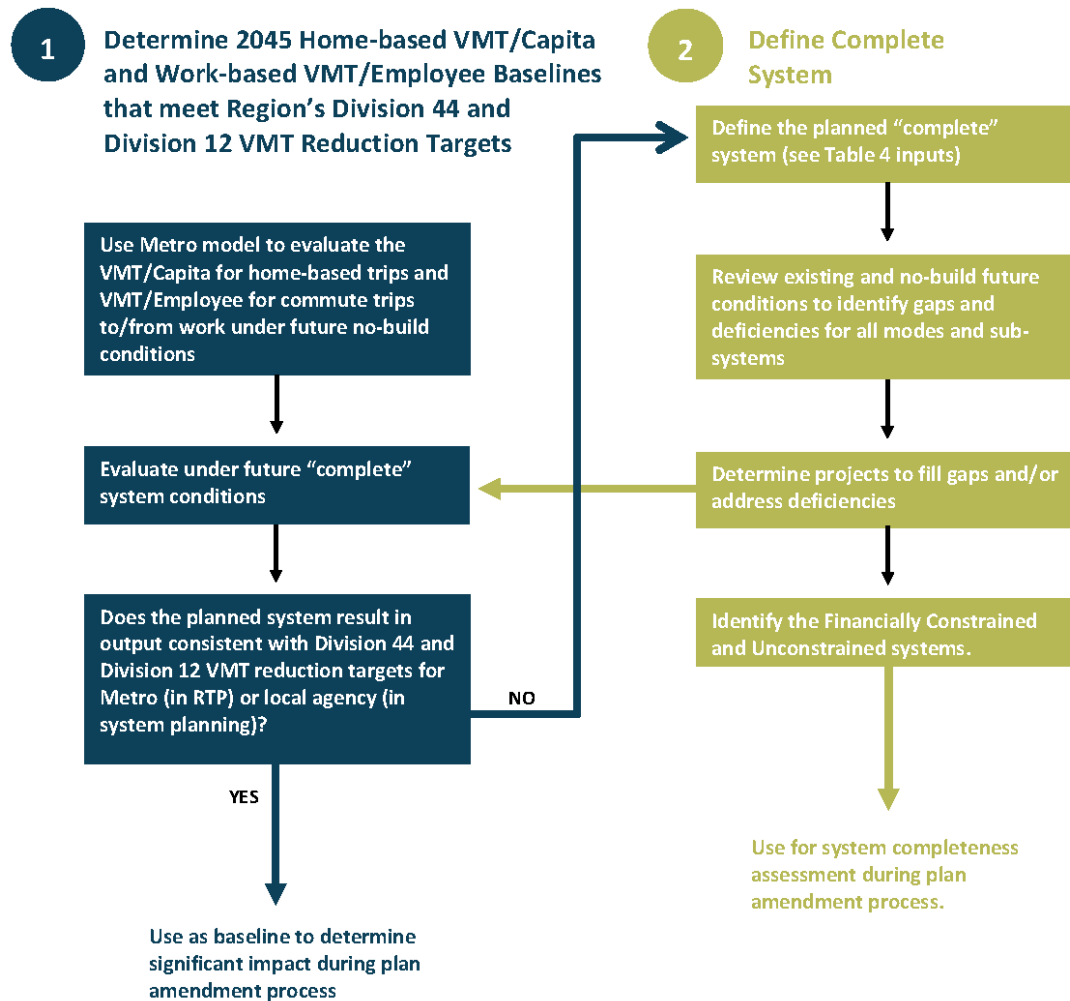
5. Interchanges shall be managed to maintain safe, efficient, and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area. The main objective is to avoid the formation of traffic queues on off-ramps which back up into the portions of the ramps needed for safe deceleration from mainline speeds or onto the mainline itself. This is a significant traffic safety and operational concern as queues impact mainline operations and crashes affecting reliability. Deceleration space for vehicles exiting throughway mainlines can be improved by managing throughways for longer trips resulting in reducing off-ramp traffic volumes and by increasing capacity at the off-ramp terminal. Throughway off-ramp terminal intersection and deceleration needs shall be evaluated through system plans such as Interchange Area Management Plans, Corridor Plans, and Sub-area Plans.
6. In system plans, when identifying transportation needs and prioritizing investments and strategies, projects that create greater equity and reduce disparities between “Equity Focus Areas” and “Non-Equity Focus Areas” shall be prioritized. This action aims to improve equitable outcomes by burdening underserved populations less than and benefiting underserved populations as much or more as the study area population as a whole. Because the Equity Focus Areas as defined by the RTP are based on a regional average comparison, local

<sup>20</sup> The RTP system sizing policies, regional congestion management process and OHP Policy 1F will be followed to determine mitigations that support meeting the throughway travel speed threshold.

<sup>21</sup> Supporting documentation will be needed as part of implementation of the policy to define the segmentation methodologies based on analysis options.

governments shall conduct a more specific equity analysis at the local TSP scale consistent with OAR 660-012-0135.

**Figure 3-8 System Planning Process Utilizing the Mobility Policy Measures**



### 3.2.5.3 Mobility policy plan amendment evaluation actions

All three of the mobility policy measures are applied to the evaluation of plan amendments. The following actions describe how each of the mobility targets and thresholds shall be used in tandem in evaluating plan amendments consistent with the Transportation Planning Rule (OAR 660-012-0060) and is supported by the flowchart in **Figure 3-8**.

1. Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no

significant impact and are not required to further evaluate VMT/capita, hours of congestion travel speed on Throughways, or system completeness.

2. In a jurisdiction with a TSP that has demonstrated compliance with achieving the region's Division 44 and Division 12 VMT reduction targets, comprehensive plan amendments that are forecast to maintain or lower VMT/capita for home-based trips and VMT/employee for commute trips to/from work compared to their 2045 baseline that achieve Division 44 targets, shall be found to have no significant impact consistent with the Transportation Planning Rule (OAR 660-12-0060)
3. Comprehensive plan amendments that have a significant impact because they a) increase VMT/capita for home-based trips or VMT/employee for commute trips to/from work or b) the jurisdiction has not demonstrated compliance with OAR 660 Division 44 and Division 12 VMT reduction targets shall mitigate that impact by adjusting their land use plan, supporting VMT/capita reduction through enhancing non-vehicular modes beyond what's in the financially constrained transportation system plan, and/or committing to transportation demand management. Enhancing non-vehicular modes means increasing system completeness for non-vehicular modes within the impact area of the plan amendment for those modes. Within the impact area, the system gaps will be identified based on the planned system in the TSP.
4. Large scale, typically legislative plan amendments will be obligated to develop a funding plan that will address the system gaps and bring additional projects that support VMT/capita reduction into the financially constrained transportation system plan and that help the district meet their VMT/capita target or mitigate the safety impacts of additional vehicle trips. In addition to addressing system completeness, a large plan amendment that is found have a significant impact on VMT/capita that cannot be mitigated will be required to review the impact of the plan amendment on meeting the travel speed on Throughways threshold and mitigate the impact. Addressing the impact of the plan amendment on throughways shall follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the [Regional Transportation Functional Plan](#) and OHP Policy 1G and shall not come at the expense of achieving the VMT/capita target for the region.
5. Small scale, typically quasi-judicial plan amendments will need to demonstrate their proportionate impact on increased VMT/capita in the district and agree to conditions on the plan amendment or future conditions of development approval consistent with the local jurisdiction development code and project funding mechanisms to support reduced VMT/capita such as land use, transportation

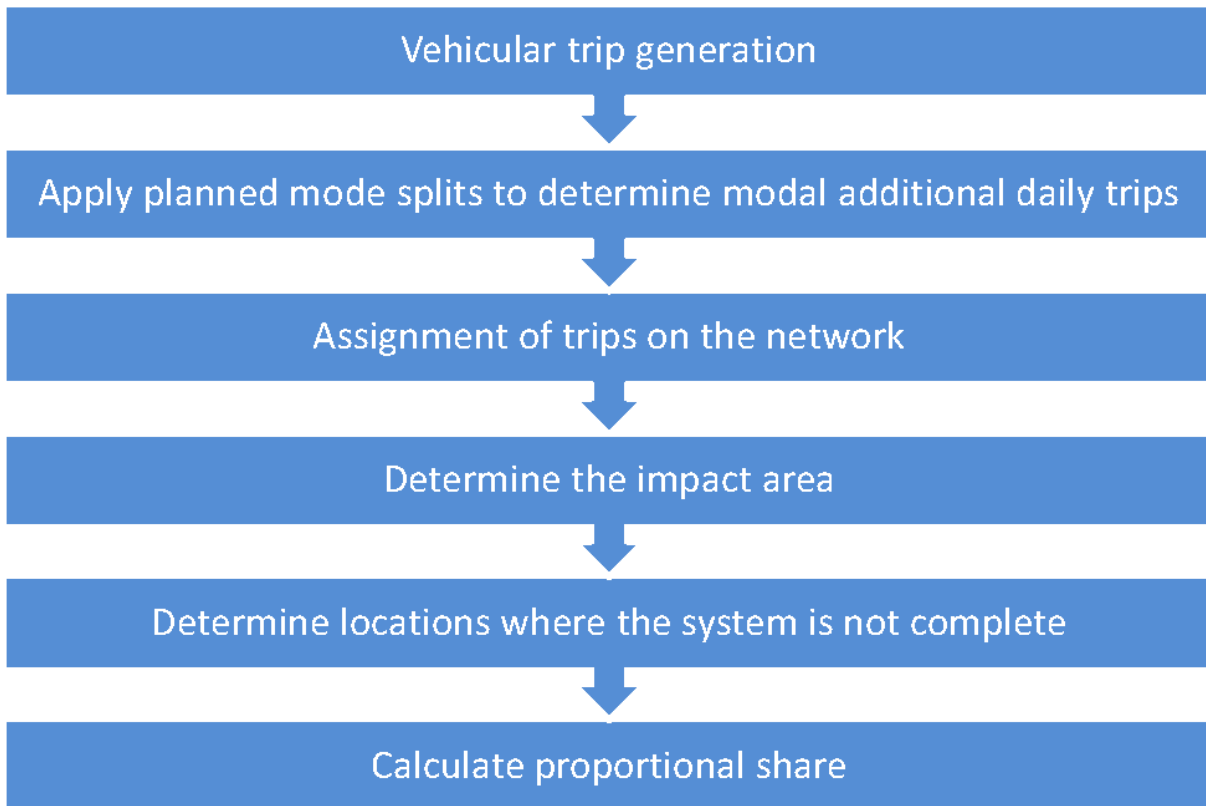
demand management, and/or off-site mitigations to support VMT reduction or mitigate safety impacts of additional trips.

6. System completeness assessment of comprehensive plan amendments shall identify the needs to meet the planned system for each mode, as established in regional and/or local system plans. For each mode, the completeness impact area will be defined based on routing from the comprehensive plan amendment site for the specified distances in Table 5<sup>22</sup>. Table 5<sup>23</sup> provides guidance for identifying the needs within each modal completeness impact area. For the comprehensive plan amendment, a proportional share of additional projects in the unconstrained transportation system plan, not included financially constrained transportation system plan, will be established based on additional daily trips for the plan amendment for both multi-modal trips as well as the vehicular trips for which the increased VMT/capita is being mitigated, as described in **Figure 3-9**.
7. Comprehensive plan amendments that demonstrate either of the following for analysis segments within the vehicular impact area shall be found to require mitigation, and a proportional share of the identified needs will be established for the comprehensive plan amendment based on additional daily trips:
  - a. Degrades the travel speed of an existing or planned throughway such that it would not meet the performance target identified **Table 3-5**; or
  - b. Degrades the travel speed of an existing or planned throughway that is otherwise projected to not meet the performance standards identified in **Table 3-5**.
8. Interchanges within the vehicular impact area shall be assessed for off-ramp queuing to maintain safe, efficient, and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area under the forecast comprehensive plan amendment.

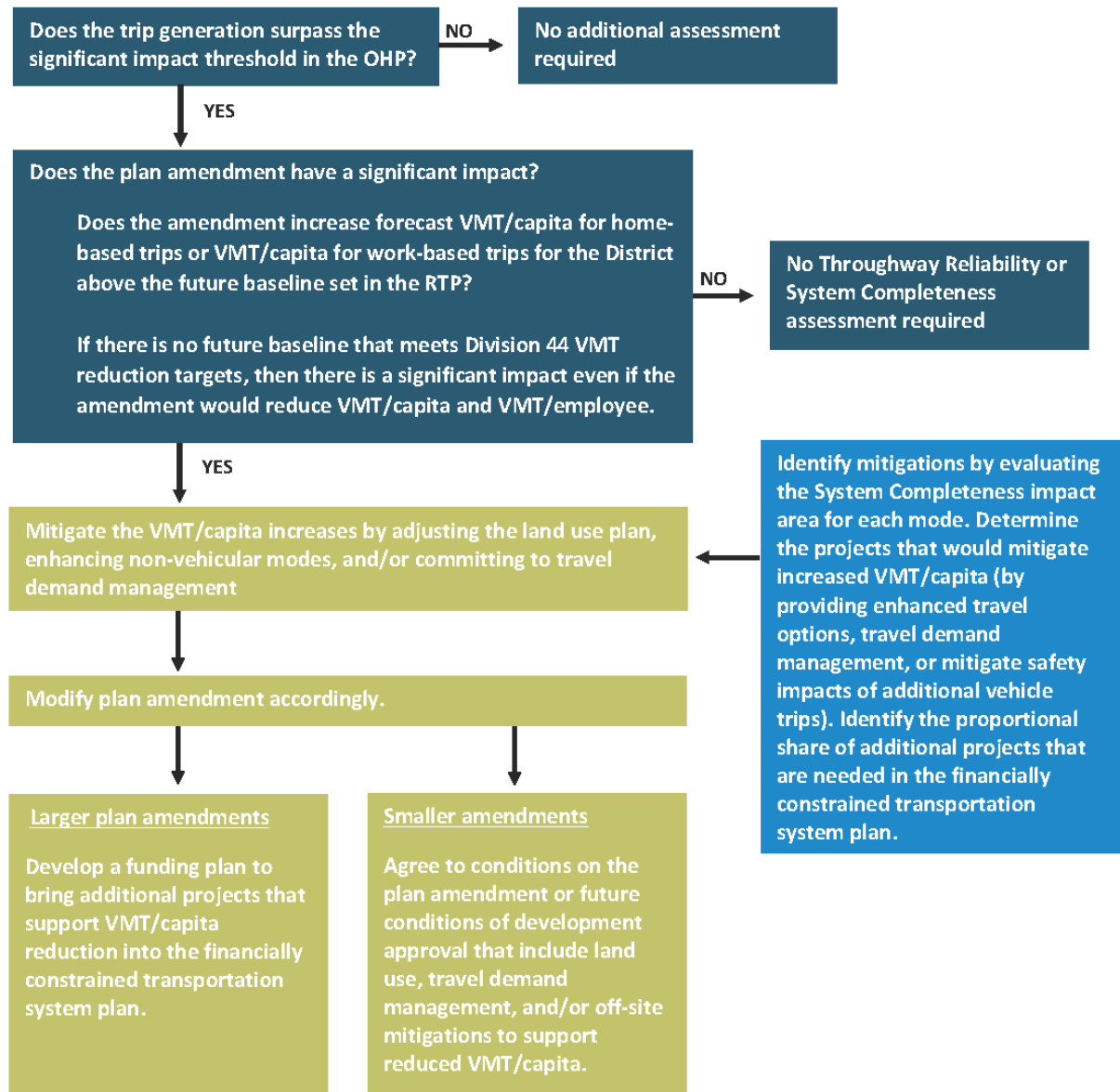
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<sup>22</sup> See pg. 19 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

<sup>23</sup> See pg. 19 of the Memo “Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)” <https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf> Tables will be added to Appendix V in the final RTP

**Figure 3-9 Guidance for Assessing Plan Amendment Impacts**

**Figure Note:** Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.

**Figure 3-10 Plan Amendment Process Utilizing the Mobility Policy Measures**



### 3.3 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section describes a network vision, concept and supporting policies for each component of the regional transportation system. The network vision, concepts and policies represent a complete urban transportation system that meets the plan goals and supports local aspirations for growth.

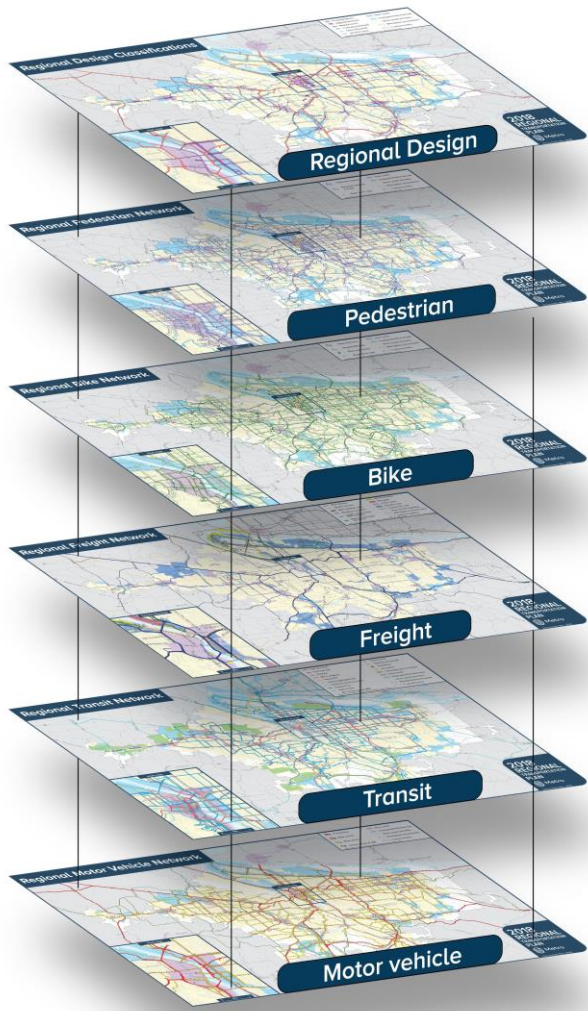


Rendering of a Regional Street showing a four-lane street with a planted median, crosswalks, and buildings. One lane in each direction is a bus only lane. There is a bus and four cars. A painted green bikeway and sidewalk are separated from the roadway by a planted median. People are walking and crossing the street. Source: Metro Designing Livable Streets and Trails Guide

The network visions, concepts and policies provide define a seamless and well-connected regional system of regional throughways and arterial streets, freight networks, transit networks and services and bicycle and pedestrian facilities. The network policies emphasize safety, access, mobility and reliability for people and goods and recognize the community-building and placemaking role of transportation. The network visions, concepts and supporting policies will guide the development, design, and management of different networks of the regional transportation system. The transportation system components are shown in **Figure 3-11**.



**Figure 3-11 Regional transportation system components**

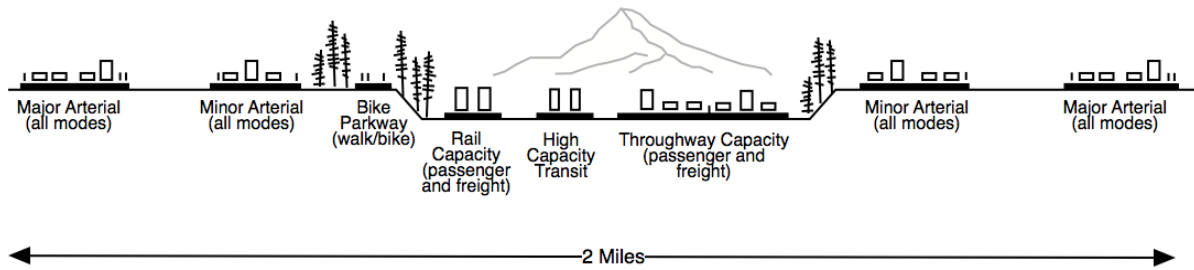


### 3.3.1 Regional mobility corridor concept

The regional mobility corridor concept envisions regional travel corridors defined by a central throughway and high capacity transit well supported by a network of arterial streets, frequent bus routes, freight and passenger rail and bicycle parkways to provide for regional, statewide, and interstate travel. The function of this system of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and connecting the region with the rest of the state and beyond. Mobility corridors also have a significant influence on the development and function of the land uses they serve. Mobility corridors are defined by the major centers of the 2040 Growth Concept. The regional mobility corridor concept calls for the consideration of parallel and interconnected facilities, different travel modes, and land use when identifying needs and solutions to improve mobility within a corridor. The concept of a regional mobility corridor is shown in **Figure 3-12**.

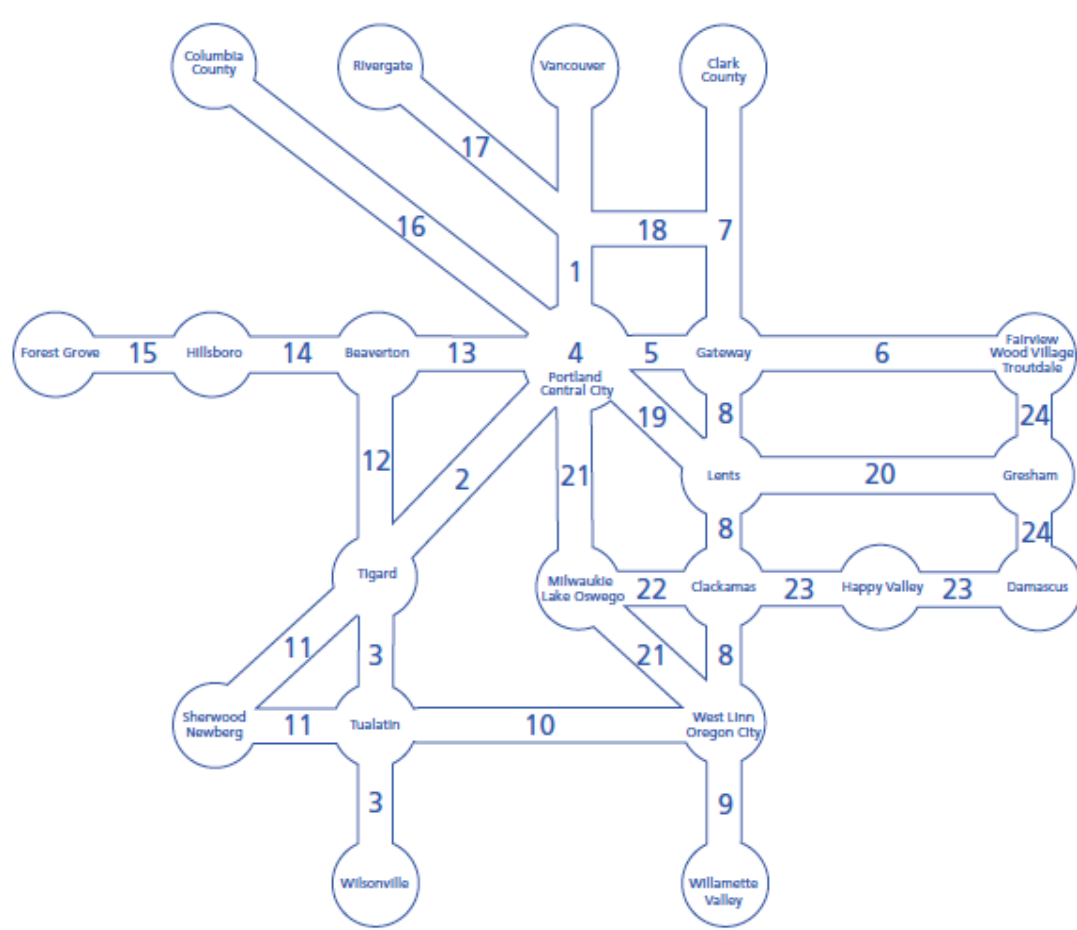
Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bus service, bicycle parkways and pedestrian/bicycle connections to transit also provide additional capacity in the regional mobility corridors. The full array of regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. Bicycle and pedestrian travel and access to transit are also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed, and constructed in such a manner as to support bicycling, walking and access to transit.

The Mobility Corridor Strategies provided in the Appendix provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8.

**Figure 3-12 Regional mobility corridor concept**

Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management, and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after the Banfield corridor that links the Portland central city to the Gateway regional center.

**Figure 3-13** shows the general location of mobility corridors in the region.

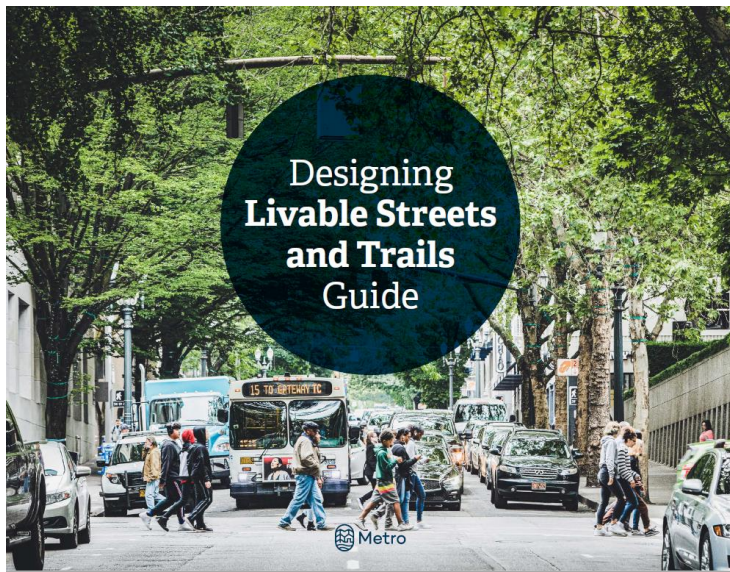
**Figure 3-13 Mobility corridors in the Portland metropolitan region**

### 3.3.2 Regional Design and Placemaking Vision and Policies

Over the next several decades, the challenges faced by communities in greater Portland and the burdens placed upon the transportation network will multiply in number and complexity. Greenhouse gas emissions from motor vehicles and serious traffic crashes are two of the most pressing transportation issues; addressing them will require a transportation system designed to serve multiple travel modes, especially public transit, walking, and bicycling. Additionally, streets and trails must function not only as corridors for moving people, goods, and services, but also as stormwater management facilities, community gathering spots and public spaces to enhance community livability.

The regional transportation system design classifications and policies in this section address federal, state, and regional transportation planning mandates and support implementation of the 2040 Growth Concept.

**Figure 3-14 Metro’s Designing Livable Streets and Trails Guide<sup>24</sup>**



Metro’s [Designing Livable Streets and Trails Guide](#) provides design guidance depending on the intended functions of the arterial or throughway, the land uses the facility serves

<sup>24</sup> Metro’s Designing Livable Streets and Trails Guide complements existing national, state and local requirements and guidelines, and its recommendations are allowable under national guidance, including guidelines developed by the American Association of State Highway and Transportation Officials, the Federal Highway Administration and the National Association of City Transportation Officials. The Designing Livable Streets and Trails Guide has been developed based on current design guidance, case studies, best practices for urban environments, research and evaluation of existing designs, and professional review and input. It integrates design guidance for regional streets, regional trails, stormwater management and green street treatments into one guide to encourage a holistic and comprehensive approach to designing a complete transportation system.

and adopted policy. In the design guidance, consideration is given to various arterial designs, designs for freight, trails, pedestrians, bicyclists and transit and the link between street design and stormwater management.<sup>25</sup> Design decisions, especially trade-offs in situations of limited road right-of-way, should use performance-based design and flexibility in design to achieve desired outcomes.

The purpose of the Guide is to support implementation of the 2040 Growth Concept and the Regional Transportation Plan. Along with other local and regional plans and policies, this Guide is a resource for the agencies responsible for designing, constructing, and maintaining the region's transportation system. Metro intends the design guidance to assist in designing new and reconstructed streets and trails but may also be applied to maintenance projects that preserve and extend the service life of existing streets and structures when minor retrofits are needed.

### 3.3.1 Design and complete streets policies

<b>Policy 1</b>	<b>Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept.</b>
<b>Policy 2</b>	<b>Design a well-connected transportation system that serves all modes of travel.</b>
<b>Policy 3</b>	<b>Use regional street design classifications to guide development of streets that balance the needs of all users and functions of streets according to planned land use and desired outcomes.</b>
<b>Policy 4</b>	<b>Use transportation network and street design to help achieve regional goals and desired outcomes, including environmental and human health, climate action and resilience, a safe system, equitable transportation, mobility options, vibrant communities, and a thriving economy.</b>
<b>Policy 5</b>	<b>Avoid, minimize, and mitigate environmental impacts of the transportation system using Green Infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches.</b>
<b>Policy 6</b>	<b>Use a performance-based approach and decision-making framework to plan and design transportation projects and networks.</b>

<sup>25</sup> Find regional design guidelines and other resources here: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

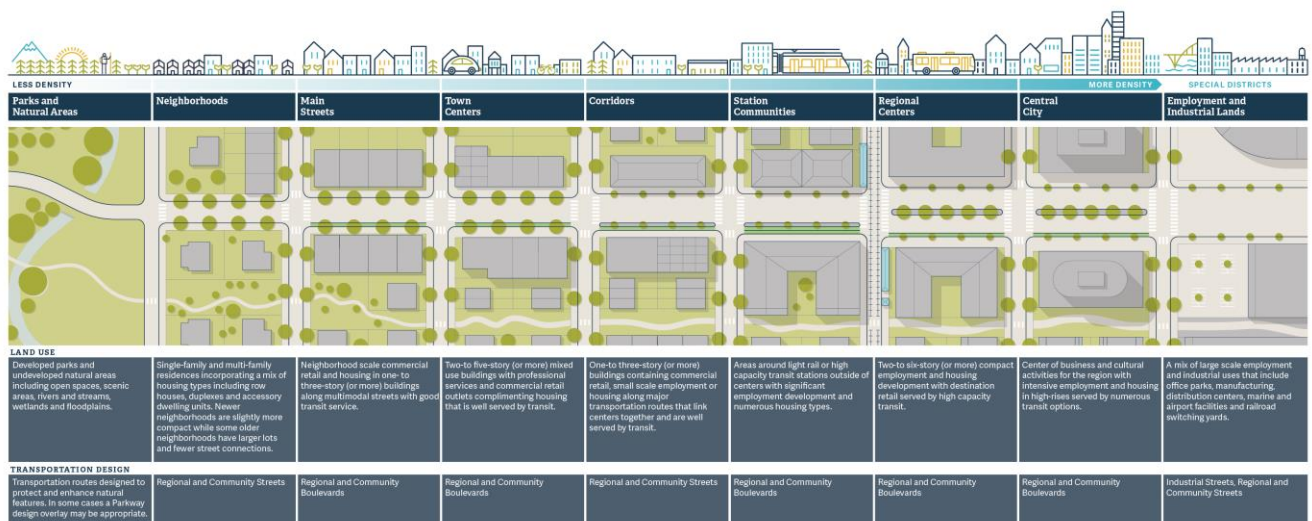


### Design Policy 1. Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept.

The 2040 Growth Concept directs most new development to mixed-use centers, corridors, and main streets. Realization of the Concept relies on a balanced transportation system that adequately serves planned uses while reducing vehicle miles traveled. Regional street design classifications support building and operating streets that are sensitive to the adjacent land use context, the roadway's functional classifications and the different needs and abilities of people traveling.

**Figure 3-15** illustrates how the design of transportation facilities should change in response to planned and surrounding land use.

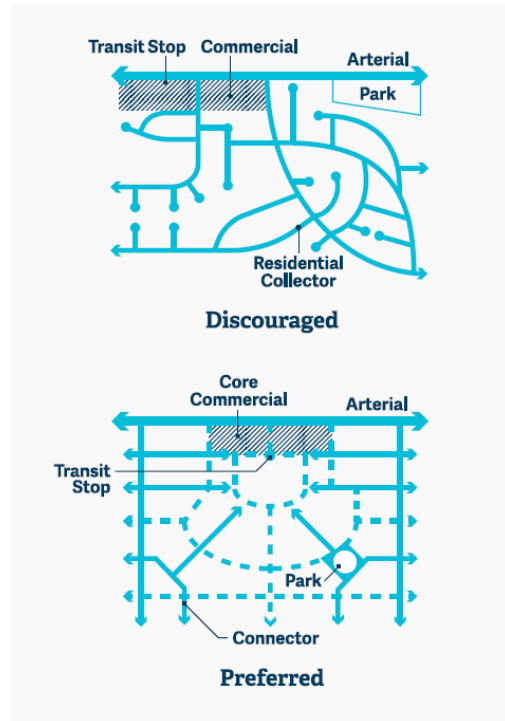
**Figure 3-15 Land use and transportation transect**



Graphic image of an illustrative road running through different types of land use. To view the full size illustration see the Designing Livable Streets and Trails at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

### Design Policy 2. Design a well-connected transportation system that serves all modes of travel.

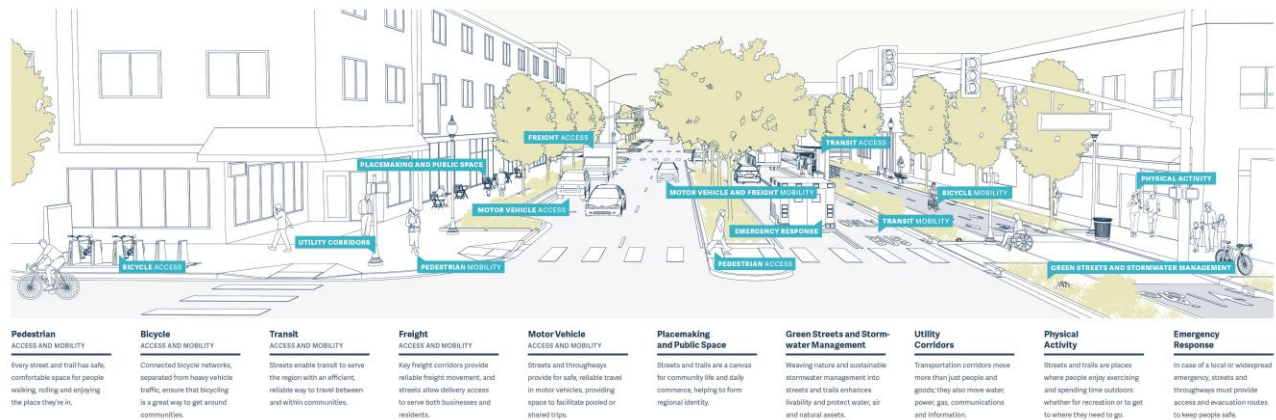
Consistent with the mobility corridor concept, a well-connected network of complete streets provides multiple and direct routes between destinations. **Figure 3-16** illustrates a well-connected street network.

**Figure 3-16 Street connectivity**

Because walking and biking are easier on a connected street network, a connected street network supports the 20-minute neighborhood concept, where all daily necessities are within a 20-minute walk or bike ride. Even where less-connected street networks have been established by jurisdictions, trails, paths, bridges, and midblock street crossings increase connectivity for people walking and bicycling. Emergency response also benefits from a well-connected street system.

**Section 3.3.3.1** of the regional motor vehicle network policies provides regional street spacing standards. Environmental factors may impact street connectivity in some locations. Outside of centers, agencies should design street networks around, rather than through, environmentally sensitive lands and should mitigate impacts when they cannot be avoided. Street networks should allow for the preservation of continuous natural areas and parks.

Complete streets are transportation facilities that agencies plan, design, operate, and maintain to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets serve many functions and allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods. **Figure 3-17** illustrates the multiple functions that streets serve.

**Figure 3-17 Livable streets and trails functions**

Graphic image of an illustrative street with call out boxes describing the different functions of the street. To view the full size illustration see the Designing Livable Streets and Trails at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

**Design Policy 3. Use regional street design classifications to guide development of streets that balance the needs of all users and functions of streets according to planned land use and desired outcomes.**

Regional street design classifications provide an overall approach to design regional roadways based on its functional classification, the planned land use context, and achieving desired outcomes and community needs.

**Table 3-6** summarizes typical design elements, including the planned number of motor vehicle travel lanes and target and design speed, for different travel modes for each of the regional street design classifications and illustrates how street design corresponds to 2040 land use design types and motor vehicle functional classifications.



**Table 3-6 Planned regional transportation system and typical design components of regional design classifications**

2040 Land Use Design Type	Design Classification	Street Connections	Prioritized Travel Modes	Motor vehicle Functional Classification	Target and Design Speed	Number of Lanes	Medians and Turn Lanes	Flex Zone Uses	Pedestrian Design	Bikeway Design	Transit Design	Freight Design	Green Streets/ Stormwater Management
Any	Freeways	Limited Grade-separated	Motor vehicle, freight, transit	Throughway	45 to 60 mph	Up to six with auxiliary lanes in some places	Center barrier, no turn lanes	Shoulder for emergency use, bus on shoulder or carpool	Parallel facility; crossings on over- or underpasses; crossings every 200 to 1200 ft.	Multilane path; crossings on over- or underpasses	Bus on shoulder, express bus, light rail	Enhanced mobility	Vegetated landscaping and green streets treatments to manage stormwater
Any	Highways	Limited Some grade-separated, signalized	Motor vehicle, freight, transit	Throughway	35 to 50 mph	Up to six with auxiliary lanes in some places	Median, limited turn lanes in some locations	Shoulder for safety, emergency use, bus on shoulder or carpool	Parallel facility or buffered sidewalks; crossings on over- or underpasses; crossings every 200 to 1200 ft.	Multilane path or separated bikeway; crossings on over- or underpasses	Bus on shoulder, express bus, light rail	Enhanced mobility	Vegetated landscaping and green streets treatments to manage stormwater
Centers, station communities and some main streets	Regional and community boulevards	Many; access management emphasized	Pedestrian, transit, bicycle, access for all modes	Major arterial (regional boulevard) Minor arterial (community boulevard)	20 to 25 mph	Two to four lanes	Median desired, some turn lanes; minimize additional crossing width at intersections	None, or separated bikeway enhanced bus, parking, green streets	Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks)	Separated bikeway; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Access: loading and unloading	Vegetated landscaping and green streets treatments to manage stormwater
Corridors, neighborhoods, some main streets and employment and industrial areas	Regional and community streets	Some to many; access management as possible	Balanced and modal network priorities	Major arterial (regional street) minor arterial (community street)	20 to 30 mph	Two to four lanes	Median desired; some turn lanes; minimize additional crossing width at intersections	None, or separated bikeway enhanced bus, parking, green streets	Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks)	Separated bikeway; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Mobility on freight corridors; access: loading and unloading	Vegetated landscaping and green streets treatments to manage stormwater
Employment and industrial areas	Industrial streets	Some; access management emphasized	Freight, motor vehicle, transit	Major or minor arterial	20 to 40 mph	Two to four lanes	Median in some instances; some turn lanes	None, separated bikeway or multiuse path, enhanced bus, parking, green streets	Sidewalk with buffer or multiuse path; enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks)	Separated bikeway or multiuse path; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Priority freight treatments, wider lanes and intersections	Vegetated landscaping and green streets treatments to manage stormwater

To view the full size table see the Designing Livable Streets and Trails at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

Regional design classifications apply to local transportation system plans throughout greater Portland. Cities or counties may adopt the classifications into their plans or provide a cross-reference if they use different terms. Regional street design classifications are assigned to all throughways and major and minor arterials in the regional transportation system as shown in **Table 3-6** and **Figure 3-20**.

Regional street design concepts promote community livability and reliable travel by balancing all modes of travel and addressing the function and character of adjacent land uses. Linking land use and the physical design of transportation facilities is crucial to achieving state goals to limit reliance on any one mode of travel and to encourage increased walking, bicycling, carpooling, vanpooling and use of transit.

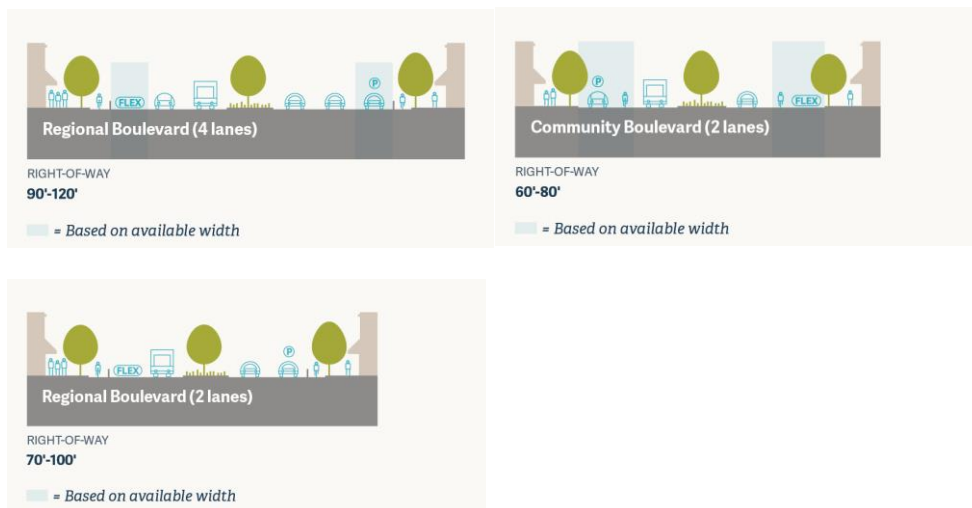
### Freeways and highways



Freeways and highways connect major activity centers, including the central city, regional centers, industrial and employment areas, and intermodal facilities such as the Port of

Portland. Freeways and highways provide intercity, interregional, and interstate connections. This design classification prioritizes long-distance and higher speed freight, motor vehicle and transit mobility. Freeways are grade separated; highways have a mix of grade-separated and at grade intersections. Freeways and highways cross all types of land uses, and buildings are typically not oriented to these facilities.

### Regional and community boulevards



Regional and community boulevards serve the multimodal travel needs of the region's most intensely developed and developing activity centers, including the central city, regional centers, station communities, town centers and some main streets. Adjacent land uses and buildings should orient directly to the boulevard with ground-floor commercial activity, contributing to a pedestrian and bicycle-friendly environment. Buildings typically have designs, such as a storefront or arcade, which provide transition space from the street and support pedestrian access. Agencies design boulevards to prioritize pedestrian, bicycle, and transit travel.

## Regional and community streets



Regional and community streets balance the multimodal travel and access needs of corridors, neighborhoods, and some main streets, along with employment and industrial areas. Regional and community streets can be located within residential neighborhoods as well as more densely developed corridors and employment centers. Development can be set back from the street. Regional and community streets can also serve as main streets with buildings oriented toward them at major intersections and transit stops.

**Figure 3-20** shows design classifications for arterials and throughways.

**Design Policy 4. Use transportation network and street design to help achieve regional goals and desired outcomes, including environmental and human health, climate action and resilience, a safe system, equitable transportation, mobility options, vibrant communities, and a thriving economy.**

Transportation agencies can design facilities to achieve desired outcomes and support the health, safety, and economic and environmental sustainability of communities in the region. Practitioners refer to this approach as performance-based design. **Table 3-7** illustrates how design characteristics of urban arterials can either promote or hinder desired outcomes.

**Table 3-7 Design characteristics of healthy urban arterials<sup>26</sup>**

Health Promoting Design	Unhealthy Design
Neighborhood asset for access and commerce	Physical barrier that divides neighborhoods
Supports neighborhood social and cultural connections	Exhibits neglect and physical decay
Safe travel speeds for all users	Traffic speeds too high to be safe for all users
Comfortable for all users to cross	Difficult to cross because of design and traffic
Link within pedestrian and bicycle networks	Barrier within pedestrian and bicycle networks
Designed to mitigate noise	Source of noise
Designed to mitigate air pollution	Near-roadway air pollution
Accessible to users of all abilities	Inaccessible to users with disabilities
Supports green infrastructure systems	Impervious paving materials, lack of shade
Contributes to revitalization without displacement	Location of residential and business gentrification

**Design principles to achieve desired outcomes:**

- **Design with a safe system approach:** Use the safe systems approach in street design, managing speeds for safety, lowering speeds in areas where people are walking, bicycling, and accessing transit and separating users. Separation means creating physical barriers between people moving at different speeds. As speed differentials increase, so should the level of separation. Medians, access management treatments, protected bicycle lanes and other street design elements can minimize crashes.
- **Design for safe speeds:** Design streets to encourage safe speeds for all users – the safe target speed. Evaluating minimum sight distance, horizontal curvature, vertical curves, and other design factors is based on the design speed. To achieve a safe target speed, the design speed should align with the target speed. Ultimately, posted speed should also align. Transportation agencies can achieve a desired target speed by street design elements. Wider, more open roadways encourage higher operating speeds. Conversely, a roadside with street-facing buildings, wide, buffered sidewalks, separated bikeways, on-street parking and street trees can lead to lower speeds.
- **Design for all users:** Design for people of all ages and abilities, as well as the design vehicle for a specific facility. Before developing a design, practitioners should consider each type of user and how they will navigate the street. Agencies should design streets keeping the green transportation hierarchy in mind. The hierarchy prioritizes functions for a typical street in this order: walking, bicycling, transit, freight, carshare/taxi/commercial transport, and private automobiles. The selection of a design vehicle is an essential part of developing street and intersection designs. The design vehicle is

<sup>26</sup> Understanding and Improving Arterial Roads to Support Public Health and Transportation Goals, American Journal of Public Health, August 2017.

the largest vehicle expected to use the street or intersection regularly. Because the selection of a design vehicle influences street dimensions such as turning radii, which in turn can impact safety and operating speeds, practitioners should choose the smallest possible design vehicle. Occasional larger vehicles can still be accommodated in the design by encroaching on opposing lanes or using multiple point turns. Likewise, agencies can use design features such as speed cushions or truck aprons to accommodate emergency vehicles and large trucks while providing speed management treatments that reduce overall traffic speeds.

- **Design for personal security and equity:** Use design to create streets where people of all races, genders, ages and abilities feel safe from crime and harassment. Because street design has been used to oppress and criminalize Black communities, communities must be engaged in the design process. Streets should be intuitive and easy to use regardless of race, income, age, ability, cultural background, or language.
- **Design to protect the environment:** Use green infrastructure design to avoid, minimize and mitigate the harmful environmental impacts of transportation facilities and achieve a healthier, more resilient landscape.
- **Design for the future:** Factor in rapid technological change and innovation. Agencies should consider allocating street space to the functions that matter most, and not necessarily to the newest technology. Street designs should also be flexible enough to support piloting new innovations.
- **Design with fiscal stewardship in mind:** Use innovative and creative design approaches to reduce costs and conserve resources for construction and life cycle costs, including operation, maintenance, and replacement costs. Include external costs, such as climate change impacts, to capture the full cost of specific design treatments.

**Design Policy 5. Avoid, minimize, and mitigate environmental impacts of the transportation system using Green Infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches.**

The negative effect that transportation infrastructure has on the health of the natural environment, particularly urban waterways, and habitat connectivity, is well documented. Transportation infrastructure has the potential to degrade water quality, create barriers to corridors for animal travel and increase air, noise and light pollution. Projects also have the potential to negatively impact cultural and historical resources if not planned and implemented carefully.

Projects should be designed to avoid or minimize impact or if avoidance is not possible, to maximize enhancement, protection, and improvement of natural, community and cultural

resources through the application of Green Infrastructure design treatments.<sup>27</sup> The avoid, minimize, or mitigate approach is known as sequencing and involves understanding the affected environment and assessing transportation effects throughout the project development process.

The sequencing for projects follows this order:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action or project.
- Compensating for the impact by replacing or providing substitute resources or environments.

All streets and trails must manage stormwater, treating runoff to reduce pollution and infiltrate water into the ground, limiting how much stormwater and pollutants eventually make their way into vulnerable natural waterways. By incorporating green infrastructure treatments such as vegetated medians, planters, curb extensions and street trees, streets and trails can function as urban green corridors that not only manage stormwater but mitigate the harmful impacts of transportation on air, water, and wildlife habitat and connectivity. This function of streets and trails is imperative to human and environmental health.

One of the distinct advantages of having streets and trails function as green streets over “grey infrastructure” for stormwater management is their superior treatment of pollutants running off from roadways. While grey infrastructure options may have smaller footprints, they are typically more expensive to maintain and fail if not

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<sup>27</sup> Refer to Appendix F for examples of mitigation strategies for different environmental resource areas. For example, street trees, vegetated swales and other green street treatments can intercept rainwater and convey stormwater in the public right-of-way, following best practices to minimize light pollution, installing appropriate wildlife crossings, screening sensitive habitats from noise and light, enhancing vegetation associated with wetlands and waterways for wildlife, limiting fill within wetlands, constructing bridges or open bottom culverts, creating new wetland areas, and restoring or rehabilitating damaged wetlands and waterways, using pervious materials and preserving, maintain or enhancing tree canopy. Refer to Metro’s handbooks *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Wildlife Crossings: Providing safe passage for urban wildlife* for more information on these designs.

maintained. In addition, separate grey infrastructure elements are almost always needed to manage runoff quality and quantity.

Street trees and other green streets infrastructure provide a wide array of benefits in addition to stormwater management, offering wildlife habitat, improving air quality, providing shade, and reducing the urban heat island affect, beautifying the surroundings, promoting human well-being, and calming traffic.

On streets with high levels of walking and bicycling, street trees provide buffers from traffic and air pollution. Green streets can be further supported by using dark skies approaches to minimize the impact of street lighting on wildlife, human health, and the natural environment. Designing streets and trails for stormwater management can also incorporate and enhance other functions, such as placemaking. Agencies can use green street elements to create a stronger sense of place and make walking and biking more enjoyable.

Transportation agencies typically consider the following types of environmental, tribal, cultural, and historical data during development of projects:

- High value fish and wildlife habitat areas and biodiversity corridors
- Threatened and endangered species, including vertebrate species and plants
- Vegetation and wildlife
- Fisheries
- Wetlands and waterways
- Flood hazard areas/floodplains
- Historic resources
- Tribal lands and legacies
- Air quality and greenhouse gas emissions

**Figure 3-18 Examples of how green infrastructure can help achieve regional goals**

RTP Goal	Examples of how Green Infrastructure can help achieve regional goals
<b>Thriving Economy</b>	<p>Green infrastructure can promote economic growth as a valued public amenity, create construction and maintenance jobs, add to property value, support walkable and bikeable communities, businesses, and commercial districts, and lower the costs associated with climate change.</p> <p>Protecting the environment and natural resources today can save money for the future and reduce infrastructure construction and maintenance costs.</p>
<b>Mobility Options</b>	<p>Green streets can promote active travel and access to transit by providing enjoyable routes that are shaded and buffered from traffic. Green infrastructure treatments, such as access management and medians with bioswales, can be designed to support reliability and efficiency by reducing crashes and conflicting movements.</p>
<b>Safe System</b>	<p>Street trees and other green infrastructure can help calm traffic to desired speeds, provide welcoming places that increase security, and improve resiliency and reduce impacts of major storm events.</p>
<b>Climate Action and Resilience</b>	<p>Trees and green infrastructure can support climate adaptation by cooling streets, parking lots and buildings, better managing stormwater and reducing the urban heat island effect. Trees and vegetation can be managed to sequester greenhouse gases to help mitigate climate change.</p> <p>Green infrastructure can enhance and protect the natural environment by supporting clean air and water, filtering stormwater runoff, reducing erosion, protecting, creating, and connecting habitat for birds, fish, and other wildlife.</p>
<b>Equitable Transportation</b>	<p>Clean air and water and access to nature can be improved and habitat can be preserved and enhanced when green infrastructure is provided in marginalized communities.</p> <p>Green infrastructure can reduce water, air, noise, and light pollution, encourage active lifestyles and link people to trails, parks and nature that enhance human health and well-being.</p> <p>All stakeholders can be represented, including those that cannot speak for themselves – wildlife and the natural environment. Performance-based planning includes considering environmental effects throughout the planning process.</p>

**Design Policy 6. Use a performance-based approach and decision-making framework to plan and design transportation projects and networks.**

As the demands on the transportation system increase, so does the need for flexibility in how roadways are designed. Performance-based planning and design expands design parameters to be more flexible. Performance-based planning and design incorporates many performance measures to assess how well a project will achieve desired outcomes. Measures and related goals may be weighted to ensure that a project supports priority outcomes, for example reducing serious traffic crashes, identified in adopted plans and policies and through community engagement.



A performance-based design decision-making framework helps practitioners and stakeholders track decisions throughout the life of a project, as illustrated in **Figure 3-19**. This documentation process provides flexibility to choose the best design for a given context, while providing an effective way to manage risk when designing new or reconstructed roadways. The framework includes documenting the design considerations, and alternatives that were evaluated, based on clearly outlined project goals and meaningful stakeholder engagement.

Performance-based planning and design starts with a well-defined project need, accompanied by goals and related objectives. It then works to align design decisions with the project objectives and desired systemwide outcomes. This approach relies on developing and comparing design alternatives, using performance measures and analysis to assess progress toward achieving project objectives, and applying engineering judgment, informed by a multidisciplinary team, to reach a preferred design. Refer to Chapter 6 of the [Designing Livable Streets and Trails Guide](https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails)<sup>28</sup> for a step-by-step guide and tools to address trade-offs and constraints.

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<sup>28</sup> Designing Livable Streets and Trails Guide <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

Figure 3-19 The performance-based design decision-making framework

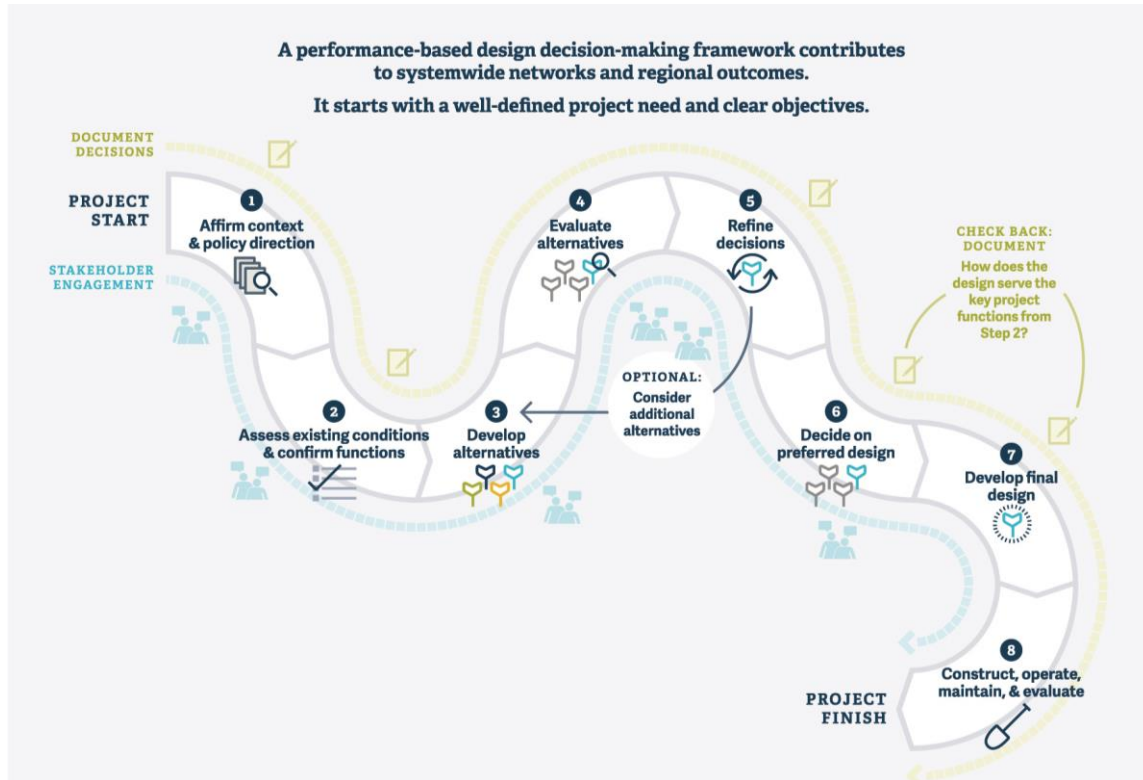


Figure 3-20 Regional design classifications map

To be added.

### 3.3.3 Regional motor vehicle network vision and policies

While the greater Portland region has changed dramatically over the past century, the shape of the major road network has not. Most regional streets were once farm-to-market roads, established along Donation Land Claim boundaries at half-mile or one-mile spacing. The region's throughway system evolved from the mid-1930s, when the first highway was built from Portland to Milwaukie, to the completion of I-205 in the early 1980s. Most of the throughway system was built along the same Donation Land Claim grid that shapes the regional street network, with most throughways following older farm-to-market routes or replacing major streets.

This inherited network design has proven to be an adequate match for accommodating the changing travel demands of our growing region. The Regional Motor Vehicle Network Concept applies this proven network design to developing and undeveloped areas in the region, while seeking opportunities to bring existing urban areas closer to this ideal when possible.

#### 3.3.3.1 Regional motor vehicle network concept

The Regional Motor Vehicle Network Concept shown in **Figure 3-21** illustrates policies for developing a complete and well-connected motor vehicle network that is safe and reliable, provides adequate capacity and supports all modes of travel.

**Figure 3-21 Regional motor vehicle network concept**

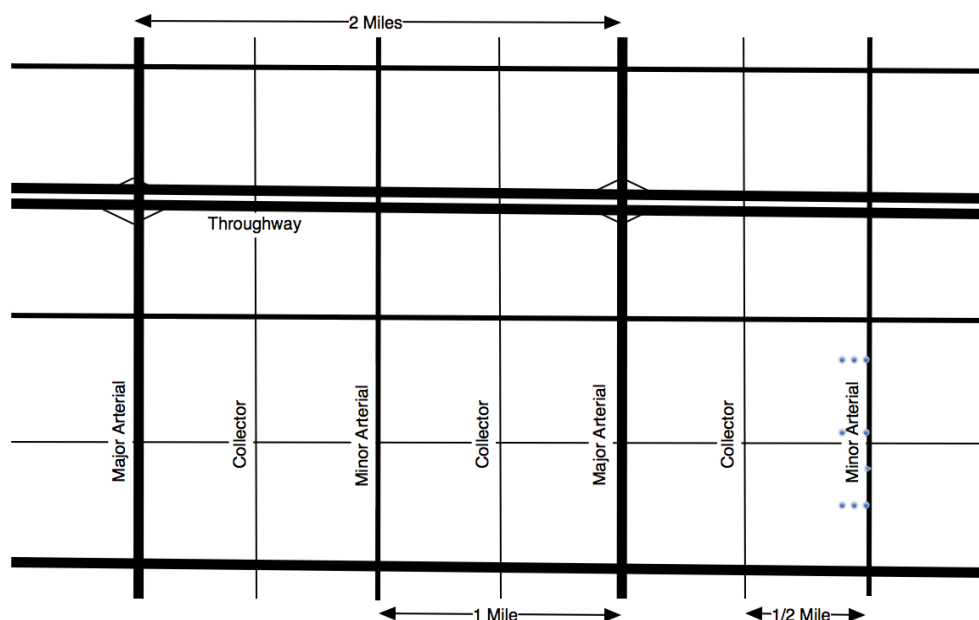


Image shows a conceptual network of streets, illustrating multimodal transportation corridors and showing ideal spacing of arterial streets. Most of the region's travel occurs off the throughway network, on a network of

multimodal arterial streets that are further complemented by a well-connected network collector and local streets. The RTP policy places an emphasis on ensuring that arterial networks are fully developed as the region grows, providing both local circulation and preserving throughway capacity for regional and statewide travel.

### 3.3.3.2 Regional motor vehicle network policies

The planned motor vehicle network is defined by the roadway capacity defined in **Table 3-8** (also see **Table 3-6** in **Section 3.3.1**). The planned motor-vehicle network, by functional classification, is shown in Figure 3-23. Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process defined in **Section 3.3.4**.

**Table 3-8 Planned motor-vehicle network capacity**

Motor Vehicle Functional Classification	Typical Number of Planned Travel Lanes
Throughway	Up to 6 through lanes with auxiliary lanes in some places
Highway	Up to 6 through lanes with auxiliary lanes in some places
Major arterial	Up to 4 through lanes with turn lanes and median
Minor arterial	2 to 4 through lanes with turn lanes and median

The regional motor vehicle concept and policies call for adequately maintaining the motor vehicle network, applying the congestion management process (**Section 3.3.4**) and regional mobility policy (**Section 3.2.6**) and data to identify needs and solutions; managing and optimizing throughway capacity to serve regional, statewide and interstate travel; and implementing a well-connected network of local, collector and arterial streets that is tailored to fit local geography, respect existing communities and planned development, and protect the natural environment. Increased network connectivity improves travel reliability and expands travel options.

<b>Policy 1</b>	<b>Preserve and maintain the region’s motor vehicle network in a manner that improves safety, security and resiliency while minimizing life cycle cost and impact on the environment.</b>
<b>Policy 2</b>	<b>Use the Congestion Management Process, Regional Mobility Policy, safety and bike and pedestrian network completion data to identify motor vehicle network needs and solutions.</b>
<b>Policy 3</b>	<b>Actively manage and optimize capacity on the region’s throughway network to maintain mobility and accessibility and improve reliability for longer, regional, statewide, and interstate travel.</b>
<b>Policy 4</b>	<b>Complete the region’s planned throughway network up to six travel lanes (three lanes in each direction) as envisioned in the 2040 Growth Concept.</b>

<b>Policy 5</b>	Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, including adding or extending an auxiliary lane of more than one-half mile, demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.
<b>Policy 6</b>	Prior to adding or extending an auxiliary lane of one-half mile or more, determine whether the new individual auxiliary lane alone or in combination with auxiliary lanes in the same corridor will collectively influence capacity, or alternatively whether each of the auxiliary lanes operate independently and address localized safety issues consistent with the Congestion Management Process and Regional Mobility Policy.
<b>Policy 7</b>	Actively manage and optimize arterials according to their planned functions to improve reliability and safety and maintain mobility and accessibility for all modes of travel.
<b>Policy 8</b>	Complete a well-connected network of arterial streets ideally spaced at approximately 1-mile apart and planned for up to four travel lanes to maintain transit and freight mobility and accessibility and prioritize safe pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches. <sup>29</sup>
<b>Policy 9</b>	Complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities.
<b>Policy 10</b>	Prior to adding new arterial street capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, transit service, and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.

<sup>29</sup> The number of through lanes may vary based on right-of-way constraints or other factors. Some places in the region may require additional lanes due to a lack of network connectivity. Major and minor arterial streets can either be 2 or 4 lanes with turn lanes as appropriate.

### Motor Vehicle Network connectivity

A well-connected network of complete streets is critical to achieving the 2040 Growth Concept vision. In general, the roadway network should be designed to provide for trips through or across the region on throughways, shorter trips through portions of the region on arterial streets and the shortest trips on collector and local streets.

This approach results in a **street hierarchy** of:

- throughways (for example controlled-access facilities such as I-84, US 26, I-5, I-205 and I-405 and other non-freeway facilities with traffic signals such as OR 99E, US 30, OR 212)
- arterial streets (for example, Cornell Road in Washington County, 82<sup>nd</sup> Avenue in the City of Portland and Sunnyside Road in Clackamas County)
- collector streets
- local streets

The traditional street classifications for throughways, arterial streets and other streets are a good starting point for distributing traffic in communities to avoid bottlenecks on overburdened routes or avoid the need to build overly wide streets as a community grows.

Throughways serve as longer-distance mobility routes, with limited access, and an emphasis on connecting major destinations. Arterial streets provide both mobility, moving traffic, goods, and people within the region, and access to property along the street.

Building a regional motor vehicle network to accommodate all motor vehicle traffic during peak travel periods is not feasible or practical nor would it be desirable considering the environmental, climate, and community impacts.

By developing a well-connected network, the region can spread traffic across the entire network, reducing the need to overburden a few facilities. This will help reduce bottlenecks and congestion hotspots, decreasing the need to widen roads and intersections beyond their typical design. Connectivity also supports transit, biking and walking by making trip distances shorter and more direct and convenient. Improved travel reliability is a key overall outcome of all connectivity-oriented strategies. Refer to Section 3.3.2 for street design policies and principles.

#### Typical spacing and planned capacity for arterial streets

The regional motor vehicle network concept calls for one mile spacing of major arterial streets, with minor arterial streets or collector streets at half-mile spacing, recognizing

that existing development, streams and other natural features may interfere with this spacing. Major and minor arterial streets can be either 2 or 4 lanes with turn lanes as appropriate. Streets with 4 or more lanes should include medians, where possible, with appropriate median openings for turning movements and turn lanes. Access management strategies should be used on arterial streets and all streets with 4 or more lanes.

Shown in **Figure 3-21**, the illustrative arterial street network is complemented by a well-connected network of collector streets. This network of arterial and collector streets is multi-modal in design, serving automobiles, motorcycles, trucks, transit, bicycles and pedestrians. The regional arterial street design with a median reflects an accepted design that can support safe travel by all modes, accommodating urban levels of traffic, while also providing for bicycle and pedestrian travel and safe crossings at major intersections.

Traffic speeds, access and level of street connectivity vary depending on the function of the street. The design of transportation facilities should consider the facility's traffic function, all modes of travel, and community development goals. As identified in the Regional Active Transportation Plan and Metro's livable street design guidelines, traffic speeds, traffic volumes and the volume of heavy trucks should be considered in the design of pedestrian and bicycle facilities on streets on the regional network.

Research and experience have shown that there are optimal street designs for various types of roadways. Street design, combined with connectivity help reduce congested hot spots and improve reliability. Local streets and collectors are planned to consist of 2-lanes with turn lanes where needed, major arterials are planned to consist of up to 4-lanes with medians and with turn lanes and access management strategies. Therefore, before adding additional through lanes beyond the planned system, plans and studies must demonstrate that the additional lanes beyond the planned system do not compromise the function of the roadway for all modes and that the planned system of through lanes, transit service, bike, pedestrian and other parallel arterial, operational, system and demand management solutions do not adequately address transportation needs first, prior to considering widening arterial beyond the planned system to address identified needs.

#### **Throughways and auxiliary lanes**

Throughways span several jurisdictions and often are of statewide importance linking the greater Portland area with neighboring cities, other parts of the state, other states, and Canada. Throughways are planned to consist of six through lanes (three lanes in each direction) with grade-separated interchanges or intersections, and serve as the workhorse for regional, statewide, and interstate travel. Additional through travel lanes may be needed in some places based on the importance of a facility to regional and state economic performance, excessive demand and limitations or constraints that prevent

creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas.

Throughways carry between 50,000 to 100,000 vehicles per day, providing higher-speed travel for longer motor vehicle trips and serving as primary freight routes, with an emphasis on mobility. Throughways help serve the need to move both freight trucks and autos through the region. Throughways connect major activity centers within the region, including the central city, regional centers, industrial areas and intermodal facilities.

The Throughway functional classification corresponds to the Expressways functional classification in the Oregon Highway Plan. There are two types of Throughway designs as described in **Table 3-8**. Freeways, which are limited-access and completely grade separated interchanges and Highways, which include a mix of separate and at-grade access points. Throughway interchanges that are designated as Freeways in the OHP should be spaced no less than one mile apart in urban areas.<sup>30</sup>

An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity.

#### **Analysis of throughway and auxiliary lanes**

Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, or adding or extending an auxiliary lane of more than one-half mile in length, or re-striping an auxiliary lane to serve as a general purpose through lane, transportation agencies must demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service, and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.

When a series of auxiliary lanes are added in the same corridor or one or more existing auxiliary lanes are extended through one or more interchanges, the auxiliary lanes may begin to function more like a general purpose travel lane. Therefore, prior to adding or extending an auxiliary lane of more than one-half mile, transportation agencies must whether the new individual auxiliary lane alone or in combination with auxiliary lanes in

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<sup>30</sup> One mile is the minimum interchange spacing distance identified for Freeways in urban areas in Oregon. See <https://secure.sos.state.or.us/oard/viewAttachment.action?ruleVrsnRsn=183660> for more information.



the same corridor will collectively influence capacity and measurably increase vehicle miles traveled, or alternatively whether each of the auxiliary lanes are operate independently and only address localized safety issues. Chapter 8 defines the parameters for future corridor refinement planning work specific to each regional mobility corridor, consistent with the Congestion Management Process and Regional Mobility Policy.

### **Arterial streets**

Arterial streets are intended to provide general mobility for travel within the region and provide important connections to the throughway network. Arterial streets connect major commercial, residential, industrial, and institutional centers with each other and link these areas to the throughway network. Arterial streets are usually spaced about one mile apart and are designed to accommodate motor vehicle, truck, bicycle, pedestrian and transit travel.

Arterial streets carry between 10,000 and 40,000 vehicles per day. Desired travel speeds vary depending on the surrounding and planned land use. Major arterial streets accommodate longer-distance trips and serve a regional traffic function. Minor arterial streets serve shorter trips that are localized within a community. As a result, major arterial streets usually carry more traffic than minor arterial streets. Research has highlighted the important role of major arterial streets in achieving regional goals for equity, safety, land use, economic development, and mobility, especially for transit.<sup>31</sup> Many funding, design, and policy challenges exist to improving them.

Streets designated with an arterial functional classification are shown in **Figure 3-23** and include Boulevard and Streets described in **Table 3-6**.

### **Safety on arterial streets**

Safety is a primary concern on the regional arterial system, where approximately 60 percent of the region's fatal and severe injury crashes occur. For this reason, much of the focus for achieving the region's Vision Zero target will fall upon improving safety on arterial streets. More attention to designs and operational strategies that have been demonstrated to improve the safety of the arterial system could reduce the number of people killed and injured, using national best practices as a guide. Efforts to substantively improve transportation safety in the region must give arterial roadways high priority, with a focus on the region's high injury corridors, and may include:

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<sup>31</sup> Metro "Safe and healthy urban arterials 2023 RTP policy brief", September 8, 2022

<https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

- proven designs and strategies such as medians, speed management, access management, improved pedestrian crossings and street lighting, replacing intersections with roundabouts, reducing speeds to levels which are safe for pedestrians, and road diets; and
- enforcement actions targeting high-risk behaviors, such as speeding, aggressive driving, driving under the influence, red-light running, and failure-to-yield at bike and pedestrian crossings; and
- education initiatives intended to promote safer behavior among all users of the transportation system.

Meeting regional safety targets requires ongoing, concerted efforts to continue to make the region's arterial roadways (also referred to as urban arterials) safer, especially for pedestrians. Serious injury crash rates are used to prioritize corridor safety efforts.

#### **Collector and local street connectivity**

Collector and local streets are general access facilities that provide community and neighborhood circulation. They are not usually part of the regional transportation system except when located within designated 2040 areas or when they are part of the Regional Bicycle Network or Regional Pedestrian Network. Collector and local streets play an important role to the design and optimization of the regional transportation system. When local travel is restricted by a lack of connecting routes, local trips are forced onto the arterial and/or throughway networks, in some cases causing congestion on the regional system.

Local jurisdictions are responsible for defining the network of local and collector streets within the one-mile spacing grid of arterial streets. The [Regional Transportation Functional Plan](#) (RTFP) which implements the Regional Transportation Plan (RTP) and establishes the requirements for Transportation System Plans requires local street spacing of no more than 530 feet in new residential and mixed-use areas, and cul-de-sacs are limited to 200 feet in length to distribute vehicle movements and provide direct bicycle and pedestrian routes.<sup>32</sup> More frequent bike and pedestrian connections are required where collector and local streets cannot be constructed due to existing development or other topographic or environmental constraints.

A goal of the requirements is to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets. Local street connectivity also benefits

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<sup>32</sup> Regional Transportation Functional Plan <https://www.oregonmetro.gov/regional-transportation-functional-plan>

emergency response and access to schools and transit stops. Designs should retain the neighborhood character and livability along these local routes.

**Figure 3-22 Collector and local street network concept**

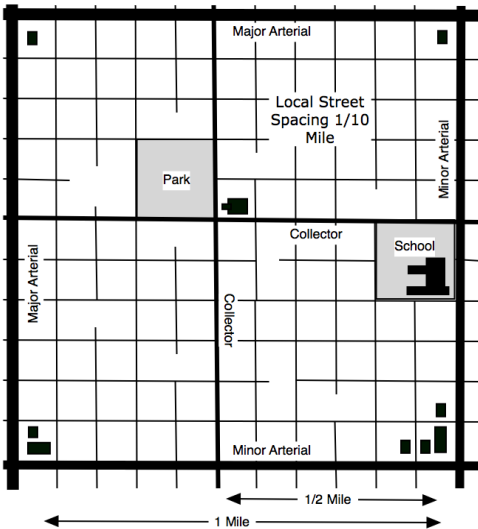


Image shows an idealized concept for illustrative purposes showing desired spacing for collectors and local streets in residential and mixed-use areas to serve local circulation, walking/rolling and bicycling. The illustration is modeled after neighborhoods in Southeast Portland.

Shown in **Figure 3-22**, the collector and local street network concept provides for bicycle and pedestrian travel and provides for direct access from local street networks to community destinations and transit on regional arterial streets.

### Collector streets

Collector streets provide both access and circulation. As such, collectors tend to carry fewer motor vehicles at lower travel speeds than arterial streets. Collectors may serve as freight access routes, providing connections from industrial or commercial areas to the arterial network. Collector streets serve neighborhood traffic. Collectors provide local circulation alternatives to arterial streets. Collectors provide both circulation and access within residential and commercial areas, helping to disperse traffic that might otherwise use the arterial network for local travel.

Collectors may also serve as local bike, pedestrian, and freight access routes, providing connections to the arterial and transit network. Collectors usually carry between 1,000 and 10,000 vehicles per day, with volumes varying by jurisdiction. Collector streets are ideally spaced at half-mile intervals, or midway between arterial streets. Auto speeds and volumes on collector streets are moderate.

## Local streets

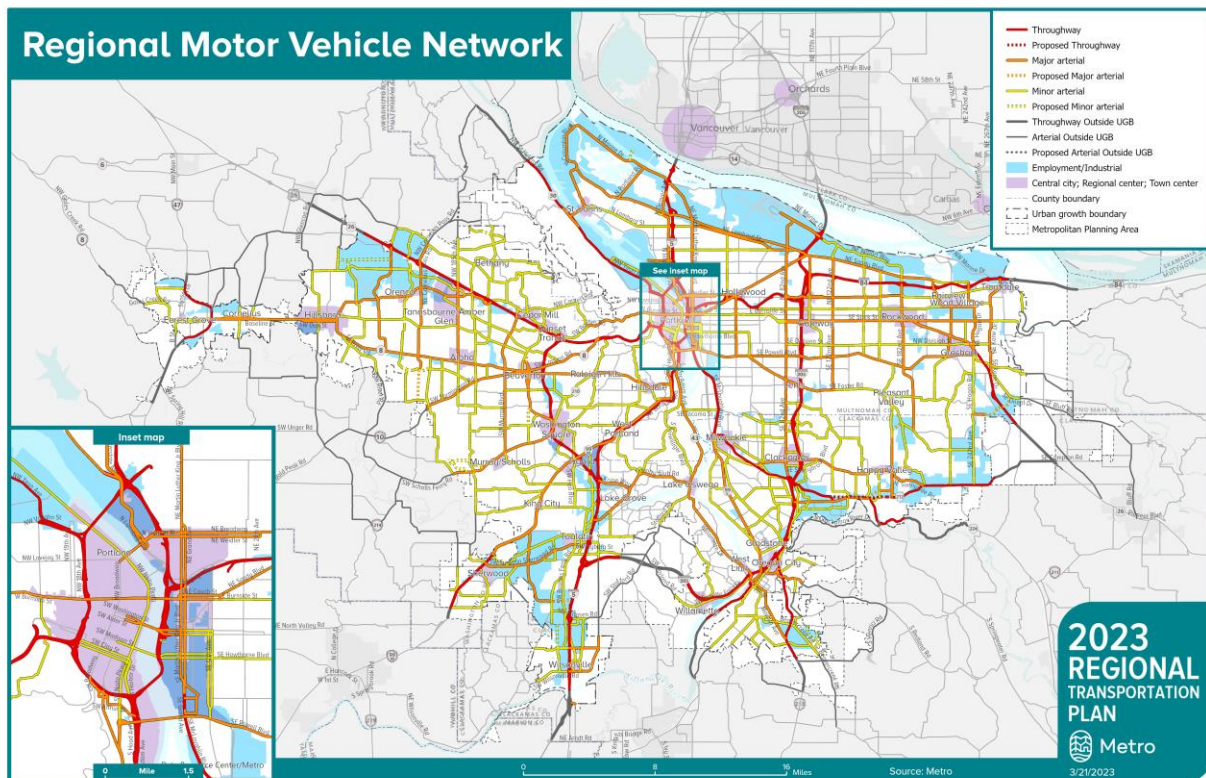
Local streets primarily provide direct access to adjacent land uses, and usually between 200-2,000 vehicles per day, with volumes varying by jurisdiction. Vehicle speeds on local streets are relatively low, which makes them good candidates for people biking, walking/rolling traveling to and within centers, to schools and to transit stops and stations.

While local streets are not intended to serve through traffic, the local street network serves an important role for supporting bicycle and pedestrian travel. As a result, regional local street connectivity policies require communities to develop a connected network of local streets to increase access to designated centers, to schools and to transit stops and stations on the regional transit network by people biking and walking or rolling.

### 3.3.3.3 Regional motor vehicle network classifications and map

The Regional Motor Vehicle Network is shown in Figure 3-23.

**Figure 3-23 Regional motor vehicle network map**



### 3.3.4 Congestion management process

This section outlines the policy for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and Oregon Transportation Plan (OTP) policies (including Oregon Highway Plan Policy 1G). Section 3.08.220 of the [Regional Transportation Functional Plan](#) (RTFP) implements the Regional Transportation (RTP) and establishes the requirements for Transportation System Plan.<sup>33</sup> In some parts of the greater Portland region the transportation system is generally complete, while in other parts of the region, especially those where new development is planned, significant amounts of infrastructure will be added. In both contexts, management strategies have great value. Where the system is already built out, such strategies may be the only ways to manage congestion and achieve other goals. Where growth is occurring, system and demand management strategies can be integrated before and during development to efficiently balance capacity with demand. New technologies are reducing the cost of demand management and new possibilities are emerging with autonomous and connected vehicles.

One component of the Congestion Management Process (CMP) is a toolbox of congestion reduction and mobility strategies, as shown in **Table 3-9**. This toolbox identifies a suite of strategies to manage congestion and address mobility needs prior to utilizing traditional roadway widening and other capacity projects. Prior to adding single occupant vehicle (SOV) capacity, agencies and jurisdictions should give consideration to the various strategies identified in this section, consistent with FHWA direction and RTP and OTP policies. Usually, multiple strategies are applicable within a corridor, while other strategies are intended to be applied region wide.

The CMP toolbox strategies were assembled to provide a wide range of strategies that could be used to manage congestion region-wide or within congested mobility corridors. They are arranged so that the strategies are considered in order from first to last. Even with the addition of capacity, many of the strategies can be implemented with the project to ensure the long-term management of a capacity project.

The CMP toolbox of strategies is shown in **Table 3-9**.

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<sup>33</sup> Regional Transportation Functional Plan <https://www.oregonmetro.gov/regional-transportation-functional-plan>



**Table 3-9 Toolbox of strategies to address congestion in the region**

1		<b>Community design strategies</b> <ul style="list-style-type: none"> <li>• Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections</li> <li>• Mixed-used areas and transit-oriented development</li> <li>• Parking management and pricing</li> </ul>
2		<b>Travel Information and Incentives strategies</b> <ul style="list-style-type: none"> <li>• Commuter travel options programs</li> <li>• Household individualized marketing programs</li> <li>• Car-sharing and eco-driving techniques</li> <li>• Safe Routes to School programs</li> <li>• Ridesharing (carpool, vanpool) services</li> </ul>
3		<b>System management and operations strategies</b> <ul style="list-style-type: none"> <li>• Real-time variable message signs and speed limits</li> <li>• Signal timing and ramp metering</li> <li>• Transit signal priority, bus-only lanes, bus pull-outs</li> <li>• Incident response detection and clearance</li> <li>• Access management (e.g., turn restrictions, medians)</li> </ul>
<b>Emerging</b>		<b>Congestion pricing strategies</b> <ul style="list-style-type: none"> <li>• Peak period pricing</li> <li>• Managed lanes</li> <li>• High occupancy toll (HOT) lanes</li> </ul>
4		<b>Active Transportation strategies</b> <ul style="list-style-type: none"> <li>• New biking and walking connections to schools, jobs, downtowns and other community places</li> <li>• Bicycle infrastructure (e.g., bicycle racks, lockers and other bicycle amenities at transit stations and other destinations)</li> <li>• Separated pathways and trails</li> </ul>
5		<b>Transit strategies</b> <ul style="list-style-type: none"> <li>• High capacity transit</li> <li>• Expanded transit coverage</li> <li>• Expanded frequency of service</li> <li>• Improvements in right-of-way to increase speed and reliability of buses and MAX</li> <li>• Community and job connector shuttles</li> <li>• Park-and-ride lots in combination with transit service</li> </ul>
6		<b>Street and throughway capacity strategies</b> <ul style="list-style-type: none"> <li>• Local and arterial street connectivity to spread out travel</li> <li>• Addition of turn lanes at intersections, driveway restrictions and other geometric designs such as roundabouts</li> <li>• Road widening to add new lane miles of capacity (e.g., adding auxiliary lanes, additional general-purpose lanes); pricing is considered when adding new throughway capacity in the region</li> </ul>

The intent of the CMP Toolbox follows FHWA's direction to consider all available solutions before recommending additional roadway capacity in transportation system planning, corridor refinement planning and subarea studies. **Appendix L** describes how this information is used in the region's process and RTP updates to identify needs and inform consideration and prioritization of multimodal strategies and investments to address congestion in the region.

### 3.3.5 Regional transit network vision and policies

With continued regional growth, come challenges including more congestion, higher housing prices, and constrained access to employment and daily needs. Increased transit service is a critical part of the overall solution to regional challenges. But the COVID-19 pandemic disrupted both transit use and service in the region. To achieve the regional vision in the 2040 Growth Concept and Climate Smart Strategy, transportation agencies and partners must meet the needs of people using transit today, while continuing to realize the Regional Transit Vision<sup>34</sup> to increase transit use and make transit more convenient, accessible, affordable, and frequent for everyone, especially those who rely on it.

**Make transit more frequent** by aligning frequency and type of transit service to meet existing and projected demand in support of local and regional land use and transportation visions. Frequent transit service is defined as service that operates at a maximum of 15 minutes intervals, but this isn't the only type of service. Regional and local transit service provides basic service and ensures that most the region's population has transit service available to them; service span and frequencies vary based on the level of demand for the service. Because of limited resources, it is important to ensure that service meets demand. Frequency therefore means aligning the frequency and type of service to meet existing and/or projected demand for an area.

**Make transit more convenient**, and competitive with driving, by improving transit speed and reliability using transit priority treatments and other strategies. Improve transit rider experience with seamless connections between transit providers, including transfers, information, and payment. Additionally, road authorities can partner with the transit agencies to implement transit priority treatments.

**Make transit more accessible** by promoting transit-oriented development of station areas and ensuring safe and direct biking and walking routes and crossings that connect to stops, as well as improve accessibility for seniors and persons with disabilities to ensure transit is accessible for everyone. Accessibility could also include park and ride facilities and drop off/pick up areas. Expand the system to improve access to jobs and essential destinations and daily needs.

**Making transit affordable** is the cornerstone of the other components of our vision. Frequency, convenience, and accessibility are meaningless if transit is not affordable. Additionally, affordability ensures that the transit system is equitable for low-income populations, communities of color and those who rely on transit services rather than private automobiles to meet their daily transportation needs.

#### 3.3.5.1 Regional transit network concept

The regional street system has carried public transit for more than a century, beginning with the streetcars of the late 1800s and evolving into a combination of vans, buses, streetcars, and light rail trains today. The Tri-County Metropolitan Transportation District

<sup>34</sup> Link to 2018 Regional transit strategy <https://www.oregonmetro.gov/regional-transit-strategy>

of Oregon (TriMet) is the primary public transportation provider for the greater Portland region. The South Metro Area Regional Transit (SMART) in Wilsonville provides regional transit service connecting Wilsonville to Portland and communities in Washington and Clackamas counties. In 2017, the state legislature, through HB 2017, designated Clackamas, Multnomah and Washington Counties as Public Transit Service Providers. The counties receive funding from the Statewide Transportation Improvement Fund to implement transit services to meet goals established by HB 2017, including providing services in areas not well-served by fixed route transit.

Bus service in other surrounding areas, all with connections to the regional network, is also provided by C-TRAN (Clark County, WA), Ride Connection, South Clackamas Transit District (SCTD), Cherriots (Salem, OR), Tillamook County Transportation District (Tillamook, OR), and Yamhill County Transit Area (Yamhill County, OR). Just outside of the greater Portland region, Sandy Area Metro (SAM) and Canby Area Transit (CAT) provide transit service for Sandy and Canby.

Transit is key to supporting the region's 2040 Growth Concept, which calls for focusing future growth in regional and town centers, station communities and 2040 corridors. A regional transit network, coupled with transit-supportive development patterns and policies that support taking transit, biking, and walking, will be necessary to help the region:

- be less dependent on automobiles;
- more equitably serve communities of color and other marginalized communities;
- reduce overall transportation and housing costs;
- lead healthier lives;
- reduce greenhouse gas emissions.

As part of the 2040 Growth Concept, transit is critical to connecting centers.

**Figure 3-24** shows how the regional transit system concept would connect the 2040 centers.



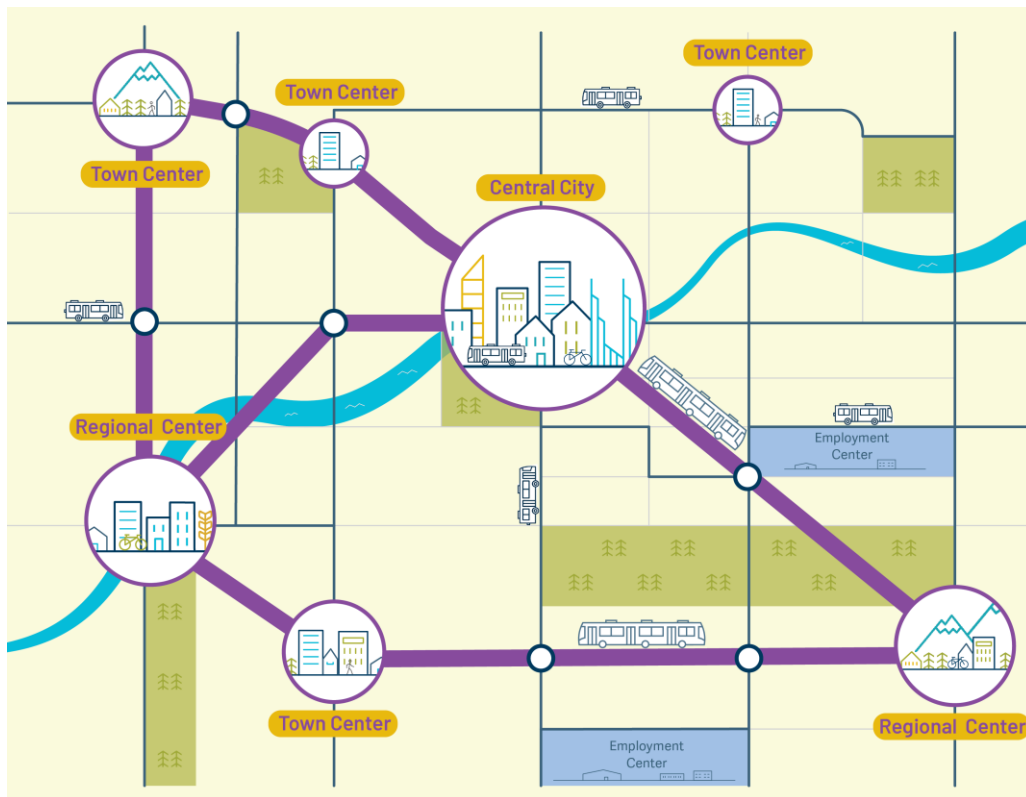
**Figure 3-24 Regional transit network concept**

Image shows a graphic concept of the regional transit network with different levels and types of transit routes connecting centers and places in the region. The 2040 Growth Concept set forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit. The High Capacity Transit Strategy expands this vision to include town centers like Milwaukie, Troutdale, and Sherwood along corridors to build onto that vision. The RTP goes further to include a complete network of regional transit along most arterial streets to better serve existing and growing communities. Existing land use mixes and future transit-oriented development potential should be considered and incorporated into service and station location decisions.

To leverage transit investments, it is important for cities and counties to ensure land uses are transit-supportive and support local and regional land use and transportation plans and visions to leverage and protect transit investments.

Adjacent land uses, block size, street connectivity, and parking management affect the success of transit service. Policies and investments that support transit best can be found in **Table 3-10**.

**Table 3-10 Effects of land use on transit service**

Characteristic	Supportive	Not Supportive
Density	High	Low
Street layout	Small blocks Grid system	Long, winding streets Cul-de-sacs, dead-end
Mix of uses	Mixed use (e.g., commercial, residential, and office uses)	Single use (e.g., all residential, all industrial)
Pedestrian and bicycle environment	Wide sidewalks Slow moving traffic Street elements (e.g., benches, street trees, pedestrian-scale lighting) Well-marked intersections with signalized crossings Bicycle parking	Narrow or no sidewalks Fast moving traffic Poor lighting No intersection markings and long pedestrian wait times
Site design	Buildings front the street and entrances	Buildings set back from the street and surrounded by surface parking
Parking	Limited Fee-based parking	Abundant Free

Source: TriMet

Transit-supportive development patterns include:

- A compact urban form that places destinations near transit.
- A mix of uses, and a balance of jobs and housing, which creates a place where activity occurs at least 18 hours a day.
- Locating a mix of services near transit, including grocery stores and medical clinics.
- Locating affordable housing options, particularly for older adults, seniors and people with disabilities, near frequent transit.
- Well-designed streets and buildings that encourage pedestrian travel.
- Streets that can accommodate 40-foot buses.
- Safe and efficient multi-modal interactions at transit stops and stations.
- Safe, direct and convenient pedestrian and bicycle access, within communities and to transit stops and stations.

- Street connectivity with good pedestrian and bike connections to extend the effective coverage of bus and rail service.
- Managed on-street and off-street parking.

Areas with low population and/or employment densities, abundant free parking, and with difficult access to transit stops generate fewer riders than areas with transit-supportive development. When fewer riders are generated, it costs more per ride to provide transit service than it does in transit-supportive areas. Ridership productivity is a key criterion in assessing the benefits of service improvements and new transit investments.

### **3.3.5.2 Regional transit network functional classifications and map**

The Regional Transit Network includes future regional and local bus, better bus corridors, high capacity transit and intercity rail, reflecting the region's future transit vision as identified by Portland Streetcar System Concept Plan, TriMet's Service Enhancement Plans, SMART's Transit Master Plan, as well as local Transportation System Plans. Shown in **Figure 3-26**, the Regional Transit Network map includes connections envisioned in the 2023 High Capacity Transit Strategy and future transit service. The map also highlights areas planned to be served by community-job connector shuttles, including current and planned routes identified in Clackamas and Washington County's transit development plans.

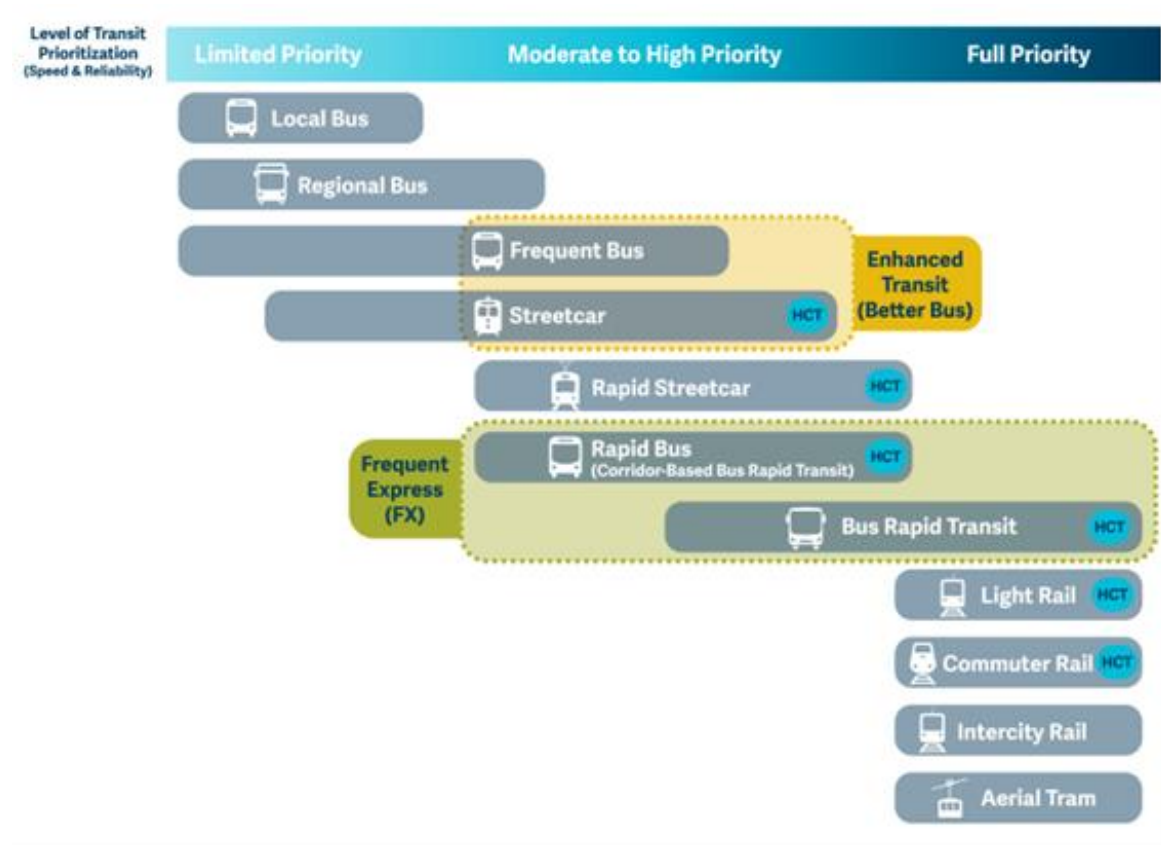
The existing and planned system includes a variety of transit modes, each with a special function in the overall system. Local, regional, and frequent service bus lines are the workhorses of our transit system. The transit providers plan for improving and expanding transit service through service enhancement plans, master plans and through annual service planning.

The bus system operates in mixed traffic and provides service across the region. Alongside our bus system, we have implemented streetcar and corridor-based rapid bus. These services, along with frequent bus service, can and do include a variety of transit priority treatments. These tend to be more frequent and carry more transit riders than the regional and local bus system. The better bus program, new to our region, provides that transit priority to help improve transit speed and reliability above traditional transit service.

The region's high capacity transit system operates with most of the service in exclusive right-of-way, consisting of six lines over a 75-mile network that serves more than 130 stations in the city of Portland, and the communities of Beaverton, Clackamas, Gresham, Hillsboro, and Milwaukie, and Portland International Airport. The high capacity transit system is the backbone of the transit network, meant to connect to regional centers and carry more transit riders than the local, regional, and frequent service transit lines.

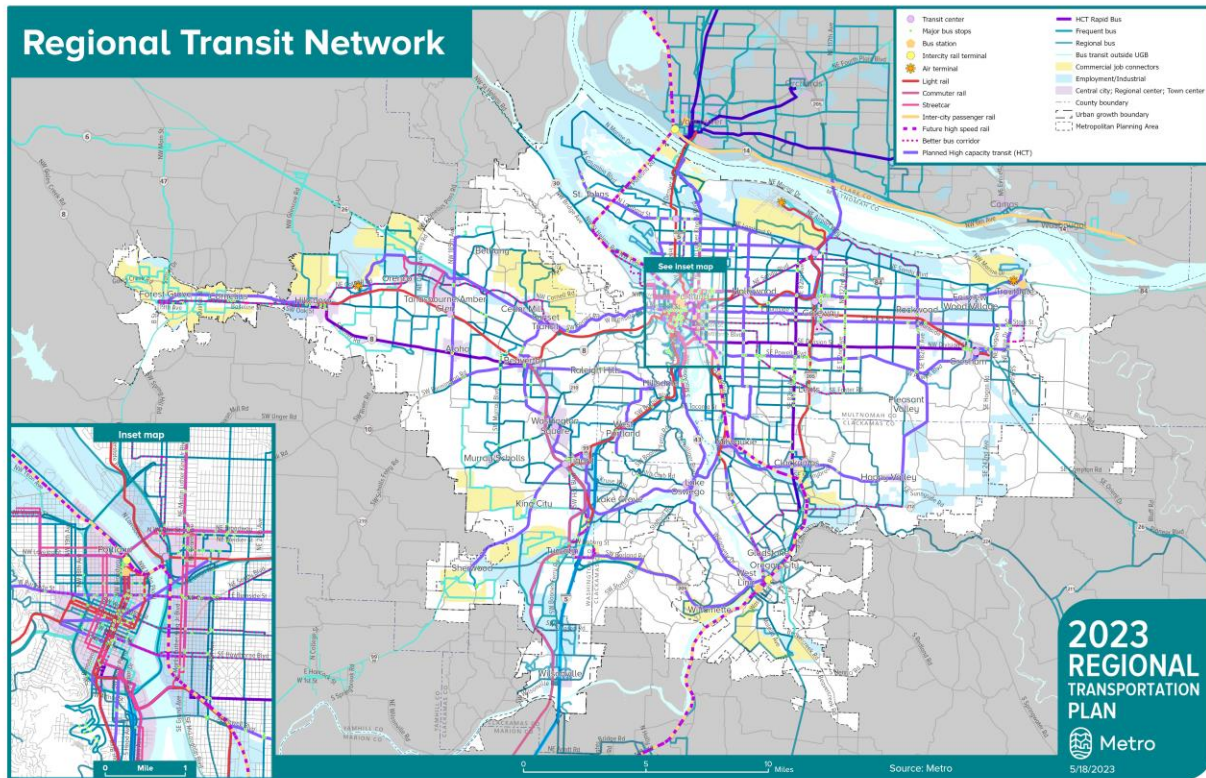
**Figure 3-25** shows the broad transit spectrum that exists or is planned for regional transit system.

**Figure 3-25 Regional transit spectrum**



Many variables impact decisions about what type of transit mode and frequencies are most appropriate, including existing and future land uses, transit demand and opportunities and constraints.

Figure 3-26 Regional transit network map



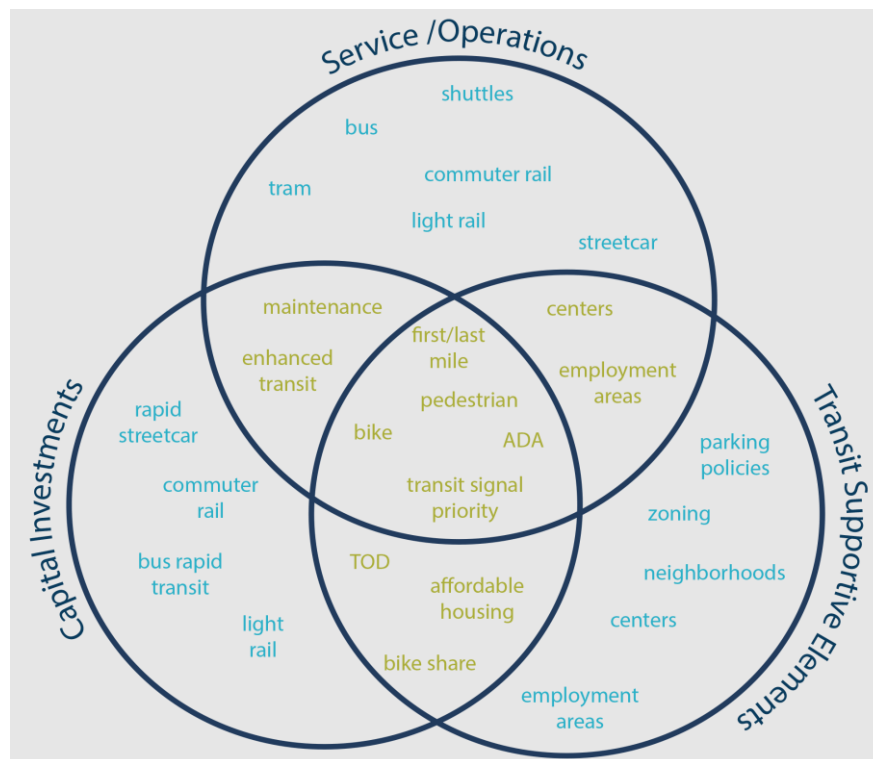
### Implementation of the regional transit vision

The Regional Transit Vision will be implemented through improving service, investing in infrastructure, collaborating between transit providers and local jurisdictions and expanding transit supportive elements:

- **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions and plans.
- **Capital investments in transit:** enhanced transit strategies that make Better Bus such as signal priority and/or dedicated lanes, or high capacity transit options such as bus rapid transit, light rail, commuter rail or high speed rail.
- **Transit supportive elements:** including programs, policies, capital investments and incentives such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

Figure 3-27 shows the relationships between these different types of investments.

**Figure 3-27 Service improvements, capital investments and transit supportive elements**



Public agencies and transit providers must collaborate in prioritizing transit investments throughout the region. With the passing of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. With

this additional funding, the region will be able to significantly increase and expand transit service. This only highlights the need to collaborate between transit providers.

### 3.3.5.3 Regional transit network policies

Regional transit priorities are informed by the following policies which aim to provide transit as an attractive, convenient, accessible, and affordable travel option for all people in the greater Portland region, optimize existing transit system operations and ensure transit-supportive land uses are implemented to leverage the region's current and future transit investments. Together, these policies regional goals.

<b>Policy 1</b>	<b>Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.</b>
<b>Policy 2</b>	<b>Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.</b>
<b>Policy 3</b>	<b>Create a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.</b>
<b>Policy 4</b>	<b>Maintain the region's transit infrastructure in a manner that improves safety, reliability and resiliency while minimizing life-cycle cost and impact on the environment.</b>
<b>Policy 5</b>	<b>Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.</b>
<b>Policy 6</b>	<b>Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.</b>
<b>Policy 7</b>	<b>Make capital and traffic operational treatments in key locations and/or corridors to improve transit speed and reliability for frequent service.</b>
<b>Policy 8</b>	<b>Support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.</b>

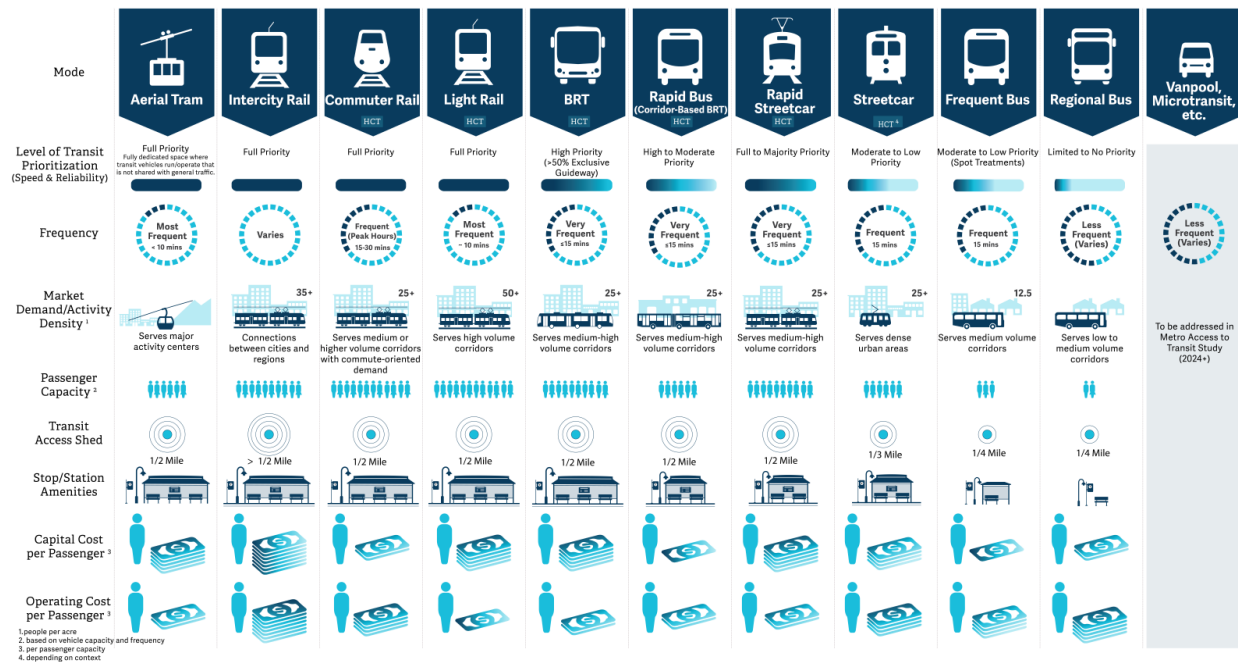


<b>Policy 9</b>	<b>Increase access to transit by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.</b>
<b>Policy 10</b>	<b>Use technology to provide better, more efficient transit service, including meeting the needs of people for whom conventional transit is not an option.</b>
<b>Policy 11</b>	<b>Make transit affordable, especially for people with low incomes.</b>

**Transit Policy 1. Provide a high quality, safe and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use.**

The region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with access to safe, efficient, reliable, affordable, and healthy travel options. But recovering from the pandemic-era ridership slump and meeting the region's transit ridership goals will require broader action, potentially including rethinking how transit serves the region's centers, finding resources to increase service, and redesigning streets to keep buses moving.

**Figure 3-28 Tools for building a high-quality transit system**



Rapid streetcar has less stops and more street priority for regional mobility between centers. Streetcar extends the reach of the high capacity transit network by facilitating mobility as a circulator within major centers.

A complete and seamless transit system is based on providing frequent and reliable bus and rail transit service during all times of the day, every day of the week. This goes far beyond the responsibility of the transit agencies; it requires actions on behalf of the



region and all the jurisdictions. Preferential treatments, such as transit signal priority, covered bus shelters, curb extensions, special lighting, enhanced sidewalks, protected crosswalks and bikeways, are all fundamental to making the transit network, especially frequent bus and high capacity transit, function at its highest level. To provide frequent and reliable service, regional partners must commit to investing in transit priority treatments and high capacity transit to ensure that transit can take people where they need to go on time.

Safe and comfortable access to the stations is critical to the rider's experience and convenience, but also makes transit fully accessible to people of all ages and abilities. Similarly, typical fixed route transit service may not make sense for everyone throughout the region. People often rely on demand-response transit as well. New shared mobility models like microtransit could provide better service at lower cost in these situations and in increasing access to high-demand corridors. Technology is another tool. Intelligent transportation systems and services help improve the speed and reliability of transit. It also means taking advantage of the growth in personal technology to efficiently communicate information about transit options and leverage electronic, integrated ticketing systems. As tolling and congestion pricing moves forward in the region, discounts or exemptions should be considered to incentivize multimodal travel behavior and reduce impacts, including exemptions for public transit and reduced pricing for higher occupancy vehicles such as shuttles, vanpools, and carpools (Oregon Highway Plan Policy 6.10).

**Transit Policy 2. Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.**

The region's transit and broader transportation system should provide every person and business with equitable access to have the same opportunity to thrive, regardless of their race or ethnicity. Ridership during the pandemic held steadier on routes that have more people of color and people with low incomes and routes that serve arterials with a mix of jobs, housing, shops and other destinations. Making these trips more convenient and reliable means that people who are more likely rely on transit today will have better travel options. A regional transit system focused on mobility and access that addresses the transportation disparities faced by communities of color has the ability to open opportunities which can dramatically improve outcomes for people of color. By addressing the barriers faced by communities of color, outcomes for other disadvantaged communities will improve as well.

Using equity as a lens to guide decisions more broadly will ensure that the transit system benefits those who rely on it the most. An equity lens can also address disparities in:

- **Access:** New development and gentrification can lead to displacement, of which people of color and low-income are disproportionately affected by. As housing and transportation costs increase, households are being forced to move to areas with less transit service. To address this, projects should be prioritized in equity focus areas.
- **Safety and security:** People with low-income and people of color across the country disproportionately suffer from well-documented racial bias in and bear the burden of policing. Racial disparities exist in enforcing transportation laws and rules and issuing penalties for violations. Further, fines are not based on an individual's ability to pay, meaning that the penalty has greater impact for people with low-income and could lead to compounding consequences such as debt. At the same time, people of color are increasingly likely to be concerned for their safety when traveling due to fear of harassment and discrimination. Agencies should continue to pursue alternatives to policing (e.g., TriMet's Safety Response Team) that discourage harassment without enforcement.
- **Technology:** As more transit fare collection systems embrace contactless payment, accessibility challenges can arise for people, especially people with low incomes or who are undocumented, underbanked or unbanked. Agencies should continue to monitor and pursue strategies to reduce barriers to accessing digital fare systems.

Offering ample opportunities for meaningful public engagement and input is critical to hearing diverse perspectives on goals, policies and projects. Continuing to strengthen existing partnerships with local community organizations can provide more individuals with voices that may not have had the platform to be heard. Any transit planning effort should directly incorporate community in the decision-making process.

Further, major infrastructure investments have implications within the communities they are located. Historic data shows that high capacity transit investments such as light rail contribute to both positive and negative outcomes for the communities they serve. Their potential displacement from the economic pressures that the investment brings undermines its long-term effectiveness. It is critical during planning for a new major transit investment that a strategy be developed that considers both the positive and negative impacts, particularly as it applies to the most at-risk populations who also tend to be the most transit dependent. Key focus areas should include affordable transit-oriented housing opportunities and contracting and job training benefits and opportunities for displaced and marginalized populations.

**Transit Policy 3. Create a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero GHG emissions, enabling us to meet our state, regional, and local climate goals.**

Transit is a critical part of meeting regional goals for climate leadership and clean air, and an integral part of implementing the Climate Smart Strategy. Improving and expanding the transit system and use of transit in greater Portland will continue to play a significant role in reducing transportation-related air pollutants, including greenhouse emissions. For people to choose transit over driving, transit must be at least as convenient and reliable. A transit trip needs to get people to their destination at the scheduled time, consistently, and it must be easy to use. The route would ideally be a one-seat ride or have seamless connections and fares between trains, buses, shuttles, streetcar, or active transportation options, regardless of the provider. It should be a short walk or bicycle ride via a safe, comfortable connection that is easy to find and navigate. Information about schedules, transfers and real time arrivals would be readily available and easy to access both on-board and at stops and stations. Most importantly, travel times need to be competitive with other forms of travel. Regional partners should continue to pursue strategies that prioritize transit travel times with signal priority and bus lanes, integrate service, information, trip planning, and payment platforms across transit agencies, improve sidewalk, crossing and bicycle facilities, and adopt technology to make transit more predictable and user-friendly such as electronic fare and real-time monitoring systems. By providing both more and better transit connections between where people live and where they need to go, more people who drive today will be more likely to choose to use transit to travel instead.

Ongoing efforts to convert bus fleets to low and zero-emissions vehicles will further reduce emissions in the region. Electric trains and hybrid diesel/electric buses have been part of the regional fleet for many years and battery-electric buses have been added more recently. Both House Bill 2017 and the Low or No Emissions Buses and the federal Bus Facilities Grant Program funded by the 2021 Bipartisan Infrastructure Law have provided an opportunity to further invest in clean vehicles. As transit agencies in the region move toward a fleet without emissions, many are switching to renewable biodiesel fuel to reduce emissions in the interim. Further, renewable electricity from natural resources like sun and wind can be used to power both transit vehicles and facilities. Cleaner alternative fuels are the future of transit, and the region should continue to support the transition to a clean transit fleet and facilities. As more people are encouraged to ride on an improved and expanded transit network using clean vehicles, greater Portland will see emissions reduced for the transportation system more broadly as well.

**Transit Policy 4. Maintain the region’s transit infrastructure in a manner that improves safety, reliability and resiliency while minimizing life-cycle cost and impact on the environment.**

While our transit system is still relatively new, it is starting to need more repairs and/or replacements to buses, streetcars, trains, and their infrastructure as they age. It will become increasingly important to invest in upkeep as elements of the system begin to reach the end of their useful life to maintain a state of good repair. It is critical to ensure that it is well-maintained and to replace or improve outdated parts of our transit system to preserve its efficiency. The Federal Transit Administration’s State of Good Repair program for rail and bus rapid transit systems that are at least seven years old includes incorporating industry best practices and recommendations related to reliability and safety to help transit agencies maintain bus and rail systems as part of the federal transportation performance management implementation.

It is also important to plan for future capacity needs of the transit system. As our region grows and ridership on our public transportation system is ever increasing, the region is starting to push the limits of what our existing infrastructure can handle. This creates more transit bottlenecks throughout the region, increasing congestion and decreasing the reliability of our transit system. Some lines already have many buses running behind schedule due to heavy traffic, which leads to unpredictable service. Other lines suffer from overcrowding. Popular lines will always have standees, but some trips have such high ridership that at times, riders are unable to board and must wait for another vehicle. To make transit more reliable and convenient, these factors must also be addressed.

**Transit Policy 5. Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.**

**Improve local service transit**

The local transit network provides basic service and access to local destinations and the frequent and high capacity transit network. It is designed to provide full transit service coverage to the region, ensuring that most of the region’s population has transit service available to them – varying in type, frequency, and span based on needs and demand. Transit preferential treatments and passenger facilities are appropriate at higher ridership locations.

Providing community and job connector shuttles increases the convenience of transit, particularly for areas without frequent service transit or where traditional transit service is not viable. Community and job connector shuttles also expand the reach of transit service across the region, which improves access to jobs and community places and can

help facilitate first/last mile connections where business and or homes are spread out and regional fixed-route bus service is not cost effective.

One foundational support of the regional transportation system is the availability of demand-response services. These services provide access to transportation that “fills in the gaps” where fixed-route transit, complementary paratransit, or deviated fixed-route “last mile” shuttle services are not the appropriate or most cost-effective tool to meet the need of low-income individuals, seniors, or people with disabilities. They provide a lifeline of service to people who experience barriers to accessing the transportation system. Current service is still not enough to meet the existing demand or projected growth in demand concurrent with the region’s growing population.

#### **Expand regional and local frequent service transit**

Providing regional transit along most arterial streets is another key piece of a high-quality network better serving existing and growing communities. Frequent service transit is defined as wait times of 15 minutes or less from the early morning to late in the evening, seven days a week. Frequency is especially important for making transit more competitive with driving for riders who take short, local trips, because the time riders spend waiting for a bus to take a short trip is a proportionately larger component of the total travel time than it is for longer trips. Frequent bus service is appropriate when high ridership demand is demonstrated or projected, the streets are pedestrian-friendly, there are high proportions of transit-dependent residents, the lines connect to existing or proposed HCT corridors, and/or it serves multiple centers and major employers.

#### **Transit Policy 6. Make capital and operational improvements in key locations and/or corridors to improve transit speed and reliability for frequent service.**

To meet the region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need to invest more to improve the efficiency of our system, particularly the more congested corridors in the frequent service bus network, to better support transit riders. More reliable, higher quality transit connections would better connect low-income and transit-dependent riders to jobs, school, and services. A more fine-grained network of higher-quality transit service complements high capacity transit investments to help relieve transit congestion and grow ridership throughout the region.

There are many ways to increase transit speed and reliability throughout our system to make the bus better and reduce time spent traveling by transit for people riding.

Improving the speed and reliability of our frequent service network could be implemented at the regional scale, along corridors or at “hot spot” locations. **Table 3-11** describes the different types of treatments that have the potential to improve reliability that are part of the enhanced transit toolbox. Providing transit priority on the roadway and/or at signals that help buses avoid delay and/or bypass traffic mean trips on these

routes stay on schedule and/or are faster. These features, combined with other preferential treatments, such as covered bus shelters, special lighting, enhanced sidewalks and bicycle facilities, and protected crosswalks, are fundamental to making the frequent bus network function at its highest level. The region should pursue these opportunities as they arise.

**Table 3-11 Better Bus treatments to enhance frequent transit service**

Regional	Hotspot
Bus on shoulder	Dedicated bus lane
Transit signal priority and signal improvements	Business access and transit (BAT) lane
Headway management	Intersection queue jump/right turn except bus lane
Corridor	Transit-only aperture
Level boarding	Pro-time (peak period only) transit lane
All door boarding	Multi-modal interactions
Bus stop consolidation	Curb extension at stops/stations
Rolling stock modification	Far-side bus stop placement
Transit signal priority and signal improvements	Street design traffic flow modifications

The Better Bus program employs public partnerships to implement treatments that increase capacity and reliability, yet are relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. Coordinated investments by multiple partners have the potential to provide major improvement over existing frequent service while being less capital-intensive and quick to implement than large-scale high capacity transit. Investments could serve our many growing mixed-use centers, corridors, and employment areas that demand a higher level of transit service but are not seen as short-term candidates for light-rail or rapid bus (those identified as Developing or Future corridors in the 2023 High Capacity Transit Strategy). This creates a potential path for growing better bus into high capacity transit over time – starting with incremental, smaller-scale improvements that can be leveraged later when implementing a large-scale capital infrastructure investment.

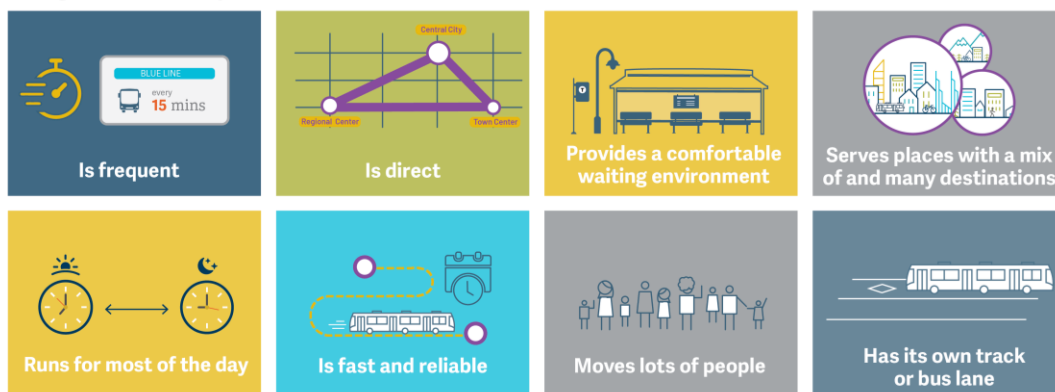
**Transit Policy 7. Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.**

High Capacity Transit (HCT) investments help the region concentrate development and growth in its centers and corridors. It is the backbone of the transportation network, connecting people to the central city, regional centers and major town centers with high-quality service (i.e., fast, frequent, safe and reliable). Linking these activity centers and station communities better connects people with essential jobs, services, commerce and other major destinations (e.g., colleges, hospitals, affordable housing). High capacity transit serves regional routes where the most people need to travel to get where they

need to go, often with relatively long trip lengths, to provide a viable alternative to the automobile in terms of convenience and travel time. These corridors make more broad connections across the region where the bus or other types of transit make connections and provide complementary services to fill in the network.

High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. This type of service carries more transit riders more quickly, efficiently and comfortably than local, regional and frequent service transit lines through both a level of enhanced amenities and transit priority. Enhanced amenities refer to features that make high capacity transit more efficient, convenient, and comfortable: vehicles that are larger and allow boarding from all doors, transit centers and stations with near-level boarding, and frequent service (striving for frequencies of 10 minutes or better during the peak hours and 15 minutes during off peak hours). It also refers to transit centers and stations with covered waiting shelters, benches, schedule and real-time bus and train arrival information and special lighting. Other amenities could include ticket machines, restroom facilities, bicycle parking (e.g., bicycle stations or bike & rides), civic art and commercial services. Enhanced priority investments refer to dedicated tracks or lanes in the street that improve speed and/or reliability, getting people to destinations faster and on-time. High capacity transit operates on a fixed guideway or within an exclusive right-of-way on tracks or in the street, to the greatest extent possible.

### High Capacity Transit...



The region should continue to pursue coordinated partnerships in planning for and investing in these major capital improvements that prioritize transit over other modes, construct features that improve speed, reliability, and access to transit, and address community needs and gaps. Adopted transit-supportive land use and transportation policies and strategies, such as high-density and mixed-use zoning, reduced parking



requirements, and affordable housing incentives are critical to ensuring a corridor is ready for high capacity transit investment. To optimize and leverage transit supportive land uses, alignments and station locations should be oriented towards existing and future high density, mixed-use development and connect intermodal passenger facilities. To this end, urban form and connectivity, redevelopment potential, market readiness, public incentives and infrastructure financing should all be considered during the corridor refinement and alternatives analysis phases of project development.

**Transit Policy 8. Support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.**

Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional transit network. Current travel patterns are showing a rising demand for intercity transit service solutions for improving passenger rail in the future in response to rising demand, while also balancing similarly increasing freight service needs. The following corridors have a high likelihood to support intercity or commuter rail service in the future: Portland-Newberg, Portland-Astoria, Portland-California and Chicago to Seattle via Salt Lake City and Portland (formerly Amtrak Pioneer). Metro, regional partners and corridor communities should consider right-of-way preservation for these corridors and consider land use planning activities that focus on transit-supportive development around potential future station areas.

Portland-Salem/Keizer-Eugene is the most promising corridor for expanding commuter rail and intercity transit service travel times, reliability, frequency and connectivity with and accessibility of regional and local transit, bicycle and pedestrian networks. There is existing Amtrak passenger rail service on a more highly used freight corridor (Union Pacific Mainline) and there is the potential for an alignment either extending or tying into WES commuter rail service on a lightly used freight corridor (Oregon Electric Line) from to Wilsonville to Salem, currently served by Wilsonville's SMART and Salem's Cherriots today. All were evaluated in the 2010 Oregon Rail study as potential solutions for improving intercity rail service on the corridor, but the alignment tying into WES attracted more riders (by one to four percent). When developing inter-regional rail service, this corridor alignment should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.

In the future, a fast, frequent, reliable, and environmentally responsible high-speed transit connection could serve as a catalyst to transform the Pacific Northwest. The Pacific Northwest Corridor is an important intercity rail connection between Eugene, Oregon and Vancouver, British Columbia. It is one of eleven corridors shown in **Figure 3-29** identified for improved inter-city rail connections and potential high-speed rail investments to better connect communities across the U.S. Ultra-high-speed rail on the corridor should complement and bolster the broader intercity passenger rail system – for instance,



Amtrak Cascades could connect smaller cities (including Salem and Eugene nearer-term) to the corridor and the regional hubs connected by it.

**Figure 3-29 U.S. High speed intercity passenger rail network**



Source: U.S. Department of Transportation (April 2016)

More work is needed to determine what partnerships, infrastructure investments and finance strategies are needed to support improved intercity passenger service to communities outside the region more broadly. Additional collaboration and funding are needed to support the development of this level of service.

**Transit Policy 9. Increase access to transit by improving pedestrian and bicycle connections to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.**

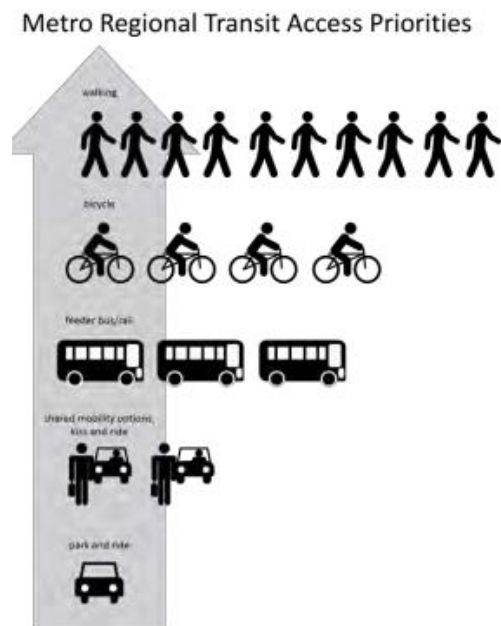
**Improve pedestrian and bicycle access to and bicycle parking at transit stops and stations**

People access transit via walking, bicycling, bus, rail, carpools, shared mobility (like Uber and Lyft or Biketown) and private automobiles. In 2040 corridors, main streets and centers, transit is supported by providing transit-supportive development and well-connected street systems to allow convenient bicycle and pedestrian access. Providing safe and direct walking and biking routes and crossings that connect to transit stops ensures that transit services are fully accessible to people of all ages and abilities and

helps the transit network function at its highest level. At some point in their trip, all transit riders are pedestrians first whether it is walking to the station, parking their bike and walking to vehicle or walking from the park and ride to the bus or rail. The environment where people walk to and from transit facilities is a significant part of the overall transit experience. An unattractive or unsafe walking environment discourages people from using transit, while a safer and more appealing pedestrian environment may increase ridership. Likewise, high quality local and regional bicycle infrastructure extends the reach of the transit network, allowing more people to access transit from longer distances. Further, transit, pedestrian and bicycle travel benefit as improvements are made to each of the modes.

**Figure 3-30** depicts the region's priorities for providing multi-modal access to the region's transit system. It prioritizes walking and biking to transit and deemphasizes driving to transit. In select locations, park-and-ride facilities may provide vehicular access to the high capacity or even frequent service network for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density.

**Figure 3-30 Regional transit access priorities**



- Improving pedestrian and bicycle access to transit stops and stations is accomplished through filling sidewalk gaps within a mile and bicycle and trail network gaps within three miles, integrating trail connections and shade trees, and providing pedestrian and bicycle protected crossings. Additionally, amenities at stops and stations further support people walking and bicycling to transit, including shelters, shade trees and seating; bicycle repair stations, lockers, secured, covered bicycle parking and/or Bike and Rides;

and co-located bike and scooter sharing facilities. Allowing bicycles on board transit also helps expand active transportation connections, particularly the use of apps to let bicycle riders know if a bus or train has bicycle space available.

Additionally, managing or pricing parking spaces and reducing the number of spaces that developments near transit provide a safer, more active transportation-oriented environment near stations. The Climate Friendly and Equitable Communities (CFEC) rules require many cities in the region to reduce or eliminate parking requirements and manage or price parking in areas with high levels of transit service).

#### **Explore new ways to improve connections to high frequency transit**

Advances in technology have given rise to new transportation services that make it easier for people to share vehicles and have the potential to work alongside transit to significantly extend the range and convenience of car-free trips in the region. Many of these options, including ride-hailing and bike, e-bike, scooter, and car sharing, are available and widely used in certain parts of the region. These new services can help bridge the gap to first and last-mile high frequency and, particularly, high capacity transit access. Improving connections and interactions between shared mobility and transit can be accomplished by:

- Ensuring designated transit streets are designed and managed to prioritize transit and shared travel. Ride-hailing and e-commerce delivery vehicles are using an increasing amount of curb space in some congested areas. Agencies can manage the curbside to prioritize ride-hailing services carrying more than one passenger and avoid conflicts with transit vehicles.
- Dedicating space for shared mobility at transit stations. Accommodating bike share stations or pods of car share vehicles at transit stops makes it easy for transit riders to use these options. Setting aside space for pickups and drop-offs near stations can make it more convenient for people to access options to transit, as well as improve safety by reducing conflicts between modes. At stations with parking, reserving premium spaces for carpools or shared vehicles can provide an incentive for travelers to share trips instead of driving alone.
- Coordinating with shared mobility companies to support shared connections to transit stations. Several communities already fund vanpools or operate shuttles to and from transit stations. Similarly, public agencies can partner with microtransit or carsharing, pooled ride-hailing services or dockless bike/scooter sharing companies to subsidize or promote trips via these modes to transit stations. The City of Portland's Transportation Wallet, which offers credits that people can use to pay for transit and a variety of new mobility services to residents in Parking Districts, affordable housing sites, and new multi-family buildings. These programs allow people access to a suite of

options that can complement existing options or connect them to transit when the bus or train only covers part of their journey.

**Transit Policy 10. Use technologies to provide better, more convenient and efficient transit service, including meeting the needs of people for whom conventional transit is not an option.**

People commuting to employment centers in more suburban areas rely on slower, often infrequent buses or may not be served by existing bus service. Similarly, the region is home to many people with disabilities who require specialized vehicles and point-to-point service, as well as people who depend on transit but live in communities where fixed-route service does not make sense. These people often rely on demand-response transit or infrequent buses that provide slow service and are costly to operate.

New shared mobility models like microtransit could provide better service at lower cost where we need to enhance service on high-ridership lines while piloting new ways to provide transit (like microtransit or using new mobility services to connect to stations) in communities that are challenging to serve with large buses traveling on fixed routes. As these options continue to mature, agencies should look for opportunities to supplement demand response and underperforming service with shared mobility. This could provide better service for underserved and transit-dependent residents and increase resources available to serve high-demand corridors. The growth in new mobility technologies also includes new real-time fleet management and route optimization tools as well as trip planning services and ride matching services that can help people identify a transportation service that meets their needs or someone with whom they can share a ride. These technologies can be used to increase the quality and/or productivity of infrequent or high-cost services, or to help people find a service that meets their needs when conventional transit isn't available to them.

Making it easy to plan, book, and pay for trips, including across agency and even shared mobility platforms, is one way to make transit more convenient for people riding. Smartphone apps are now the most common way for people in the Portland region to access information about their transportation options and are well-suited to provide the type of real-time information that people need to coordinate trips while accounting for potential transit delays. This is especially true for people accessing transit through amidst the changing landscape of new mobility services in the region. TriMet's Open Trip Planner integrates data on transit routes, schedules and real-time arrivals and tracking; bicycling and walking travel times; and shared mobility options to make it easy to plan multimodal trips on an interactive map platform optimized for smartphones.

Other private travel information apps offer similar services; transit agencies can make schedule and route information available in the format that these tools use to allow their

services to how up in these apps. There are two important issues to consider when integrating transit and shared mobility data:

- Ensuring that third-party apps use that data in a way that supports transit. The companies that develop these apps often monetize transit data by showing advertisements for ride-hailing services that show how much quicker a rider could reach a destination by paying extra for those services. These advertisements can draw people away from taking transit, and agencies should consider whether they want to place conditions on the use of transit data by third parties.
- Maintaining access for the many people who can't or don't access apps or make online payments, which can include many of the same travelers who rely on transit. These travelers often need to overcome both cultural barriers (for example, limited English proficiency and concerns about personal safety when traveling in public) and technological ones (such as a lack of access to smart phones or data plans that allow for easy online access to information from anywhere) in order to access the increasing number of online travel information and services.

**Transit Policy 11. Make transit is affordable, especially for people with low incomes.**

Ensuring that transit is affordable alleviates the cost of and encourages alternatives to owning automobiles. It is therefore important to ensure that transit is affordable, particularly for the riders that rely on it the most. The cost of transportation burdens many households in the metropolitan region and is usually the second largest share of household costs (after housing).

People of color, with limited English proficiency, with low-income, with disabilities, age 65 or older and 18 or younger are those most affected by transportation costs. C-TRAN and TriMet offer reduced fares for youth, seniors, people on Medicare, and people with low incomes. Most SMART buses are free – there is a fee for Dial-a-Ride service and for the 1X to Salem which also offers a reduced fare. Broadening these programs to further reduce or even eliminate some fares or offering other financial assistance that could be applied to costs of fees would help alleviate cost-burden for those who rely on transit. One way to do that is by making transit free for youth – a clear community priority identified during the Get Moving 2020 transportation funding measure process.

Research has shown that people form opinions about transit early on, with early use being a key indicator of ridership in the future. Removing barriers to acquiring reduced or free transit fares can make it possible for individuals with limited access to documents, identification, or internet to receive these benefits. Fare capping, an approach utilized by TriMet's Hop Fastpass, allows people to pay for a reduced monthly pass by the ticket

rather than all at once up front. Programs like TriMet's Access Transit, which provide fares to non-profit and community-based organizations at lower to no cost to distribute to clients, help to further increase the reach and accessibility of reduced fare programs. The region should build partnerships with non-profit and human service providers to support expanding these types of programs, disseminate more information about reduced fare programs and work through ways in which these programs can be more effective. The City of Portland's BIKETOWN for All program is one example of how to increase integration of free or reduced fare programs by including students receiving federal aid (FAFSA) and people receiving food assistance (Oregon Trail Card, SNAP). This should also include advocating in the state legislature and to the voters to increase, deepen, and sustain long-term funding for programs which support keeping transit affordable for riders.

### 3.3.6 Regional freight network concept, vision and policies

Informing the regional framework for freight policy is the understanding that the Portland –Vancouver region is a globally competitive international gateway and domestic hub for commerce. The multimodal freight transportation network is a foundation for economic activities, and we must strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy.

The Regional Freight Strategy addresses the needs for freight through-traffic as well as regional freight movements, and access to employment and industrial areas, and commercial districts. The Regional Freight Network Concept contains policy and strategy provisions to develop and implement a coordinated and integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. The transport and distribution of freight occurs via the regional freight network, a combination of interconnected publicly and privately owned networks and terminal facilities. The concept in **Figure 3-31** shows the components of the regional freight system and their relationships.

**Figure 3-31 Regional freight network concept**

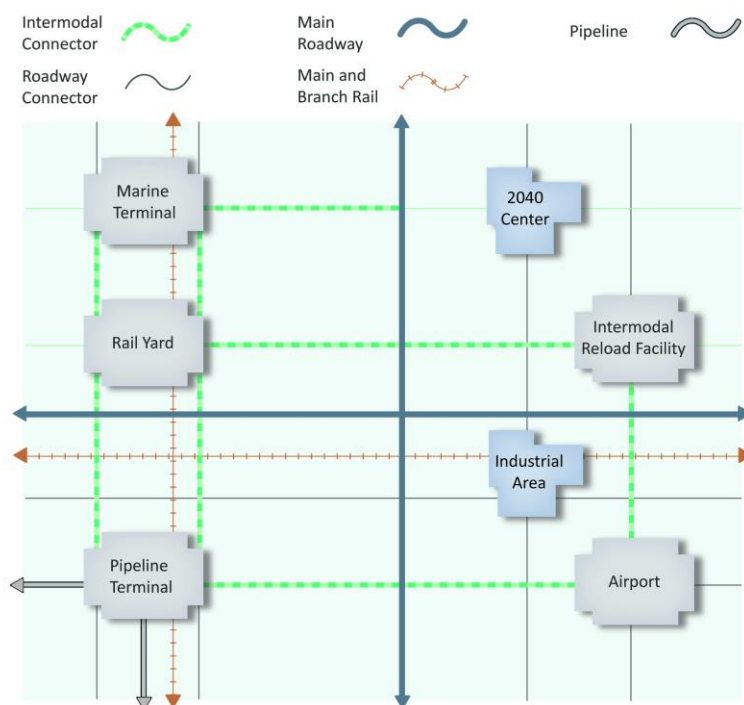


Image shows a conceptual graphic of the freight network with different freight route classifications connecting key freight hubs.

Rivers, mainline rail, pipeline, air and truck routes and arterial streets and throughways connect the region to international and domestic markets and suppliers beyond local boundaries. Inside the region, throughways and arterial streets distribute freight moved by truck to air, marine and pipeline terminal facilities, rail yards, industrial areas, and commercial centers. Rail branch lines and heavy vehicle corridors connect industrial areas, marine terminals and pipeline terminals to rail yards and truck terminals. Pipelines transport petroleum products to and from terminal facilities.

### **3.3.6.2 Regional freight network policies**

The Regional Freight Network Policies reflect the policy framework of the Regional Freight Strategy. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders can take to implement the policies are identified in Chapter 8 of the Regional Freight Strategy.

<b>Policy 1</b>	<b>Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.</b>
<b>Policy 2</b>	<b>Manage the region’s multimodal freight network to reduce delay, increase reliability and efficiency, improve safety and provide shipping choices.</b>
<b>Policy 3</b>	<b>Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.</b>
<b>Policy 4</b>	<b>Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.</b>
<b>Policy 5</b>	<b>Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.</b>
<b>Policy 6</b>	<b>Invest in the region’s multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.</b>
<b>Policy 7</b>	<b>Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.</b>
<b>Policy 8</b>	<b>Adapt future freight system investments to emerging technologies and shifts in goods movement, including the emergence of e-commerce and automated delivery systems.</b>



**Freight Policy 1. Plan and manage our multimodal freight transportation infrastructure systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.**

A comprehensive, systems approach is central to planning, managing, and using the region's multimodal freight transportation infrastructure. This approach provides a strong foundation for addressing core throughway network bottlenecks, recognizing and coordinating both regional and local decisions to maintain the flow and access for freight movement that benefits all.

The transport and distribution of freight occurs via a combination of interconnected publicly and privately-owned networks and terminal facilities.

**Freight Policy 2. Manage the region's multimodal freight network to reduce delay and increase reliability and efficiency, improve safety and provide shipping choices.**

The 2005 Cost of Congestion to the Economy of the Portland Region Study reported that the greater Portland region has a higher-than-average dependency on traded sector industries, particularly computer and electronic products, wholesale distribution services, metals, forestry, wood, and paper products, and publishing; business sectors that serve broader regional, national, and international markets and bring outside dollars into the region's economy.

These industries depend on a well-integrated and well-functioning international and domestic transportation system to stay competitive in a global economy.

As an international gateway and domestic freight hub, the region is particularly influenced by the dynamic trends affecting distribution and logistics. As a result of these global trends, U.S. international and domestic trade volumes are expected to grow at an accelerated rate. The value of trade in Oregon is expected to double by 2040, to \$730 billion.<sup>35</sup> The region's forecasted population and job growth – an additional 917,000 residents and 597,000 jobs to be added between 2010 and 2040<sup>36</sup> – along with the associated boost in the consumption of goods and services are significant drivers of projected increases in local freight volume.

This policy is the first step to improved freight and goods movement operations on the existing system and includes preservation, maintenance and operations-focused projects

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<sup>35</sup> Federal Highway Administration, Freight Analysis Framework version 3.4, 2013

<sup>36</sup> Metro 2040 growth forecast. Represents forecasted population and jobs within 4-county area (Multnomah, Clackamas, Washington and Clark counties).

and associated planning and coordinating activities. It focuses on using the system we have more effectively.

It is critical to maximize system operations and create first-rate multimodal freight networks that reduce delay, increase reliability, maintain, and improve safety and provide cost-effective choices to shippers. In industrial and employment areas, the policy emphasizes providing critical freight access to the interstate highway system to help the region's businesses and industry in these areas remain competitive. Providing access and new street connections to support industrial area access and commercial delivery activities and upgrading main line and rail yard infrastructure in these areas are also emphasized.

To carry out an overall policy of reducing delay and increasing reliability, it will be necessary to expand the types of programs and amounts of funding for freight transportation infrastructure to adequately fund and sustain investment in the region's multimodal freight transportation network in order to ensure that the region and its businesses stay economically competitive.

**Freight Policy 3. Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.**

To gain public support for projects and funding of freight initiatives, and to better inform elected officials when making land use and transportation decisions, a program that informs the public is required.

Freight impacts should be considered in all modal planning and funding, policy and project development, implementation, and monitoring. This also means better informing the region's residents and decision makers about the importance of freight movement on daily life and economic well-being. Metro will work with its transportation partners to improve the level of freight information available to decision-makers, the business community, and the public.

**Freight Policy 4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.**

This policy deals with traditional nuisance and hot spot issues associated with "smokestack and tailpipe" problems, but it also recognizes the many current contributions and new opportunities for the evolving green freight community to be part of the larger environmental and economic solution set required in these times, including reducing greenhouse gas emissions.

It is important to ensure that the multimodal freight transportation network supports the health of the economy and the environment by pursuing clean, green and smart technologies and practices. Details of the most promising innovations and technologies have been developed as part of the Regional Freight Strategy's Technology for Sustainable Freight Transport, as identified in Chapter 6 of the strategy.

**Freight Policy 5. Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.**

This policy targets land use planning and design issues that can affect the ability of freight, goods movement and industrial uses to live harmoniously with their neighbors. Freight-sensitive land use planning includes everything from long-range aspirations for freight and industrial lands to short-term and smaller scale design and access issues.

It is important to integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities. This includes improving and protecting the throughway interchanges that provide access to major industrial areas, as well as the last-mile arterial connections to both current and emerging industrial areas and terminals.

**Freight Policy 6. Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.**

This policy focuses on planning and building capital projects and developing the funding sources, partnerships, and coordination to implement them.

It is important to look beyond the roadway network to address needs of the multimodal and intermodal system that supports the regional economy. As described in the Regional Freight Strategy, freight rail capacity is adequate to meet today's needs but as rail traffic increases additional investment will be needed in rail mainline, yard and siding capacity.<sup>37</sup> Whenever right-of-way is considered for multiple uses such as freight rail, passenger rail and trails, analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not compromised.

In addition, navigation channel depth on the Columbia River continues to be the limiting factor on the size, and therefore the number, of ships that call on the Portland-Vancouver Harbor.

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<sup>37</sup> Port of Portland, Port of Portland Rail Plan, 2013.

**Freight Policy 7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.**

This policy and the potential design solutions focuses on addressing the issue of eliminating fatalities and serious injuries due to freight vehicle crashes with passenger vehicles, bicycles and pedestrians.

**Freight Policy 8. Adapt future freight system investments to emerging technologies and shifts in goods movement, including the emergence of e-commerce and automated delivery systems.**

This policy is focused on addressing the continued growth in e-commerce and delivery trips and the need for industrial land that provides for an increase in distribution centers and fulfillment centers.

**3.3.6.3 Regional freight network classifications and map**

The Regional Freight Network map, shown in **Figure 3-32** applies the regional freight network concept on the ground to identify the transportation networks and facilities that serve the region and the state's freight mobility needs.

The regional freight network has a functional hierarchy like that of the regional motor vehicle network. To show the continuity of the freight system in both Oregon and Washington state, the map shows the freight routes in Clark County, north of the Columbia River and rural freight routes designated by Clackamas and Washington counties that connect to the regional freight network designated within the metropolitan planning area boundary. The Regional Freight Network map also includes six inset maps (brown dotted line boxes) that focus on the key intermodal facilities (marine terminals, rail yards and pipeline facilities) and rail lines to highlight the importance of the rail network and have better visibility for the rail lines.

The different functional elements of the regional freight network are:

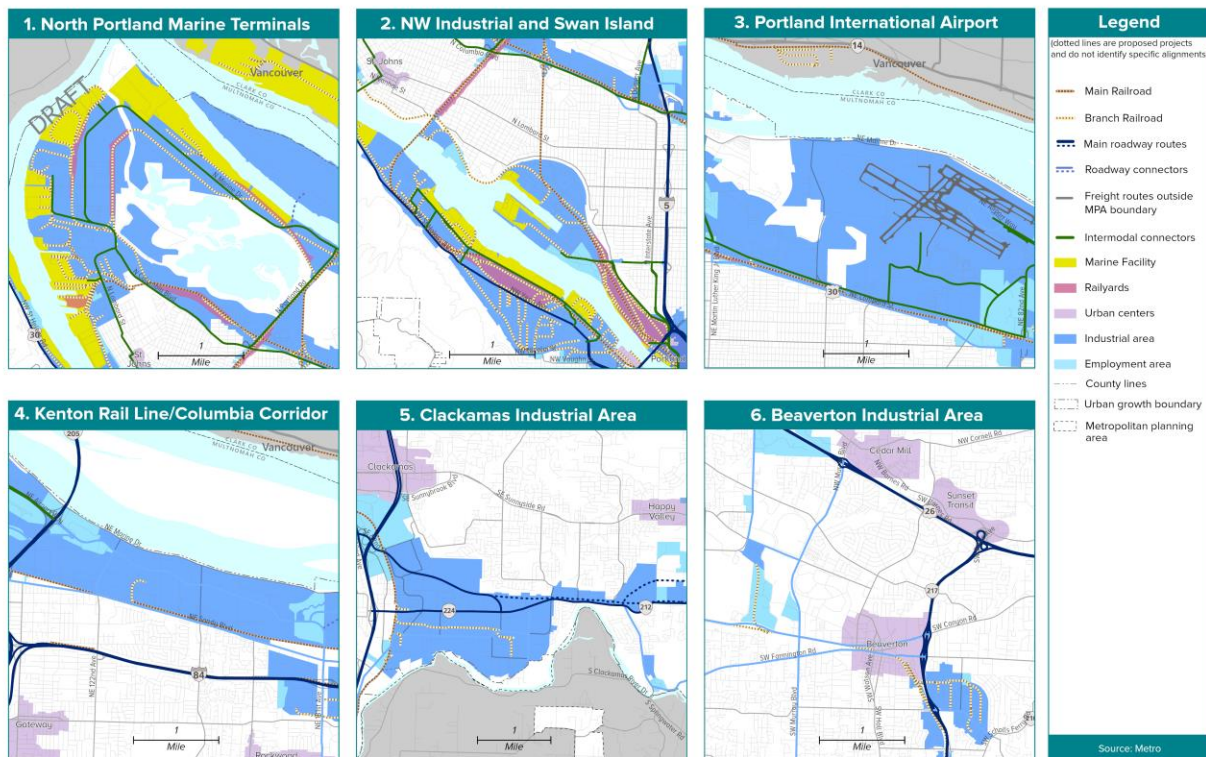
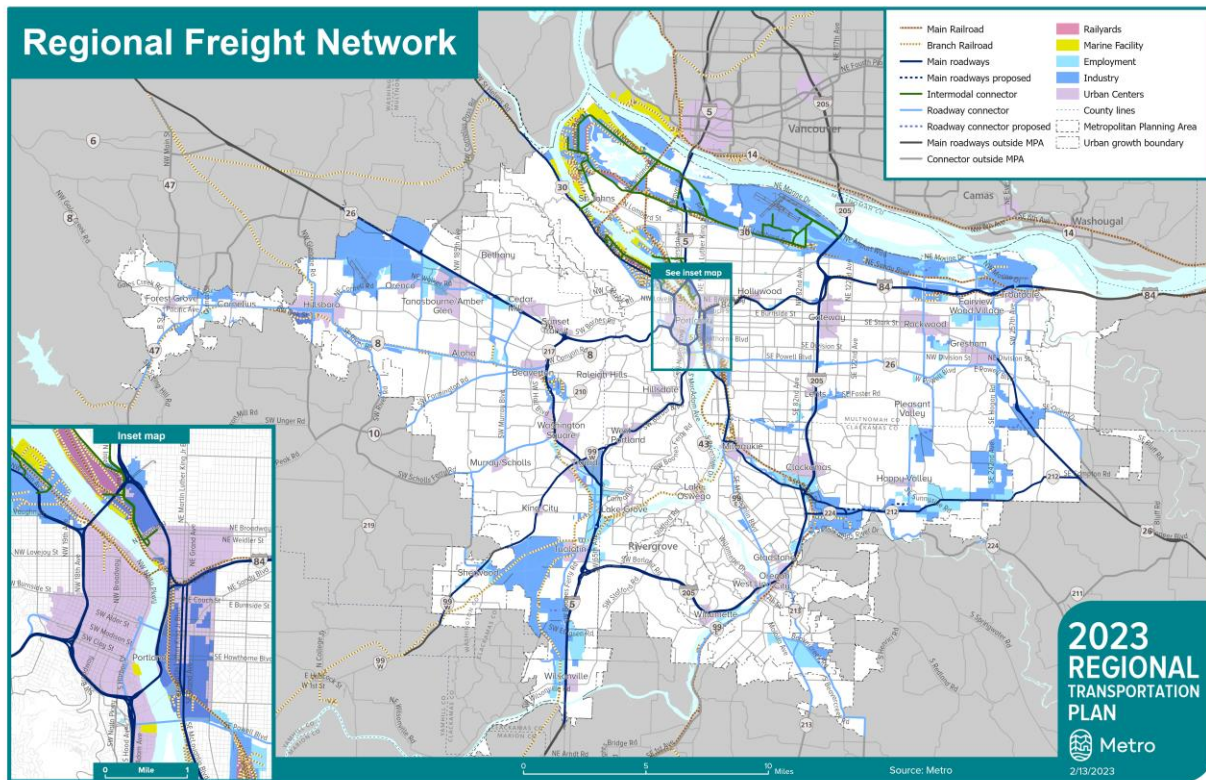
- **Main line rail** – Class I rail lines (e.g., Union Pacific and Burlington Northern/Santa Fe).
- **Branch line rail** – Non-Class 1 rail lines, including short lines (e.g., Portland and Western Railroad).
- **Main roadway routes** – Designated freight routes that are freeways and highways that connect major activity centers in the region to other areas in Oregon or other states throughout the U.S., Mexico, and Canada.
- **Regional Intermodal Connectors** – Roads that provide connections between major rail yards, marine terminals, airports, and other freight intermodal facilities, and the freeway and highway system. Marine terminals, truck to rail facilities, rail yards, pipeline terminals, and air freight facilities are the primary types of intermodal

terminals and businesses that the tier 1 and NHS intermodal connectors are serving in the Portland region. An example of a NHS intermodal connector is Marine Drive between the marine terminals (Terminal 5 and 6) and I-5, which in 2014 had over 4,100 average daily trucks. Another NHS intermodal connector is Columbia Boulevard between I-5 and OR 213 (82nd Avenue) which had over 3,500 average daily trucks and is a vital freight connection between the air-freight terminal at Portland International Airport and both I-5 and I-205. These Regional Intermodal Connectors are carrying many more trucks than the typical road connectors on the Regional Freight Network map. They are also of critical importance for carrying commodities that are being exported from and imported into the state and across the country.

- **Roadway connectors** – Roads that connect other freight facilities, industrial areas, and 2040 centers to a main roadway route.
- **Marine facilities** – A facility where freight is transferred between water-based and land-based modes.
- **Rail yards** – A rail yard, railway yard or railroad yard is a complex series of railroad tracks for storing, sorting, or loading and unloading, railroad cars and locomotives. Railroad yards have many tracks in parallel for keeping rolling stock stored off the mainline, so that they do not obstruct the flow of traffic.



Figure 3-32 Regional freight network map



### 3.3.7 Regional active transportation network vision

A complete and welcoming active transportation network allows people of all ages, abilities, income levels and backgrounds to access transit, walk and bike easily and safely for many of their daily needs. The Regional Active Transportation Network vision was developed in the Regional Active Transportation Plan and starts with the understanding that integrated, complete and seamless regional pedestrian, bicycle and transit networks are necessary to achieve local and regional transportation goals, aspirations and targets.

**Active transportation** is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation.

Active transportation supports public transportation because most trips on public transportation include walking or bicycling. Many people in the region incorporate walking, transit and riding a bicycle into daily travel. The regional active transportation network concept focuses on the integration of bicycle, pedestrian and transit travel and connecting local pedestrian and bicycle networks into a coordinated and complete regional network.

The regional active transportation network is composed of pedestrian-bicycle districts and regional bikeways and walkways that connect to and serve high capacity and frequent transit. Pedestrian-bicycle districts are urban centers and station communities. The following ten guiding principles were developed in the Regional Active Transportation Plan to guide development of the regional active transportation network.

1. Bicycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.
2. Routes are direct, form a complete network, are intuitive and easy-to-use and are always accessible.
3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.
4. Routes are attractive and travel is enjoyable.
5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.
6. Facility designs are context sensitive and seek to improve safety and balance the needs of all transportation modes.
7. Increases corridor capacity and relieves strain on other transportation systems.

8. Ensures access to regional destinations for people with low incomes, people of color, people living with disabilities, people with low-English-proficiency, youth and older adults.
9. Measurable data and analyses inform the development of the network and active transportation policies, including metrics for air quality and safety.
10. Implements regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.

Developing the regional active transportation network according to the guiding principles will provide a well-connected network of complete streets and off-street paths integrated with transit and prioritizing safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities. This will help make walking and bicycling the most convenient and enjoyable transportation choices for short trips and provide access to regional destinations, jobs, regional and town centers, schools, parks and essential daily services. It will also increase walking and bicycling access for underserved populations and ensures that the regional active transportation network equitably serves all people.<sup>38</sup>

#### **3.3.7.1 Regional Active Transportation Plan (2014)**

The Regional Active Transportation Plan (ATP) and the Designing Livable Streets and Trails Guide provides recommended design guidance for trails/multi-use paths, and low volume and high-volume streets. The appropriateness of each design is based on adjacent motor vehicle speeds and volumes. While it may be difficult for transportation agencies to provide a comfortable facility on some arterial streets these routes should be improved over time, through better designs and lower auto speeds accompanying a more compact urban form. In the short-term providing low-volume routes for bicycle travel will help increase the number of people riding bicycles.

Arterial streets typically provide direct routes that connect to centers and daily destinations. Cyclists tend to travel on arterial streets when they want to minimize travel time or access destinations along them. Oregon State statutes and administrative rules establish that bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.

Low-volume streets often provide access to centers and daily destinations as well as residential neighborhoods, complementing bicycle facilities located on arterial streets. Though these routes are often less direct than arterials, attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, can

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<sup>38</sup> Underserved populations include low income, low-English proficiency, minority, older adults (over 65) and youth (under 18).



make them more comfortable and appealing to many cyclists. Recent research suggests that providing facilities on low-volume streets may be a particularly effective strategy for encouraging new bicyclists, which helps increase bicycle mode share in the region.

Regional trails typically provide an environment removed from vehicle traffic and function as an important part of the larger park and open space system in a community and in the region. Trails often take advantage of opportunities for users to experience natural features such as creeks, rivers, forests, open spaces and wildlife habitats, as well as historic and cultural features, with viewpoints and interpretive opportunities. In the highest use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Off-street facilities also complement on-street bikeways, providing access to 2040 Target Areas while providing a travel environment with fewer intersecting streets than on-street bikeways, thereby allowing for faster travel times. This makes off-street facilities especially attractive for serving long distance bicycle trips. Similar to low-volume streets, off-street facilities provide an environment more removed from vehicle traffic, which is appealing to families and new or less confident cyclists.

### 3.3.8 Regional bicycle network concept and policies

Residents in the region have long recognized bicycling as an important form of transportation. The RTP elevates the importance of supporting bicycle travel because of the mobility, economic, environmental, health, and land use benefits it provides.

Sidewalks, trails, bicycle facilities and transit cannot achieve their full potential if they are treated as stand-alone facilities – they must be planned and developed as part of a complete network.

Section 3.08.140 of the Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), requires that local jurisdictions include a bicycle plan to achieve the following:

- an inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
- an evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking;
- a list of improvements to the bicycle system;
- provision for bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops, park-and-ride lots and institutional uses; and
- provision for safe crossing of streets and controlled bicycle crossing on major arterials.

#### 3.3.8.1 Regional bicycle network concept

The regional bicycle network concept includes:

- A bicycle parkway in each of the region’s Mobility Corridors within the MPA boundary to provide transportation options in these corridors.
- A network of bicycle parkways spaced approximately every two miles, that connect to and/or through every town and regional center, many regional destinations and to most employment and industrial land areas and regional parks and natural areas (all areas are connected by regional bikeways, the next functional class of bicycle routes).
- A network of regional bikeways that connect to the bicycle parkways, providing an interconnected regional network. Local bikeways connect to bicycle parkways and regional bikeways.
- Regional bicycle districts. Regional and town centers and station communities were identified as bicycle districts, as well as pedestrian districts.

**Figure 3-33** shows the components of the regional bicycle network concept and their relationship to adjacent land uses. A region-wide bicycle network would be made up of on-street and off-street routes with connections to transit and other destinations.

**Figure 3-33 Regional bicycle network concept**

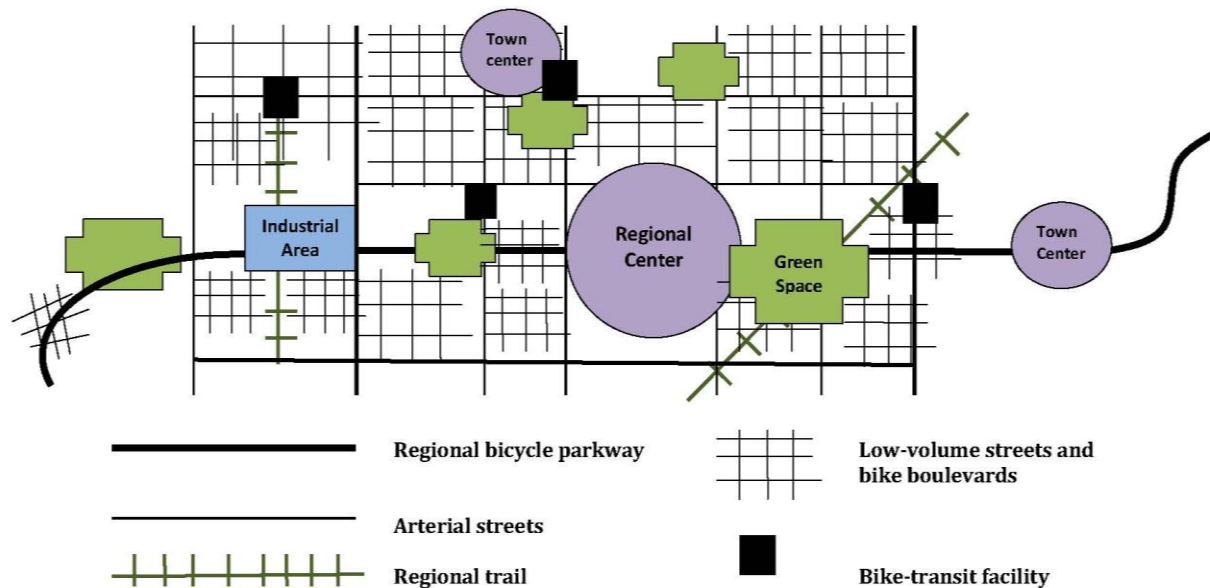


Image shows a graphic of bicycle routes connecting key regional destinations and centers. The 2040 Growth Concept sets forth a vision for making bicycling safe, convenient, and enjoyable to support riding a bicycle as a legitimate travel choice for all people in the region. The Regional Transportation Plan supports this vision with a region-wide network of on-street and off-street bicycle facilities integrated with transit and regional destinations.

### 3.3.8.2 Regional bicycle network policies

This section describes the policy framework of the Regional Bicycle Network Concept. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders can take to implement the policies are identified in the Regional Active Transportation Plan.

<b>Policy 1</b>	<b>Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles.</b>
<b>Policy 2</b>	<b>Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.</b>
<b>Policy 3</b>	<b>Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.</b>
<b>Policy 4</b>	<b>Improve bike access to transit and community places for people of all ages and abilities.</b>
<b>Policy 5</b>	<b>Ensure that the regional bicycle network equitably serves all people.</b>

#### **Bicycle Policy 1. Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles.**

The average length of a bicycle trip in the region is about three miles.<sup>39</sup> Nearly 45 percent of all trips made by car in the region are less than three miles, and 15 percent are less than one mile.<sup>40</sup> With complete networks, education, encouragement and other programs, many short trips made by car could be replaced with bicycle or pedestrian trips, increasing road capacity and reducing the need to expand the road system. Technologies such as bike-sharing provide a new toolkit to make bicycling even easier for short trips.

In 2011, the Federal Transit Administration (FTA) established a formal policy on the eligibility of pedestrian and bicycle improvements for FTA funding and defined the catchment area for pedestrians and bicyclists in relation to public transportation stops and stations. The policy recognized that bicycle and pedestrian access to transit is critical

<sup>39</sup> 2011 Oregon Household Activity Survey.

<sup>40</sup> 2011 Oregon Household Activity Survey. Vehicle trips by length for trips wholly within Clackamas, Multnomah, Washington and Clark Counties.

and defined a three mile catchment area for bicycle improvements and a half mile catchment area for pedestrian improvements.<sup>41</sup>

Bicycle travel holds huge potential for providing transportation options that can replace trips made by auto, especially for short trips. Bicycle trips made in the region for all purposes grew by 190 percent since 1995.<sup>42</sup> When bicycling is safe, comfortable, convenient and enjoyable, people have the option of making some of those short trips by bicycle.

Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.

**Bicycle Policy 2. Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs for all ages and abilities.**

A well-connected bicycle network does not have gaps and is comfortable and safe for people of all ages and abilities. Regional bicycle routes connect to and through urban centers increasing access to transit, businesses, schools, and other destinations. Regional trails and transit function better when they are integrated with on-street bicycle routes. Wherever possible, routes should connect to and through nature and include trees and other green elements. Designing the network for universal access will make the regional bicycle network accessible and comfortable for all ages and abilities. The Regional Transportation Functional (RTFP) plan requires local Transportation System Plans include an interconnected network of bicycle routes.

**Bicycle Policy 3. Complete a green ribbon of bicycle parkways as part of the region's mobility strategy.**

Regional bicycle parkways form the backbone of the regional bicycle system, connecting to 2040 activity centers, downtowns, institutions and greenspaces within the urban area while providing an opportunity for bicyclists to travel efficiently with minimal delays. In effect, the bicycle parkway concept mainstreams bicycle travel as an important part of the region's integrated mobility strategy. This concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader Connecting Green Initiative in 2007-09 and further developed in the Regional Active Transportation Plan adopted in 2014.

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<sup>41</sup> Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

<sup>42</sup> 2011 Oregon Household Activity Survey.

Key experiential aspects that bike parkways embody:

- A green environment with natural features such as trees or plantings (some will already be green, while others will be made greener as part of bike parkway development)
- Comfort and safety provided by protection from motorized traffic
- Large volumes of cyclists traveling efficiently with minimal delays

The bicycle parkway also connects the region to neighboring communities, other statewide trails, and natural destinations such as Mt Hood, the Columbia River Gorge, and the Pacific Ocean.

**Figure 3-34** illustrates this policy concept in the context of the regional bicycle parkway concept.

**Figure 3-34 Bicycle parkway concept**

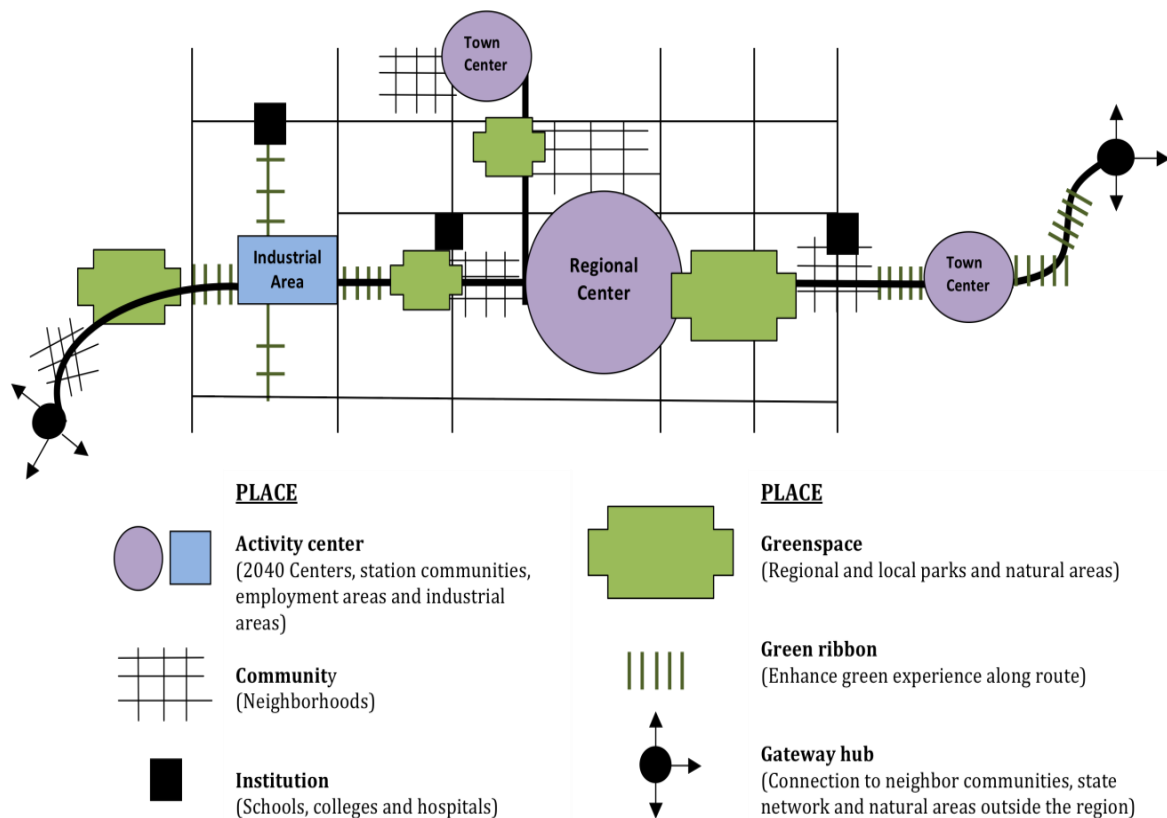


Image shows a graphic illustrating bicycle parkways connecting key destinations. A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions, and greenspaces within the urban area.

The experience of the cyclist will be optimized to such a high level that people will clearly know when they are riding on a bicycle parkway. The specific design of a bike parkway will vary depending on the land use context within which it passes through. The facility could be designed as an off-street trail along a stream or rail corridor, a cycle track, protected, or physically separated bicycle lane along a main street or town center, or a bicycle boulevard through a residential neighborhood. Priority treatments will be given to cyclists (e.g., signal timing) using the bike parkway when they intersect other transportation facilities, and connections to/from other types of bicycle routes will be intuitive. The Regional Active Transportation Plan provides design guidance on the development of bicycle parkways.

**Bicycle Policy 4. Improve bike access to transit and to community places for people of all ages and abilities.**

Public transit and bicycling are complementary travel modes. Effectively linking bicycling with transit increases the reach of both modes. It allows longer trips to be made without driving and reduces the need to provide auto park-and-ride lots at transit stations.

Transit provides a fast and comfortable travel environment between regional destinations that overcomes barriers to bicycling (hills, distance, and streets without bikeways); while bicycling provides access from the front door to a transit station, is faster than walking and can sometimes eliminate the need to transfer between transit vehicles.

A key component of the bike-transit connection is bicycle parking at transit stations and stops. Bike-transit facilities provide connections between modes by creating a “bicycle park and ride.” Both TriMet and SMART currently provide bicycle parking and storage at many transit stations and stops. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns and are focused on three major factors for parking: location, amount and design. The guidelines will help TriMet, and local jurisdictions determine the appropriate location, size and design of large-scale bike-parking facilities, including Bike-Transit Facilities. The Regional Transportation Functional Plan (RTFP) requires that local transportation system plans evaluate the needs for bicycle access to transit, including secure bicycle parking.

**Bicycle Policy 5. Ensure that the regional bicycle network equitably serves all people.**

All people in the region, regardless of race, income level, age or ability should enjoy access to complete and safe walking, bicycling and transit networks and the access they provide to essential destinations, including schools and jobs. Currently the regional active transportation network is incomplete in many areas of the region, including areas with

low-income, minority and low-English proficiency populations. Transportation is the second highest household expense for the average American; providing transportation options in areas with low-income populations helps address transportation inequities. Future planning, design and construction of the networks must include consideration of the benefits and burdens of transportation investments to underserved and environmental justice populations. In addition to infrastructure, technologies such as bike sharing increase opportunities for all residents to bicycle. In Portland, the “Biketown for All” program provides discounted memberships, free helmets, and bike safety education to low-income people.

### 3.3.8.3 Regional bicycle network functional classifications and map

This section describes the regional bicycle network functional classifications shown on **Figure 3-35**, the Regional Bicycle Network. Click on 2023 for online zoomable version of map.

The regional bicycle network is composed of on street and off-street bikeways that serve the central city, regional centers, town centers, and other 2040 Target Areas, providing a continuous network that spans jurisdictional boundaries. **Figure 3-35** is a functional classification map illustrating how regional bicycle routes and districts work together to form a comprehensive network that would allow people to bike to transit, schools, employment centers, parks, natural areas, and shopping.

The regional bicycle network has a functional hierarchy like that of the regional motor vehicle network. **Figure 3-35** provides a vision for a future bicycle network; for a map of current bicycle facilities in the region, refer to Chapter 4.

The different functional elements of the regional bicycle network are:

- **Regional Bicycle Parkways** are spaced approximately every two miles in a spiderweb-grid pattern, and connect to and through every urban center, many regional destinations and to most employment and industrial land areas, regional parks and natural areas. Each Mobility Corridor within the urban area has an identified bicycle parkway. Bicycle parkways were identified as routes that currently serve or will serve higher volumes of bicyclists and provide important connections to destinations.
- **Regional Bikeways** provide for travel to and within the Central City, Regional Centers, and Town Centers. Regional bikeways can be any type of facility, including off-street trails/multi-use paths, separated in-street bikeways (such as buffered bicycle lanes) and bicycle boulevards. On-street Regional Bikeways located on arterial and collector streets are designed to provide separation from traffic.



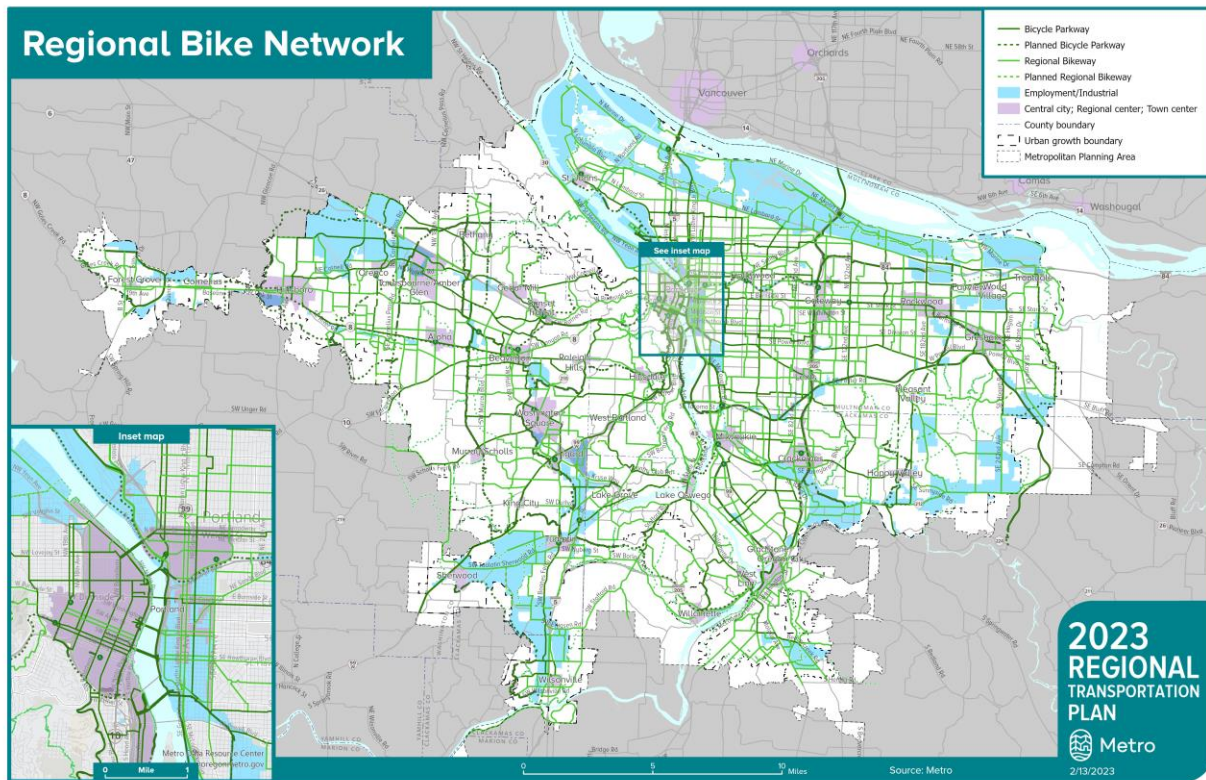
- **Local Bikeways** are not identified as regional routes. However, they are very important to a fully functioning network. They are typically shorter routes with less bicycle demand and use than regional routes. They provide for door-to-door bicycle travel.
- **Bicycle Districts (and Pedestrian Districts)** include the Portland Central City, Regional and Town Centers and Station Communities. A bicycle district is an area with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where bicycle travel is intended to be attractive, comfortable and safe. Bicycle districts are also areas with current or planned high levels of bicycle activity. All bicycle routes within bicycle districts are considered regional and are eligible for federal funding. Bicycle facilities in bicycle districts should strive to be developed consistent with the design guidance described in Chapter 9.

Which areas are designated as bicycle districts should be considered further in future Regional Transportation Plan and ATP updates. For example, areas around bus stops with high ridership should be evaluated as potential bicycle districts (light rail station areas are currently identified as bicycle districts); some Main Streets on the regional network may be considered for expansion as bicycle districts, as well as other areas.

- **Bike-Transit Facilities** are often referred to as Bike & Rides and are generally located at transit centers and stations and provide secure, protected large-scale bike parking facilities. Some facilities may include additional features such as showers, lockers, trip planning and bicycle repair. These facilities have been built at transit centers and MAX stations throughout the region– including in Wilsonville, Hillsboro, Beaverton, Portland, and Clackamas County.

Bicycle Parkways and Regional Bikeways typically follow arterial streets but may also be located on collector and low-volume streets. On-street bikeways should be designed using a flexible “toolbox” of bikeway designs, including bike lanes, cycle tracks, protected and physically separated bicycle lanes, on-shoulder bikeways, shared roadway, wide outside lanes and bicycle priority treatments such as bicycle boulevards, also known as Neighborhood Greenways.

Figure 3-35 Regional bicycle network map



### 3.3.9 Regional pedestrian network concept and policies

Walking contributes to a healthy lifestyle and supports vibrant local economies. Every trip begins or ends with at least a short walk. Transit is integrated with walking. However, while everyone walks, walking is not a safe or convenient option for everyone in the region. Traffic crashes involving people walking often end in a death or severe injury and pedestrian deaths are rising.

Many streets are not ADA-compliant, sidewalk gaps remain on busy arterial roadways and along bus routes, safe places to cross the street can be few and far between, and lack of street lighting and other gaps make it dangerous and difficult to walk, especially for older adults, children and people with disabilities. In marginalized communities, lack of safe walking routes can be worse.

In the Regional Pedestrian Network Vision, walking is safe and convenient. Section 3.08.130 of the Regional Transportation Functional Plan (RTFP) requires that local jurisdictions include a pedestrian plan to achieve the following:

- Sidewalks along all arterials, collectors and most local streets.
- Direct and safe pedestrian routes to transit and other essential destinations.
- Provision of safe crossings of streets and controlled pedestrian crossings on major arterials.
- Safe, direct and logical pedestrian crossings at all transit stops where practicable.
- Crossings over barriers such as throughways, active rail-lines and rivers provided at regular intervals following regional connectivity standards.
- Regional multi-use trails and walking paths are completed.

### 3.3.9.1 Regional pedestrian network concept

The Regional Pedestrian Network Concept describes a well-connected grid of streets and multi-use paths connecting to and intersecting through regional and town centers, employment areas, station communities, parks and natural areas and connecting to transit and essential destinations.

Figure 3-36 shows the components of the regional pedestrian network and their relationship to adjacent land uses.

**Figure 3-36 Regional pedestrian network concept**

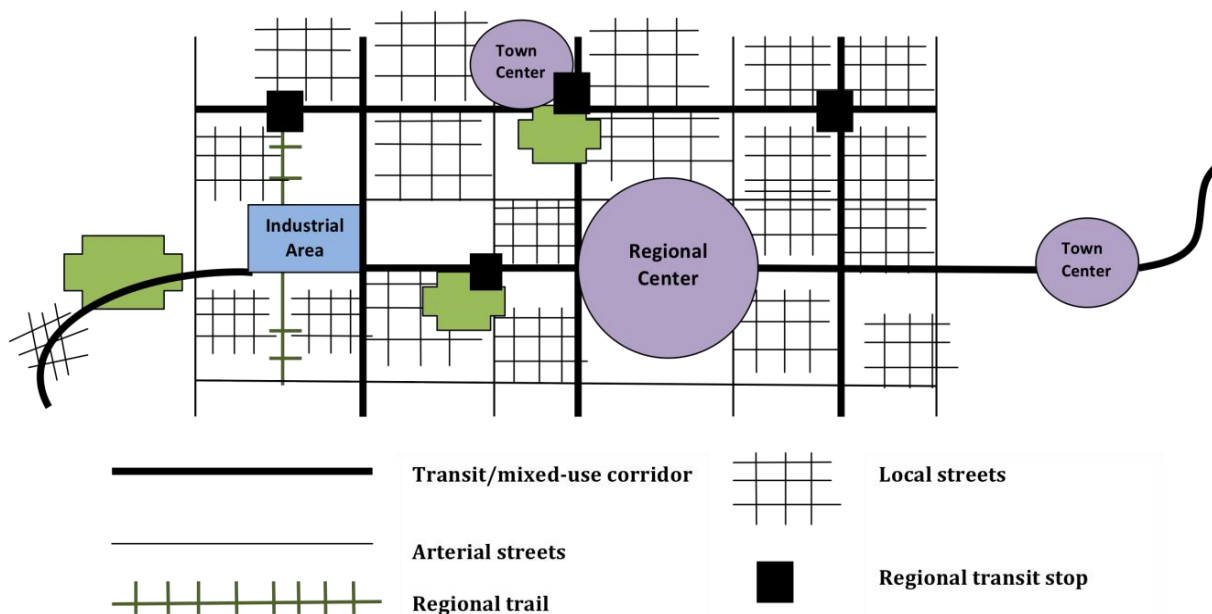


Image shows a graphic of pedestrian routes connecting key regional destinations and centers. The 2040 Growth Concept sets forth a vision for making walking safe, convenient, and enjoyable to support walking as a legitimate travel choice for all people in the region. The Regional Transportation Plan supports this vision with a region-wide network of on-street and off-street pedestrian facilities integrated with transit and regional destinations.

### 3.3.9.2 Regional pedestrian network policies

Regional pedestrian policies help achieve the Regional Pedestrian Network Vision. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders, can take to implement the policies are identified in the Regional Active Transportation Plan.

<b>Policy 1</b>	<b>Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile.</b>
<b>Policy 2</b>	<b>Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.</b>
<b>Policy 3</b>	<b>Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.</b>
<b>Policy 4</b>	<b>Improve pedestrian access to transit and community places for people of all ages and abilities.</b>

#### **Pedestrian Policy 1. Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile.**

In addition to being the most basic form of transportation, walking is an important form of exercise and is the most popular recreational activity in Oregon.<sup>43</sup> The average length of a walking trip in the region is about half a mile. Today 15 percent of trips made in an auto are less than one mile.<sup>44</sup> Many of these trips could be made by walking if it were convenient, safe and enjoyable. Fully implementing regional and local plans will help make this possible.

In 2011, the Federal Transit Administration (FTA) established a formal policy on the eligibility of pedestrian and bicycle improvements for FTA funding and defined the catchment area for pedestrians and bicyclists in relation to public transportation stops and stations. The policy recognized that bicycle and pedestrian access to transit is critical and defined a three-mile catchment area for bicycle improvements and a half mile catchment area for pedestrian improvements.<sup>45</sup>

<sup>43</sup> Oregon's 2017 Statewide Outdoor Recreation Survey shows that 83 percent of Oregonians walk on local streets and sidewalks for recreation, making this the most popular recreational activity in the state.

<sup>44</sup> 2011 Oregon Household Activity Survey.

<sup>45</sup> Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

Ensuring all gaps and deficiencies on the regional pedestrian network have projects identified in the Regional Transportation Plan and including wayfinding, street markings, lighting and other elements that enhance connections and make the pedestrian network consistent, integrated, and easy to navigate are key elements to implementing this policy. The Regional Transportation Functional Plan (RTFP) includes specific requirements in the Pedestrian and Transit System Design sections.

Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.

**Pedestrian Policy 2. Complete a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.**

A well-connected high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to essential destinations. The Regional Pedestrian Network provides the plan for well-connected pedestrian routes and safe street crossings to provide access to transit and essential daily needs. The Regional Transportation Functional Plan (RTFP) requires that local Transportation System Plans include an interconnected network of pedestrian routes.

Section 3.08.130 of the Regional Transportation Functional Plan (RTFP) includes the requirements to provide a well-connected pedestrian system, and Oregon State statutes and administrative rules establish that pedestrian facilities are required on all collector and higher classification streets when those roads are built or reconstructed. Exceptions are provided where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors.

Priority should be given to filling gaps and providing safe crossings of the busiest streets with transit and other essential destinations. Deficient facilities in areas of high walking demand are considered gaps.

**Pedestrian Policy 3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.**

All centers and station areas are Regional Pedestrian Districts. The central city, regional and town centers, main streets and light rail station communities are areas where high levels of pedestrian activity are prioritized. In these areas, sidewalks, plazas and other public spaces are integrated with civic, commercial and residential development. They are often characterized by compact mixed-use development served by transit. These areas are defined as pedestrian districts in the RTP.

Walkable areas should be designed to reflect an urban development and design pattern where walking is safe, convenient and enjoyable. These areas are characterized by buildings oriented to the street and boulevard-type street design features, such as wide sidewalks with buffering from adjacent motor vehicle traffic, marked street crossings at all intersections with special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. All streets within these areas are important pedestrian connections. Sections 3.08.120 (B) (2) and 3.08.130 (B) list requirements for pedestrian districts and new development near transit.

**Pedestrian Policy 4. Improve pedestrian access to transit and community places for people of all ages and abilities.**

Public transportation use is fully realized only with safe and convenient pedestrian and bicycle connections, especially safe crossings and facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. Buildings need to be oriented to the street and be well connected to sidewalks. Safe routes across parking lots need to be provided. This reduces the need to bring an automobile to work and enhances public transportation and carpooling as commute options. The Regional Transportation Functional Plan (RTFP) requires that local Transportation System Plans include an evaluation of needs for pedestrian access to transit for all mobility levels, including direct, comfortable and safe pedestrian routes.

Pedestrian access along transit-mixed use corridors is improved with features such as wide sidewalks, reasonably spaced marked crossings and buffering from adjacent motor vehicle traffic.

**Pedestrian Policy 5. Ensure that the regional pedestrian network equitably serves all people.**

All people in the region, regardless of race, income level, age or ability should enjoy access to the region's walking and transit networks and the access they provide to essential destinations, including schools and jobs. Currently the regional pedestrian network is incomplete in many areas of the region, including areas where people with low-incomes, people of color and people with language isolation live. Transportation is the second highest household expense for the average American; providing transportation options in areas with low-income populations helps address transportation inequities.

Section 3.08.120[C] of the Regional Transportation Functional Plan (RTFP) specifies that the needs of youth, seniors, people with disabilities and environmental justice populations including people of color and people with low incomes must be considered when planning transit.



Regional and local planning, design and construction of the networks must include consideration of the benefits and burdens of transportation investments to underserved and environmental justice populations and continue to collect data and monitor performance in accordance with section 3.08.010 of the Regional Transportation Functional Plan.

Investment programs should set priorities for sidewalk improvements to and along major transit routes and communities where physically or economically disadvantaged populations live.

### 3.3.9.3 Regional pedestrian network classifications and map

This section describes the regional pedestrian network functional classifications shown on **Figure 3-37**, the Regional Pedestrian Network. The regional pedestrian network mirrors the regional transit network reflecting the important relationship of a complete walking network and transit. Frequent transit routes and regional arterials comprise regional pedestrian streets. Regional trails are also part of the regional pedestrian network. Centers and station areas are regional pedestrian districts and include all streets of all functional classifications and paths within their boundaries.

The regional pedestrian network has a functional hierarchy like that of the regional motor vehicle network. **Figure 3-37** provides a vision for a future pedestrian network; for a map of existing pedestrian facilities in the region, refer to Chapter 4.

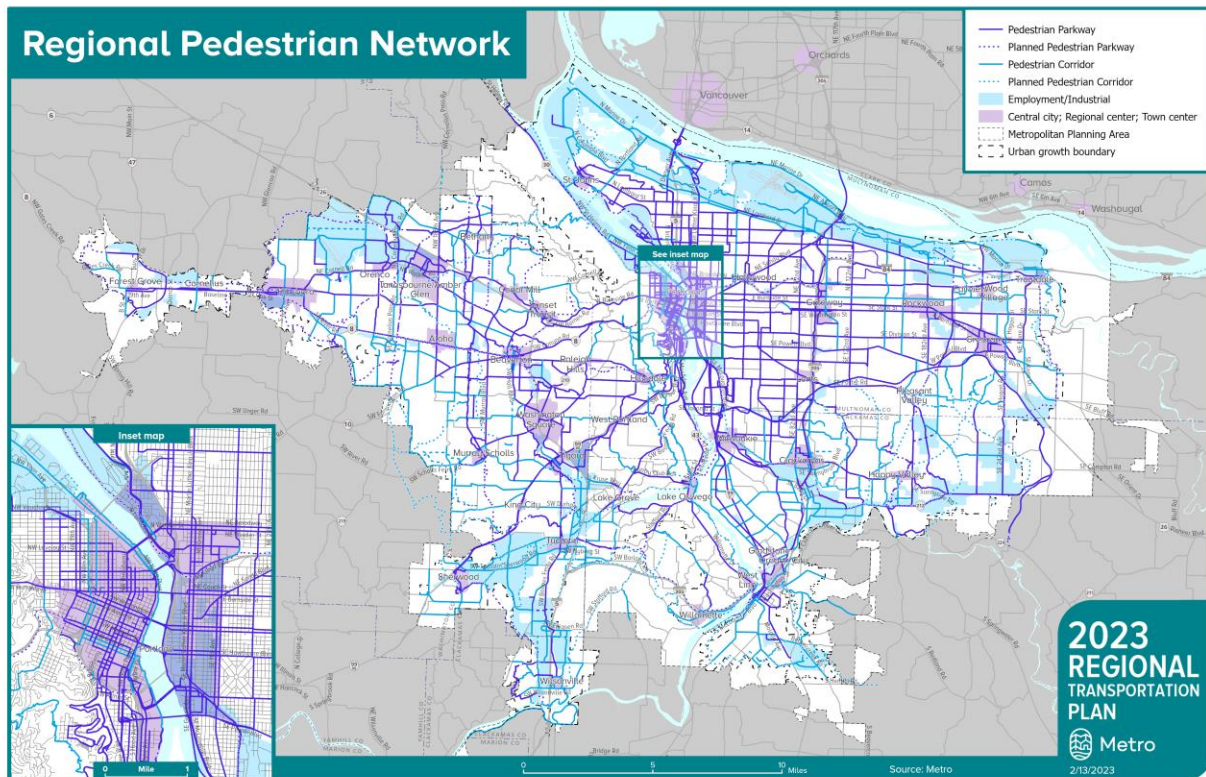
The different functional elements of the regional pedestrian network are:

- **Pedestrian Parkways** are generally major urban streets that provide frequent and almost frequent transit service (existing and planned). They can also be regional trails.
- **Regional Pedestrian Corridors** are any major or minor arterial on the regional urban arterial network that is not a Pedestrian Parkway. Regional trails that are not Pedestrian Parkways are classified as Regional Pedestrian Corridors.
- **Local Pedestrian Connectors** are all streets and trails not included on the Regional Pedestrian Network.
- **Pedestrian Districts** are the Central City, Regional and Town Centers and Station Communities shown on the Regional Pedestrian Network Map. A pedestrian district is an area with a concentration of transit, commercial, cultural, institutional and/or recreational destinations where pedestrian travel is attractive, comfortable and safe. Pedestrian Districts are areas where high levels of walking exist or are planned. All streets and trails within the Pedestrian District are part of the regional system.



**Figure 3-37** applies the regional pedestrian network concept on the ground, illustrating how different regional pedestrian facilities work together to form a comprehensive network that allows people to walk to transit, schools, employment centers, parks, natural areas, and shopping.

**Figure 3-37 Regional pedestrian network map**



### **3.3.10 Transportation System Management and Operations Vision and Policies**

The region's Transportation System Management and Operations (TSMO) vision, concept and policies address the management of the significant public investment in capital infrastructure. Taking a "manage first" approach addressed concerns about the social, environmental, and financial costs of large capital projects, such as building new lanes. System management can restore reliable travel and provide flexibility for travelers to use a variety of travel options. OAR 660.012, Oregon's Transportation Planning Rule (TPR), stipulates that coordinated land use and transportation plans should increase transportation choices and make more efficient use of the existing transportation system through transportation system management and demand management.

The 2021 TSMO Strategy updated the region's ten-year strategy, continuing an innovative, holistic, multimodal, and cost-effective approach to managing the transportation system. The TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through transportation demand management and using technology to understand and manage how the system operates.

#### **3.3.10.1 Transportation system management and operations vision**

Regional stakeholders share a vision for TSMO: Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color and people with low incomes.

This vision reflects broad participation in planning for operations. TSMO participation is multidisciplinary, and requires collaboration across several disciplines, including planners, engineers, emergency responders, demand management specialists, operators, and maintenance professionals. The region leads by aligning efforts with six TSMO Strategy goals:

1. Provide a transportation system that is reliable for all users.
2. Connect all people to the goods, services, and destinations they need through a variety of travel choices.
3. Collaborate as effective stewards for the transportation system.
4. Eliminate the disparities in the transportation system experienced by Black, Indigenous, people of color and people with low incomes.
5. Create a transportation system where all users are free from harm.

6. Manage the system to be agile in the face of growth, disruptions and changing technology.

### 3.3.10.2 Transportation system management and operations concept

The concept for TSMO was further refined by stakeholders to establish objectives, performance measures and actions. The 21 actions in **Table 3-12** show the range of regional work that connects TSMO work to achieving outcomes aligned with the RTP.

**Table 3-12 Examples of TSMO and investments in four strategic areas**

#### Concepts, Capabilities, and Infrastructure

- Inventory and manage regional signal and Intelligent Transportation System Communications Infrastructure
- Manage transportation assets to secure the network
- Continue freight technology and Intelligent Transportation Systems deployment
- Facilitate ground truthing of emerging technologies
- Establish a Regional Transit Operators TSMO Group
- Unify and standardize fare subsidies for transit and Mobility on Demand
- Develop an Intelligent Transportation System travel time information data collection and distribution plan for Regional Disaster Preparedness Organization regional emergency routes
- Create continuous improvement process for existing and new signal systems and related performance
- Deploy regional traveler information systems
- Implement integrated corridor management and mainstream into corridor planning
- Create a TSMO safety toolbox
- Build and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure
- 

#### Planning

- Develop a Mobility on Demand strategy and policy
- Pilot Origin-Destination data to prioritize TSMO investments
- Participate in regional public outreach to assist in guiding, listening and learning through TSMO focused conversations
- Update the regional ITS Architecture

#### Listening & Accountability

- Track and prioritize TSMO investments for and with Black, Indigenous, people of color and people with low incomes
- Create a community listening program
- Improve TSMO data availability to aid in traveler decisions and behavior

#### Data Needs

- Establish TSMO performance measures baseline.
- Explore new TSMO data sources

### 3.3.10.3 Transportation system management and operations (TSMO) policies

<b>Policy 1</b>	<b>Manage the transportation system for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety, and reductions in carbon emissions.</b>
<b>Policy 2</b>	<b>Take actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.</b>
<b>Policy 3</b>	<b>Optimize operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.</b>
<b>Policy 4</b>	<b>Provide real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses and freight movement.</b>
<b>Policy 5</b>	<b>Improve incident detection and clearance times on the region's transit and motor vehicle networks to reduce the impact of crashes on the transportation system.</b>

**TSMO Policy 1. Manage the transportation system for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety, and reductions in carbon emissions.**

Consistent with regional policy dating back to the 1990s, transportation agencies use system management to make the best use of existing infrastructure to delay or avoid large, higher-cost and potentially disruptive construction projects. This policy is applied using regional values and desired outcomes for mobility, reliability, racial equity, safety, and reduction in greenhouse gas emissions.

Transportation agencies collaborate to identify and scale up practices and technologies to a regional scale that are effective at reducing vehicle miles traveled and crashes while increasing reliability, connectivity, traveler information and investments that support racial equity. These technologies also record data from the transportation system that supports effective operations, planning and investments. Performance measures and targets for system management support the Congestion Management Process (CMP), Climate Smart Strategy and the 2021 TSMO Strategy.

Each step of implementing the strategy will use the TSMO Equity Tree (a branching diagram), working up through a series of equity-focused questions. The last step is to evaluate the plan or action for accountability. Each evaluation asks, “Did the outcomes help or hurt communities of color?” and suggests next steps depending on the answer.

**TSMO Policy 2. Take actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.**

In 2010, the region completed a planning process to adopt the first ten-year strategy for implementing TSMO. This formalized a regional TSMO Program to convene stakeholders and support priorities with resources and partnerships. Metro convenes TransPort, the subcommittee of Transportation Policy Alternatives Committee (TPAC). TransPort advances the TSMO Strategy through monthly meetings for cooperative planning and deployment of technologies and related procedures. Broad TransPort participation is encouraged. This regional forum supports operators of greater Portland's roads, highways, transit, shared-use mobility services, transportation demand management, congestion pricing, parking management, freight, active transportation facilities and digital infrastructure. Metro and TransPort form additional work groups as needed. **Figure 3-38** shows where some of these actions and investments are envisioned to be applied in the region to improve mobility, safety, efficiency, and reliability of the system.

**TSMO Policy 3. Optimize operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.**

Transportation operators meet to share perspective on agency performance “capability maturity” in operations and an overall performance of regional partners working together. By reaching agreement on standards and procedures, transportation operators share and advance capabilities. The end goal is to reach optimization across multiple categories such as actively managing the transportation system, responding to incidents, participating in planning, measuring performance, building a workforce with a culture of technical understanding and leadership, and engaging in broad collaboration. In many cases, optimization requires formal agreements, such as data sharing, that stem from regional policies. In other cases, the conversations prepare for emerging technologies as well as retiring outmoded technology.

**TSMO Policy 4. Provide real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses and freight movement.**

TSMO responds to the barriers that can be overcome with traveler information, aiding people to find and use the most sustainable affordable and safest option. The 2021 TSMO Strategy includes actions to ensure investments and the creation of traveler information is done with community involvement supportive of racial equity.

**TSMO Policy 5. Improve incident detection and clearance times on the region’s transit and motor vehicle networks to reduce the impact of crashes on the transportation system.**

TSMO Strategy is aligned with the region’s Safety Strategy to eliminate severe crashes (crashes with major injuries or fatalities) by 2035. Crashes on the transportation network cause non-recurring congestion, and fatal crashes result in longer clearance and recovery times with sustained impacts. The 2021 TSMO Strategy aims to reduce harm, and reduce the non-recurring congestion created by incidents, by improving the safety of the system overall.<sup>46</sup>

**3.11.4 Transportation system management and operations map**

The map for regional TSMO reflects Policy 1. Actively managing the transportation system requires Intelligent Transportation Systems (ITS) equipment, such as variable message signs, along throughways and arterials to alert travelers with information or advise safe speeds. A variety of sensors help automate this process, but operators also utilize cameras to solve problems remotely or deploy responders to an incident. A digital infrastructure transmits data to and from transit and road operators who use central, shared software to improve multimodal movement and safety at intersections with traffic signals. In partnership with Portland State University, regional partners share data that can then be accessed by academic researchers, planners, consultants, and the public. In partnership with ODOT and the private sector, the region’s operators also use crowdsource data. Crowdsource data helps evaluate reliability and can inform current travel conditions and report crashes. Not all of this can fit into one map.

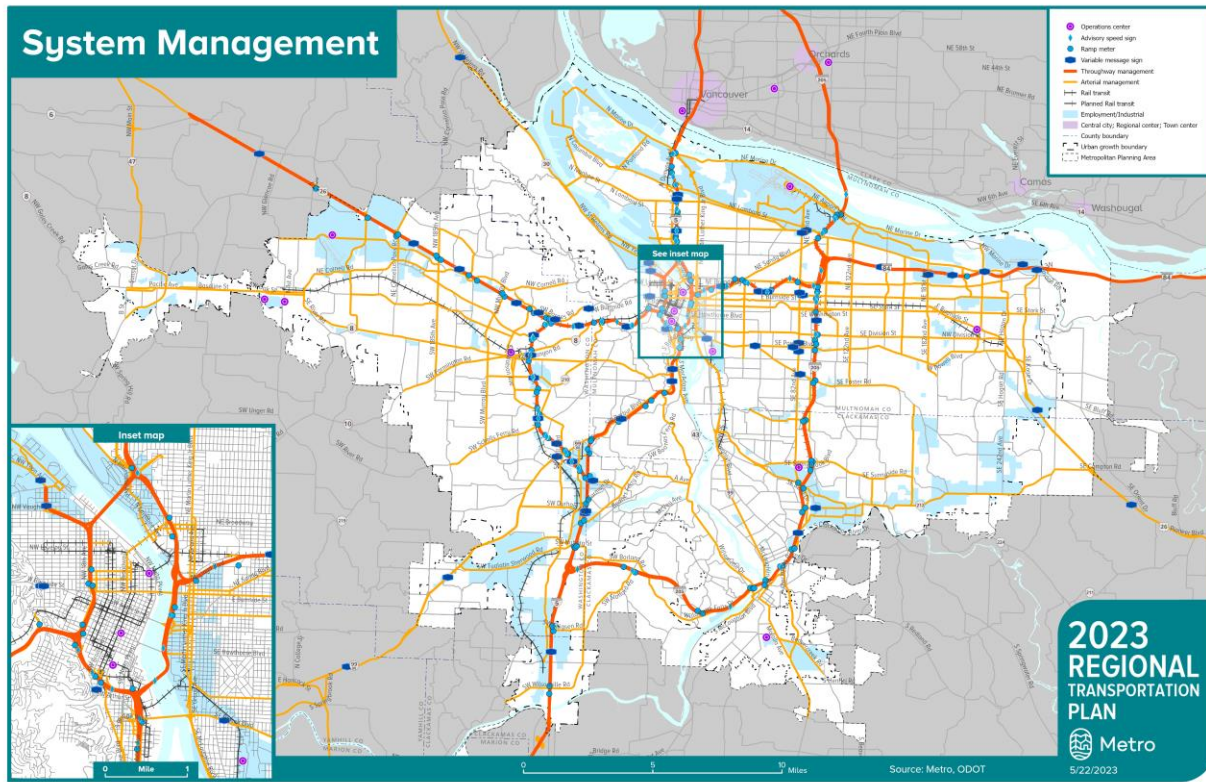
Another map will be created in a parallel effort with the 2023 RTP update. TSMO stakeholders will define system completeness as part of the Regional Mobility Policy. Stakeholders will map key corridors, referring to existing conditions and gaps that need to be addressed. This map will be used in Transportation System Plan updates and amendments.

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<sup>46</sup> “Ridesharing” in this context means traditional not-for-profit carpooling or vanpooling, not Transportation Network Companies such as Uber or Lyft.



Figure 3-38 Transportation system management and operations map



### **3.3.11 Transportation Demand Management Concept and Policies**

The Regional Travel Options (RTO) program is led by Metro and supports TDM work in the region primarily through awarding grants to partners leading outreach and engagement programs. This methodology has led to successful program implementation in the places and instances where it has been used. But there remain significant gaps in where TDM is used in the region and limits on expanding TDM efforts.

The RTO Strategy has established a goal of expanding the number of partners and programs to support the region's goals, but clearer policy direction is needed to better define how TDM is to be implemented in the region and move TDM efforts beyond their current levels.

#### **3.3.11.1 Transportation demand management concept**

Transportation Demand Management (TDM) is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options available within the region. Though the region has already done much and continues to work to improve and expand travel options through capital investments in non-auto modes, the potential exists to increase the public's use of these non-SOV modes through TDM investments.

TDM complements and enhances other RTP policy areas by helping ensure the transportation system is used in a balanced way to maximize investments in transportation. TDM provides information, encouragement, and incentives to help people make more of their trips safely and comfortably without driving alone. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or school children, and creating methods of helping them make those trips without the need for an SOV trip.

A typical TDM program involves working with a defined group of people that have similar travel needs or live in a specific place. Trained staff discuss the transportation needs and interests of the group and provide information and incentives to encourage people to try a new travel mode. This work can take many forms, from participation in GetThereOregon.org, a statewide website provided by ODOT and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.

Active involvement in delivering TDM programming is needed at the state, regional and local levels. Certain programs are most effective when developed and led by local governments, school districts, Transportation Management Associations (TMA), employers or community organizations. Others are better suited to be conducted on a state or regional scale.



TDM is particularly effective when paired with other policies or capital investments. Building new or improved active transportation infrastructure provides an opportunity for TDM efforts to help people be aware of and use the new travel options available to them. Complementary TDM activities should be planned and budgeted for in capital system improvement projects to ensure people are aware of the new travel options available to them, and to help them create new travel patterns and habits.

As the region considers roadway pricing and parking management as strategies for reducing auto trips, TDM is an important component in ensuring that people's mobility is maintained when these strategies are implemented. Making people aware of the existent options to paying a toll or fee can reduce the public's financial burden and help improve reliability and efficiency of the transportation network.

A significant portion of the region's current TDM activities are coordinated through the Regional Travel Options (RTO) program. This program, led by Metro on behalf of the entire region, currently coordinates partner activities and provides grant funds for TDM activities throughout the region. Through the RTO Strategy, the region's TDM vision, goals, objectives, and needs are defined. Roles for regional partners are defined, as is the grant funding methodology and criteria.

### **3.3.11.2 Transportation demand management policies**

<b>Policy 1</b>	<b>Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.</b>
<b>Policy 2</b>	<b>Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.</b>
<b>Policy 3</b>	<b>Provide and deliver TDM programming at a variety of scales: state, regional and local.</b>
<b>Policy 4</b>	<b>Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.</b>

**TDM Policy 1. Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.**

TDM is a component of numerous federal, state, and regional plans, including:

- Climate Friendly and Equitable Communities Program
- ODOT Transportation Options Plan
- DEQ Employee Commute Options Rule
- Metro Climate Smart Strategies

- Metro Regional Travel Options Strategy
- Metro Transportation System Management & Operations Strategy
- Congestion Management Process

These plans identify implementation of TDM programs as a part of the actions required for objectives to be met. Sufficient policy development and planning must be in place so that the roles and responsibilities of various entities are established and understood. Current local planning is insufficient in defining how TDM is to be implemented at a local level. And regional TDM planning is focused primarily on delivering grant funding through the RTO program.

Planning for TDM programs should be expanded and coordinated at the state, regional and local levels to ensure programs exist and are effective at helping people drive less. For some TDM programs, implementation at a regional scale is the most cost effective and efficient means of delivery. Other TDM programming functions best at a local, county or school district scale. A comprehensive regional TDM effort involves multiple levels of effort coordinated between government and non-government partners.

**TDM Policy 2. Ensure adequate TDM resources and programming are deployed to meet the public’s specific mobility needs for employment, education and essential services.**

TDM programs are most effective when they are tailored to the specific travel needs of a group or community. The region has moved from a broad-based, one-size-fits all approach to TDM messaging and outreach, to implementing specific approaches for different travel needs. For example, helping commuters find other ways to get to work often involves working with employers to establish programs of information and incentives at worksites. But for Safe Routes to School programs, an entirely different approach is needed in working with parents and children to help them see the fun and benefits of being able to safely walk, bike or roll to school. The region should provide adequate funding, coordination, and resources to effectively implement TDM.

Often, TDM efforts are compromised by a lack of first/last mile connections to transit, or by a lack of 24-hour transit service and vanpools. Many commuters live outside the region and have no option other than driving to work. Improvements to the regional transit system, as outlined in the transit policy section, are needed to improve TDM program effectiveness.

Regional funding for a portion of the region’s TDM actions is provided through the RTO program. In its current form, the RTO program funds grants to partners conducting TDM activities. A portion of grant funds are reserved for partners with defined TDM plans and programs to ensure on-going funding is available. Other grant funds are aimed at pilot or

one-time TDM projects, or to develop partner capacity to plan for and deliver TDM programs on an on-going basis.

ODOT also provides funding to the RTO program to promote and expand use of the GetThereOregon.org website.

Current funding levels are not sufficient to support an expanded TDM effort throughout the region. Additional state, regional and local funding will be needed to support these efforts.

**TDM Policy 3. Provide and deliver TDM programming at a variety of scales: state, regional and local.**

A thorough regional TDM effort entails a variety of programs, at different scales and targeted towards a spectrum of travel needs. Delivery of these programs is most effective when it is led by the appropriate organization or government, depending on the program and its purpose.

Creation of TDM policy and ordinances through local TSPs is a successful approach to defining how TDM programs can be tailored to fit local needs and infrastructure and be coordinated with regional-scale efforts.

Providing a robust variety of successful TDM programs around the region comes from harnessing the efforts and expertise of cities, counties, regional and state agencies, as well as non-governmental organizations (NGO).

Government partners have oversight authority and responsibilities for managing parking and roadway pricing. Their role in these initiatives put them in a position to also lead complementary TDM efforts to help the public understand the travel alternatives available and ensure pricing strategies are implemented to their fullest potential.

Non-governmental organizations (NGOs) have insights and relationships with communities that, when combined with the capabilities and responsibilities of governments, can lead to more effective and impactful TDM programming.

**TDM Policy 4. Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.**

The negative impacts of auto-centric transportation investments in the region have fallen particularly hard on marginalized communities, especially communities of color and people with low incomes. TDM investments made through a racial equity focus begin to correct these impacts and improve multiple regional priorities by addressing known burdens on marginalized communities in accessing travel options, which includes cost, personal safety from harassment/bias, and physical access to travel options. TDM efforts

should focus on working with partners to learn together how to adapt and develop programming that is inclusive of and meets the needs of marginalized communities.

Implementing meaningful TDM programming in many areas of the region is constrained by the lack of sidewalks, safe bicycling infrastructure or low levels of transit service. These same areas are often those with high percentages of Black, Indigenous, people of color and low-income residents. Continued focus and prioritization of improvements in these areas is a key part of ensuring that TDM programs can benefit everyone in the region.

### 3.3.12 Emerging Technology Policies

Over the past several decades, new developments in technology have begun to reshape the way that people travel. Over three-quarters of adults now own a smartphone, often including apps that provide instant access to information on travel choices. Some new services combine smartphones with social networking, online payment, and global positioning systems to connect people with vehicles and rides. Most auto manufacturers now offer hybrid or electric vehicles, and the cost of these vehicles has been falling, giving more people access to clean transportation options. Other automakers have been working to develop vehicles that drive themselves, which could dramatically transform our relationship with cars.

The Regional Transportation Plan (RTP) uses the blanket term **emerging technology** to encompass all new developments and establishes a set of terms to describe and categorize them, including:

- Advances in vehicle technology, such as automated vehicles (AVs) that operate independently of any input from a human driver, connected vehicles (CVs) that communicate with each other or with traffic signals and other infrastructure, and electric vehicles (EVs) that use electric motors instead of or in addition to gasoline-powered motors.
- New mobility services that use smartphones and other new technologies to connect people with vehicles and rides. These services include ride hailing companies that connect passengers with drivers who provide rides in their personal vehicles; car, scooter, or bike share that allow people to rent a nearby vehicle for short trips; and microtransit services that operate vans or small buses, often tailoring schedules and routes to customers' travel needs. Traveler information and payment services that help people plan trips and compare different ways of getting around, get detailed information on their mode of choice, track and share their trips, and pay for trips.

#### 3.3.12.1 Emerging technology principles

Unlike other aspects of the transportation system, which are built and operated by the public sector, many emerging technology services are currently developed and operated by private companies. Transportation agencies can work with private companies in a variety of different ways – including contracting directly with companies and creating regulations that govern how companies operate – to bring emerging technology services to their communities in a way that benefits people. This work often happens more in the realm of partnerships and pilot projects than in the realm of policy and regulation. The principles summarized in **Table 3-13**, guide Metro and its partners in identifying companies that share common goals when developing partnerships and pilot projects.

**Table 3-13 RTP goals and corresponding emerging technology principles**

<b>RTP goal</b>	<b>Emerging technology principle</b>
<b>Economy</b>	Emerging technology should create more efficient ways to meet the transportation needs of local businesses and workers. Emerging technology companies and users should contribute their fair share of the cost of operating, maintaining and building the transportation system.
<b>Climate</b>	Emerging technology should improve transit service or provide shared travel options and support transit, bicycling and walking.
<b>Mobility</b>	Emerging technology should promote shared trips, decrease vehicle miles traveled and minimize conflicts between modes.
<b>Safety</b>	Emerging technology should reduce the risk of crashes for everyone and protect users from data breaches and cyber attacks.
<b>Equity</b>	New mobility services should be accessible, affordable and available for all and meet the transportation needs of communities of color and marginalized communities. Companies and public agencies should collaborate and share data to help make the transportation system better for everyone.

**3.3.12.2 Emerging technology policies**

<b>Policy 1</b>	<b>Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.</b>
<b>Policy 2</b>	<b>Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.</b>
<b>Policy 3</b>	<b>Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system.</b>
<b>Policy 4</b>	<b>Advance the public interest by anticipating, learning from and adapting to new developments in technology.</b>

**Emerging Technology Policy 1. Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.**

Metro and its partners are responsible for ensuring that the transportation system serves all people, particularly those in the greatest need. New mobility services have the potential to bring more flexible transportation options to marginalized communities, but not everyone can access these services. Communities of color face the threat of discrimination from drivers or companies, some older adults and people who speak limited English are not able to use apps, many low-income people cannot afford costly data plans or lack access to bank accounts and people in wheelchairs often struggle to find accessible shared vehicles. Removing these barriers can help to bring better transportation choices to communities of color, night shift workers, people with disabilities, people living in areas that lack frequent transit service and others.

**Emerging Technology Policy 2. Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.**

Emerging technology has already given people in the region new ways to get around, whether by taking car, scooter, or bike share, hailing a ride, or simply making it easier for people to learn about and pay for public transportation. However, new mobility services are often concentrated in communities where it is already easy to take transit, walk or bike, which can create more congestion and pollution by attracting people away from more efficient modes and clogging streets with vehicles looking for passengers. To make the most of emerging technology's potential to reduce congestion and pollution, the region's transportation agencies need to prioritize and invest in the modes that move people most efficiently; improve convenience and safety for transit riders, pedestrians, and bicyclists; and direct new mobility services to provide options in places that currently lack them in addition to adding options to communities that are already rich in travel choices.

**Emerging Technology Policy 3. Use the best data available to empower people to make travel choices and to plan and manage the transportation system.**

In today's transportation system, data is almost as important as infrastructure. Smartphones enable people to instantly book a transit trip or find a new route when they run into traffic, and new mobility companies use real-time data to balance supply and demand. Metro and its agency partners work to ensure that high-quality information is available for all transportation options in the region, and that this information is presented in a way that allows travelers to seamlessly plan and book trips. Transportation agencies also work to collect data on how travel patterns are changing to plan the transportation system. This requires collecting data from companies that operate emerging technologies in a way that helps agencies understand trip making without risking users' privacy, it also requires agencies to improve data on transit, bicycling and walking as well as on new mobility options and create systems that allow us to share this data among public agencies.

**Emerging Technology Policy 4. Advance the public interest by anticipating, learning from and adapting to new developments in technology.**

Our current planning process is designed around infrastructure projects designed to last for 50 years and an unchanging set of transportation services. It can take decades to plan and build a project, and once it is built there is little room for change. This time-intensive, risk-averse approach continues to make sense for major infrastructure projects, but to effectively plan for emerging technology agencies need to test new services and approaches and learn from their experience. Agencies in the region have used approaches like pilot testing and phased implementation of regulations so that they can test new



approaches to working with technology in a small-scale, low-risk manner before applying what they learn to larger-scale efforts.

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## 2023 Regional Transportation Plan



## Chapter 4

# Our Growing and Changing Region

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT



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## 4.0 INTRODUCTION

### Purpose

The greater Portland region is an extraordinary place to call home. It is known for its unique communities, a diverse and growing economy and a world-class transportation system. The region is surrounded by stunning natural landscapes and crisscrossed with a network of parks, trails and natural areas within a walk, bike ride or transit stop from home. It also serves as a freight gateway to domestic and international markets for businesses located throughout the state of Oregon, southwest Washington, the mountain states and the Midwest.

The region did not get this way by accident. Over the years, communities throughout the region have taken a collaborative approach to planning that has helped make the region one of the most livable in the country. Every day, the region's 2.4 million people have places to go – to work or school, to doctors and grocery stores and parks and back home again. All these trips, along with our transportation system, knit the region together – from Forest Grove to Troutdale, Vancouver and Portland to Wilsonville and every community in between.

Through our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth, but new challenges continue to emerge. Our success in creating a livable region has attracted new residents and employers, but our housing supply hasn't kept up with population growth, and it has become prohibitively expensive for many people to afford homes, particularly in neighborhoods where it is easy to walk, bike or take transit. This may be one of the reasons why some recent investments in transit and trails haven't drawn as many users as they have in past decades. And even the best-laid plans couldn't have anticipated the impact of the COVID-19 pandemic, which dramatically reshaped how people travel and continues to affect the region even as the public health emergency recedes.

This chapter provides a snapshot of current conditions and trends within the Greater Portland region and highlights key regional transportation challenges and needs for the plan to address.

### Chapter organization

The RTP Needs Assessment is organized around the five 2023 RTP priorities: mobility, safety, equity, economy, and climate. Each section of this chapter is dedicated to one of these priorities, and contains research, maps and data describing transportation needs with respect to each priority. Because these goals are often aligned – for example, increasing transit service often benefits mobility, climate, and equity – some sections contain similar information, or refer to relevant information in other sections.

## 4.1 MOBILITY

The draft Regional Mobility Policy included in the 2023 RTP update redefines how the region defines and measures mobility throughout the plan, establishing three performance measures for transportation agencies to use in plans and projects:

- System completeness
- Vehicle miles traveled
- Travel speed reliability on throughways

Development of the draft regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In late 2022, JPACT and the Metro Council accepted the draft mobility policies and directed further development of the accompanying performance measures as part of completing the 2023 RTP.

The throughway performance measure and thresholds aim to identify future transportation needs on region's throughways using travel speed as a proxy for reliability. The draft policy proposes a minimum throughway performance threshold of no more than four hours per weekday with travel speeds below 35 miles per hour on controlled access freeways (e.g., I-5, I-84, I-205, I-405, US 26 and OR 217) or 20 miles per hour on non-freeways with traffic signals (e.g., OR 99E, US 30, OR 212). If average speeds fall below the relevant speed threshold for more than a total of four hours in a day, it indicates the system is failing at that location and a transportation need exists.

This section provides a general update on how travel patterns have evolved since the last RTP update in 2018 as well as baseline information on the three measures above. Key findings include:

- Travel declined during the COVID pandemic. Between October 2019 and October 2021, daily throughway trips on a sample of regional mobility corridors decreased by five percent, daily arterial trips decreased by 14 percent, and daily transit ridership decreased by 41 percent.
- Overall, the planned motor vehicle network is much more complete than the other modal networks.
- Active transportation networks are mostly complete near transit. However, there are plenty of small gaps that hinder people's ability to walk and bike to transit stations and other important destinations. There are larger bicycle and pedestrian gaps between urban centers and at the edges of the region, many of which are on the trail system.
- Per capita VMT in the Greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining. But in order to meet ambitious VMT reduction targets the region will likely need to take new approaches.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving, and 7% by transit. Metro and partner agencies are working to increase ridership by better connecting activity centers – potentially including many developing suburban centers – with frequent transit.

### 4.1.1 Evolving travel patterns

Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update), the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households (8.9%) and 90,000 jobs (10.1%).<sup>1</sup> This growth is projected to continue, though not necessarily at the same rapid rate as the region saw during the previous decade. As Greater Portland continues to evolve into a major metropolitan area, with increasing housing prices and a more specialized economy, commute patterns are becoming more complex. Figure 4.30 in the Thriving Economy section provides a window into this growing complexity; it shows how workers commute within and between counties in and around the region. Over 45 percent of workers in the 3 Metro-area counties work in a different county than where they live.

Though the number of jobs and homes in the region is growing, the way that people commute hasn't changed much. Table 4.1 shows commute mode shares for 2010 and 2019 (the base year for the 2023 RTP update, and the last year of available data that does not reflect the impacts of the COVID-19 pandemic). The table shows both absolute change in mode shares between 2010 and 2019 (which better captures which modes are dominant in the region, but can understate change for modes other than driving because they are less widely-used to begin with) and relative change (which better captures the extent to which usage of different modes is growing or declining relative to current levels, but can also amplify small variations that are due to margins of error or other reporting issues). This data is built up from Census tract-level estimates for all tracts within the MPA boundary, weighted according to the population in each tract.

**Table 4.1: Commute mode shares in the Greater Portland region, 2010-2019 (American Community Survey five-year estimates, 2006-10 and 2015-19 data)**

Mode	2010 mode shares	2019 mode shares	Absolute change 2010-2019	Relative change 2010-2019
Drive alone	69.5%	67.8%	-1.7%	-2.4%
Carpool	9.9%	9.2%	-0.7%	-6.6%
Transit	7.7%	8.1%	0.4%	5.3%
Walk	3.7%	3.6%	-0.1%	-2.4%
Bike	2.3%	2.6%	0.2%	10.4%
Work from home	6.0%	7.6%	1.6%	26.4%

Between 2010 and 2019, vehicle commute shares fell slightly, the share of people biking or taking public transportation to work rose slightly, and there were very small changes in how many people walk to work. This reflects the challenges inherent in achieving the RTP's goal of supporting a shift from driving to other modes. Though the region has prioritized investments in transit and active transportation over the past several decades, the motor vehicle network is far more built-out than other networks and people's daily travel habits are deeply ingrained, so even major multimodal investments only produce incremental changes. The rising cost of housing, especially in walkable neighborhoods near transit stations, may also play a role since it makes it

<sup>1</sup> Metro Regional Travel Model.

harder for people with lower incomes – who tend to be more likely to use modes other than driving, particularly transit – to afford a home that offers access to options.

The biggest change captured in Table 4.1 is the growth of working from home. The share of people working from home increased by a relative 25% between 2010 and 2019 – double the growth in transit, which is the next-fastest-growing mode in the region – and as of 2019 there were almost as many people in the region working from home as there were taking transit to work. Furthermore, the data shown above only captures people who work from home full time; if it accounted for people who work from home a few days per week it would show an even larger percentage of people teleworking.

It is important to note that the data shown above only capture commute trips. These trips make up less than 30 percent of all trips in the region, but since commutes are often time-sensitive, longer-distance trips they account for a significant share of congestion and vehicle miles traveled. Metro’s travel surveys find that people are significantly more likely to walk and carpool and less likely to drive alone or take transit when taking non-commute trips than they are when commuting.

### **Impacts of the COVID-19 pandemic on travel**

The data discussed above highlights how slowly transportation behavior often changes. However, major events like recessions and natural disasters can have immediate and drastic impacts on how people travel, and it can take a while for conditions to stabilize afterward. The COVID-19 pandemic that began in March 2020 was just such an event. Even though the federal government has now declared the COVID-19 public health emergency over, offices and hotels are still emptier than they were before the pandemic, and the impacts of the pandemic are still rippling through the economy and the transportation system.

The RTP is a plan for the next 20 years. Using pre-pandemic data to assess needs allows the RTP to focus on the long-term demographic and economic changes that shaped the region’s growth over the past several decades, and that are likely to continue to determine how the region grows in the future. Most of the data in this chapter is from 2020 or before. 2020 is the base year for the 2023 RTP update, is often the most recent year for which data are available.

Many aspects of life and travel have already returned to their “normal” pre-pandemic state, while others are trending that way. It’s possible that some of the impacts of the pandemic will be so long-lasting that they lead to a “new normal” somewhere between conditions at the peak of the pandemic and those beforehand. Considering this possibility – which begins with understanding how transportation patterns have continued to evolve since the pandemic<sup>2</sup> – helps the RTP be more resilient under different potential futures. Figure 4.1 below shows how travel demand changed for transit and on different types of streets during the year following the pandemic.

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<sup>2</sup> Most data in this section comes from Metro’s Emerging Transportation Trends Study, which can be found at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research>

**Figure 4.1: Trip volumes by mode and by facility type, indexed to February 2020 levels, February 2020-2021 (PBOT freight route and arterial count data; ODOT throughway count data; TriMet transit ridership performance reports; data were compiled in April 2021<sup>3</sup>)**



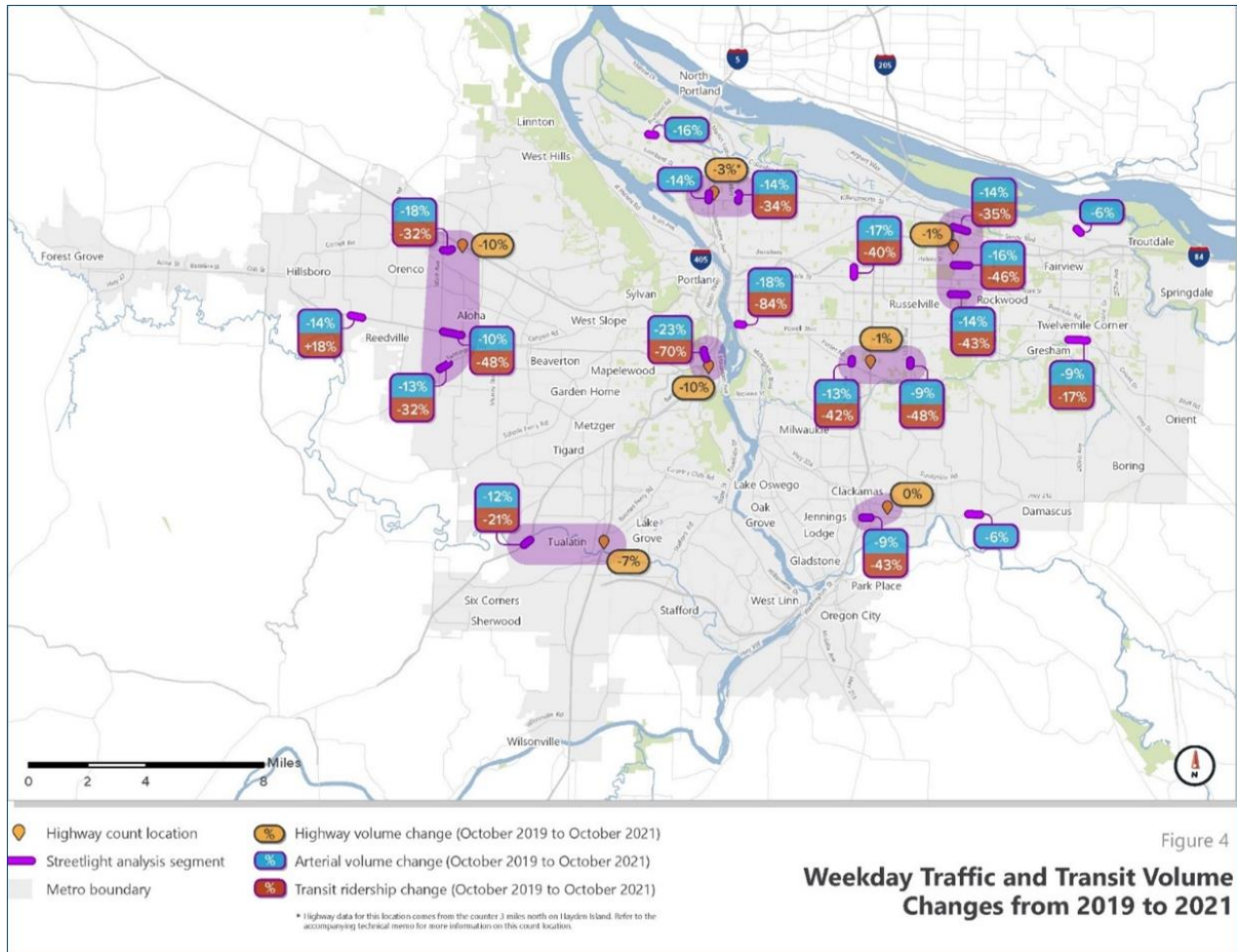
All different types of travel shown fell during the initial months of the pandemic, but some fell more steeply and/or recovered more slowly than others. Trips on freight routes fell the least and recovered most quickly, potentially because goods kept moving during the pandemic and many freight routes also connect workers to jobs that remained in-person during the pandemic. Throughway trips recovered to 80 percent of pre-pandemic levels by May 2020, and then continued to fluctuate, which could reflect normal seasonal changes in travel demand, extreme weather events, and/or the spread of new COVID variants. Arterial travel appeared to be recovering less slowly, but the data shown only covers the first half-year of the pandemic.

Metro collected data for a set of throughways, arterials and transit routes that reflect key corridors in the region.

<sup>3</sup> This figure, as well as some of the other data in this section, reflects the underlying availability of source data at the time of compilation. Some of this data comes from limited-duration collection and reporting efforts that agencies undertook when the pandemic began to understand its impact.

Figure 4.2 below shows the results. Changes in throughway volumes are shown in yellow, changes in arterial volumes are shown in blue, and changes in transit ridership are shown in red.

**Figure 4.2: Weekday vehicle and transit volume changes, October 2019-October 2021 (ODOT throughway count data; Streetlight arterial volume data; TriMet transit ridership by route data)**



Average daily throughway trips across the study locations decreased by five percent between October 2019 and October 2021, while arterial trips declined by 14 percent and transit ridership fell by 41 percent. 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.

These findings are consistent with research about the pandemic’s broader impacts on transportation, which has found that teleworking reduces vehicle trips and miles traveled, as well as transit ridership, particularly near job centers. Transportation agencies in the region are already responding to these dynamics – for example, TriMet’s recent Forward Together concept<sup>4</sup>

<sup>4</sup> <https://trimet.org/forward/>



realigns transit service to focus on routes that have maintained ridership through the pandemic and that serve people with low incomes, who were more likely to continue to rely on transit over the past several years. If teleworking rates remain high, it would likely lead to slightly lower levels of VMT per capita and transit use than the region would otherwise experience, all other things being equal.

#### 4.1.2 System completeness

Meeting Mobility goals depends on providing a variety of seamless and well-connected travel modes so that people have multiple options for making trips.

Table 4.2 below summarizes the completeness of different regional modal networks, using the planned networks developed during the 2018 RTP. These planned networks are based on extensive analyses of network conditions and deficiencies as of July 2022, as well as relevant policies and performance/design standards that apply across the region.<sup>5</sup> This table also reports on the completeness of the bicycle and pedestrian networks<sup>6</sup> near transit stations and along the arterials, which helps people make safe multimodal trips. Completing active transportation networks in EFAs is a priority under the RTP's Equity policies, and completing networks in 2040 centers and employment/industrial areas is important to supporting a Thriving Economy – see those sections for a discussion of bike/ped system completeness in those specific communities.

**Table 4.2: System completeness by modal network and location within the region (2018 RTP networks and 2022 partner agency data)**

Network	Total planned miles	Number of miles completed	Percent of miles completed
Region-wide			
Transit network <sup>7</sup>	1,460	788	54%
Pedestrian network	1,040	597	57%
Bicycle network	1,149	626	55%
Trail network	560	245	44%
Motor vehicle network	1,171	1,146	98%
Near transit			
Pedestrian network	837	539	64%
Bicycle network	881	538	61%

<sup>5</sup> For further information, see the [Regional Transit Strategy](#), the [Regional Active Transportation Plan](#), the [Regional Trail System Plan](#), and forthcoming updates to the Regional Mobility Policy.

<sup>6</sup> Metro distinguishes between on-street bicycle and pedestrian gaps in facilities like bike lanes and sidewalks and off-street bike/ped gaps in facilities like trails. On-street facilities are generally needed to provide good active transportation connections in centers, near transit, and along arterials, whereas off-street facilities provide longer-distance connections between these areas. Table 4.2 focuses on the on-street bike/ped network.

<sup>7</sup> Consistent with how completeness is analyzed for other modal networks, the assessment of transit system completeness is based on the financially constrained RTP, and excludes the strategic investments shown in

Figure 4.3.



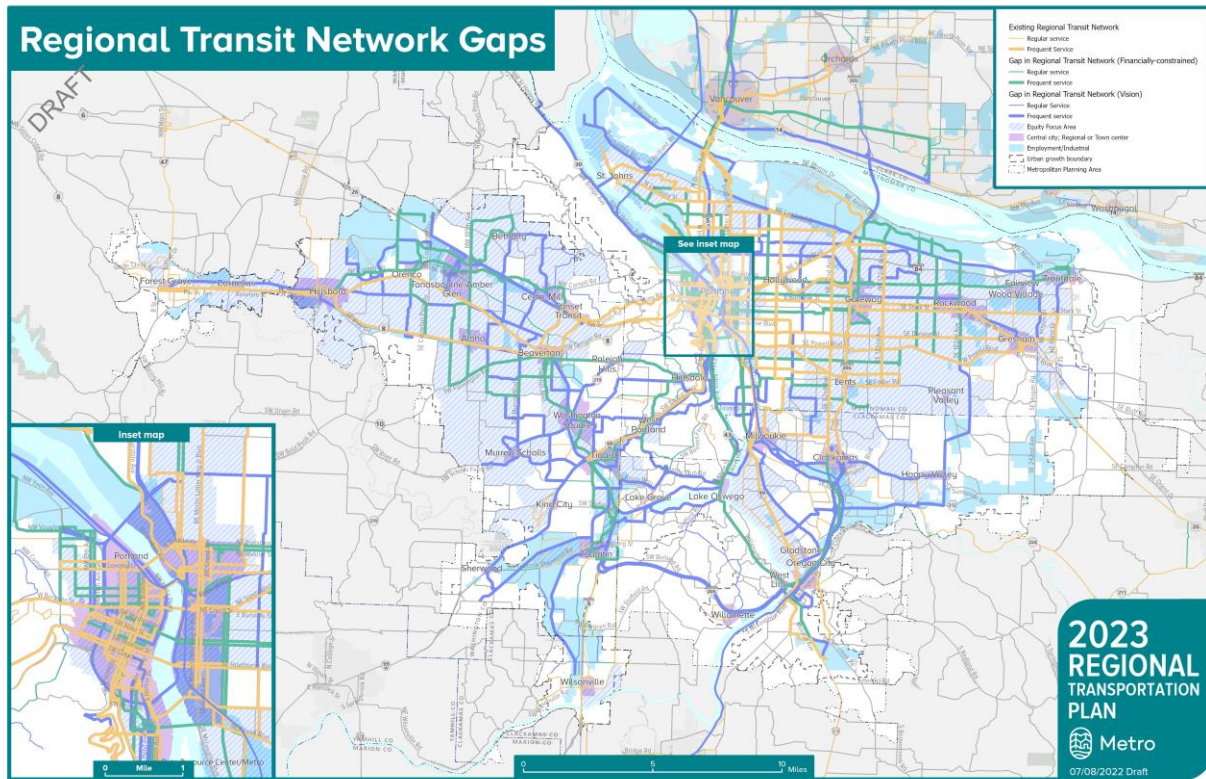
Network	Total planned miles	Number of miles completed	Percent of miles completed
Along arterials			
Pedestrian network	725	414	57%
Bicycle network	619	412	66%

Overall, the planned motor vehicle network is much more complete than the other modal networks. Consistent with the 2040 Growth Concept, the active transportation networks are generally more complete near transit. However, the fact that the pedestrian network along arterials is not significantly more complete than it is in the rest of the region is a concern given that 77 percent of pedestrian crashes occur on arterials.

However, several important gaps remain in these areas. The maps below identify these gaps by comparing the regional visions (i.e., planned systems) for these networks – which are based in extensive coordination with stakeholders and analysis of transportation and land use data – to the facilities that are on the ground today in order to identify gaps in the system.

Figure 4.3 below shows gaps in the transit network where planned transit has not yet been built. The map differentiates between gaps in frequent (thick lines) and regular (thin lines) transit service, and between gaps in the financially constrained network, which the region has identified funding to complete (green), and gaps in the strategic network, which the region has not yet identified funding to complete (purple). It also shows the location of existing regular and frequent service (orange lines). All of this information is overlaid with Equity Focus Areas (violet cross-hatching) to highlight how the current and planned network serves these communities that particularly need improved transit service (see the Equity section for more details on transit-related Equity needs).

**Figure 4.3: Regional transit network gaps (2018 RTP networks and 2022 partner agency data)**

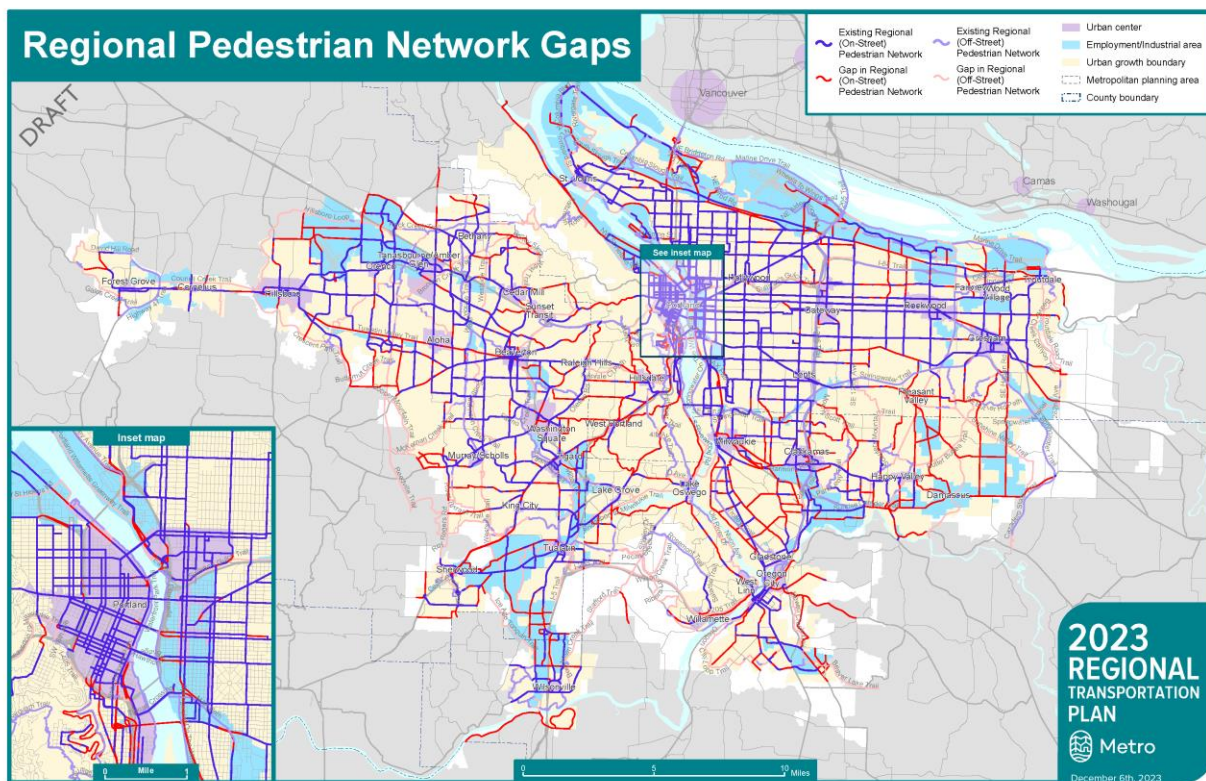


Filling the gaps in the frequent transit system (thick green lines) are particularly important to meeting the region's Climate goals. The 2018 RTP relied on a planned increase in frequent transit service to meet GHG reduction targets, and the thick green lines indicate routes where this transit has yet to be implemented. These gaps are distributed over most of the more populated parts of the region, and there are large concentrations of them in East Portland and the Orenco/Bethany/Aloha area.

Figure 4.4 and

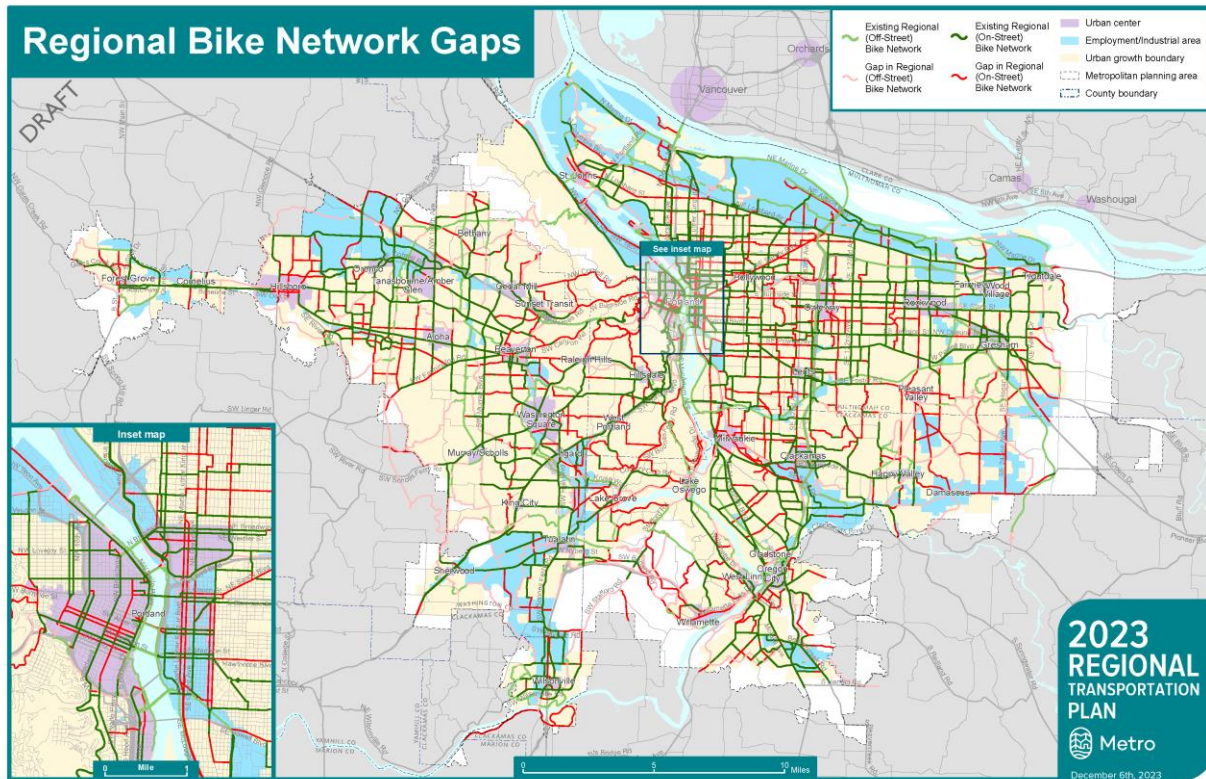
Figure 4.5 show gaps in the regional pedestrian and bicycle systems. Completed facilities are shown in purple or green; gaps are shown in red. The maps distinguish between gaps in on-street facilities like sidewalks and bike lanes (darker shades) and gaps in off-street facilities like trails (lighter shades). Both the pedestrian and bicycle networks are overlaid with urban centers identified in the 2040 growth concept since RTP policies direct pedestrian and bicycle investments toward centers of activity where short distances between destinations make it easy to travel on foot. As noted above, we encourage readers to look at these maps in detail. Pedestrians and bicyclists are vulnerable users of the transportation system, and even a small gap in the network can make an entire trip feel unsafe and/or inconvenient.

**Figure 4.4: Regional pedestrian network gaps (2018 RTP networks and 2022 partner agency data)**





**Figure 4.5: Regional bicycle network gaps (2018 RTP networks and 2022 partner agency data)**



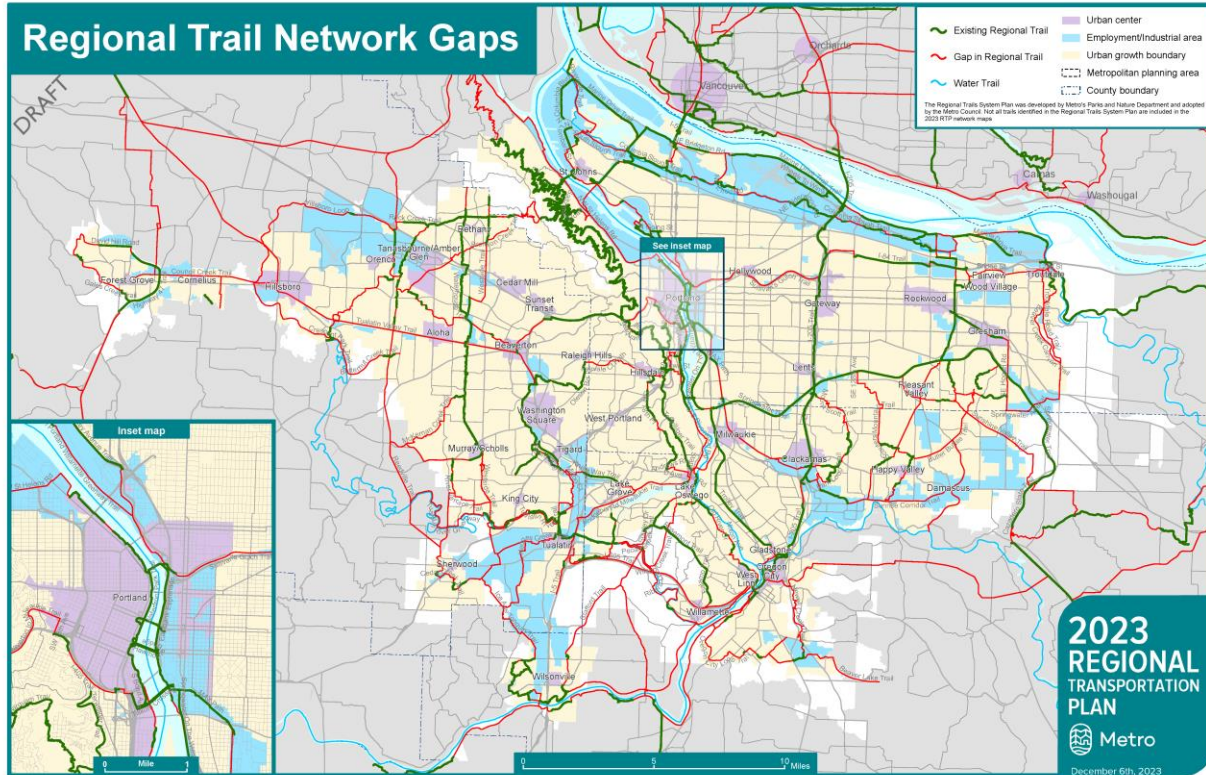
Both the bicycle and pedestrian networks are generally more complete in the region's urban centers, which is consistent with RTP policies that direct transportation investments to support implementation of the 2040 growth concept. But even within those centers there are plenty of small gaps that hinder people's ability to walk and bike – and that can also impact transit use and the economy. Walking is the most primary form of transportation. Whether an entire trip is done on foot or using a wheelchair or similar mobility device, people must walk for at least a part of every trip, even when the rest of the trip takes place on transit, in a vehicle or on a bicycle. Pedestrian activity thrives where the pedestrian facilities are well connected, safe and attractive—meaning well lit, free of debris and in good repair—and where there are frequent protected crossings. A 2022 PSU-Metro study found that pedestrian facilities also had a positive economic effect on surrounding communities.<sup>8</sup>

Closing the gaps shown above can be a relatively low-cost way to complete critical connections in areas that are already generally well-suited for walking and bicycling. There are larger bicycle and pedestrian gaps between urban centers and at the edges of the region, many of which are on the trail system. Closing these gaps has the potential to transform how people travel in communities where most trips are by car, especially when pedestrian projects are accompanied by complimentary investments in transit and community development.

<sup>8</sup> <https://www.oregonmetro.gov/active-transportation-return-investment-study>

Figure 4.6 below shows gaps in the regional trail network in red and completed trail segments in green, as well as the same urban centers that are included as overlays in the bicycle and pedestrian maps above. Trails are long-distance, high-quality bicycle and pedestrian facilities that provide connect regional centers, and they often pass through natural areas and/or include landscaping and natural features.

**Figure 4.6: Regional trail network gaps (2018 RTP networks and 2022 partner agency data)**

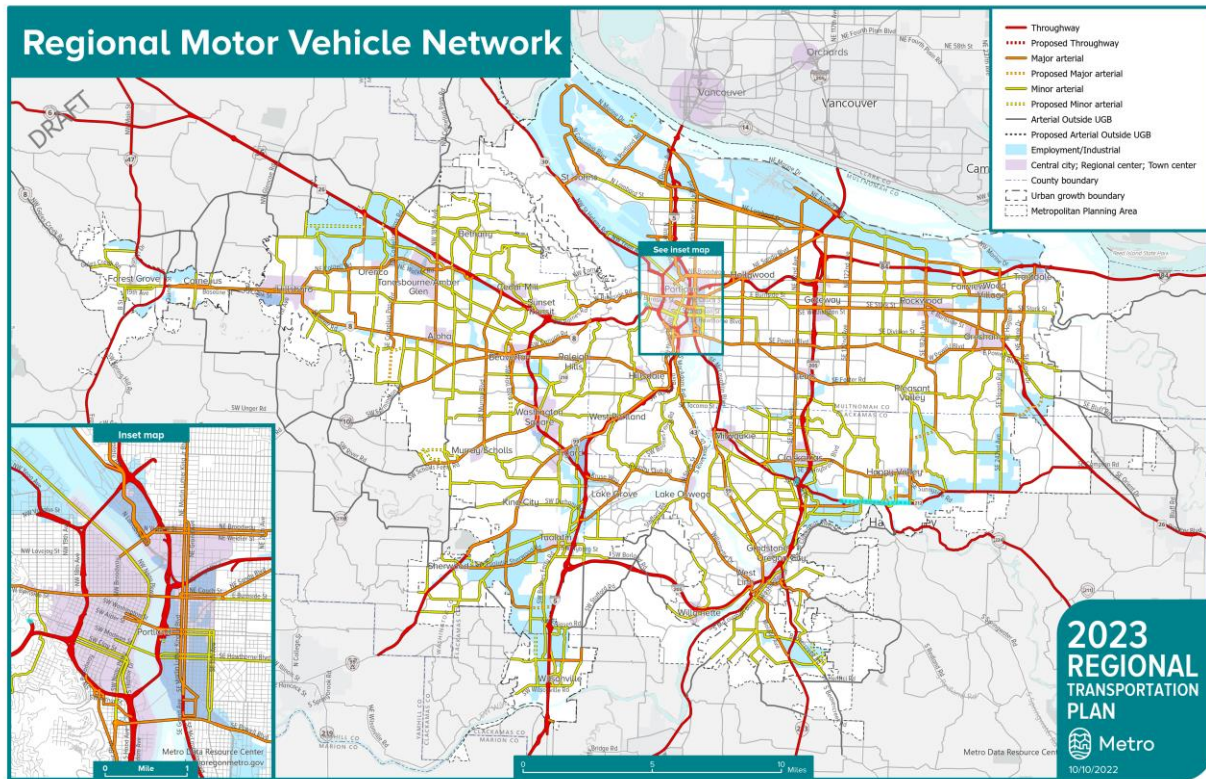


Trails are also part of the bicycle and pedestrian networks shown above, and this map underscores how filling many of the longer-distance gaps shown above depends upon completing the regional trail system.

Figure 4.7 shows the planned motor vehicle network by facility type, including planned facilities that have not yet been built, which are shown in dashed lines. As the map below shows, the network is largely built out.



**Figure 4.7: 2018 RTP regional motor vehicle network map ((2018 RTP networks and current partner agency data)**



#### 4.1.3 VMT per capita

Vehicle miles traveled (VMT) per capita measures much the average person in the Portland region drives each day. Many transportation agencies in the region use VMT per capita to measure progress toward creating vibrant communities and providing multimodal travel options. All other things being equal, VMT per capita tends to be lower in compact communities with a mix of destinations and good access to transit and other options.<sup>9</sup> As discussed at the beginning of this section, the Regional Mobility Policy establishes VMT per capita as a critical performance measure for Mobility, and the State has also established VMT per capita as the key metric used in determining whether the RTP meets its climate targets. See the Climate section for information on historical, current, and projected future levels of VMT in the region.

#### 4.1.4 Throughway travel speed reliability

The draft regional mobility policy for the 2023 RTP identifies *travel speed* on throughways as one of three mobility performance measures. The other two measures – *system completeness* and *vehicle miles traveled per capita* – are discussed above and in the climate section, respectively.

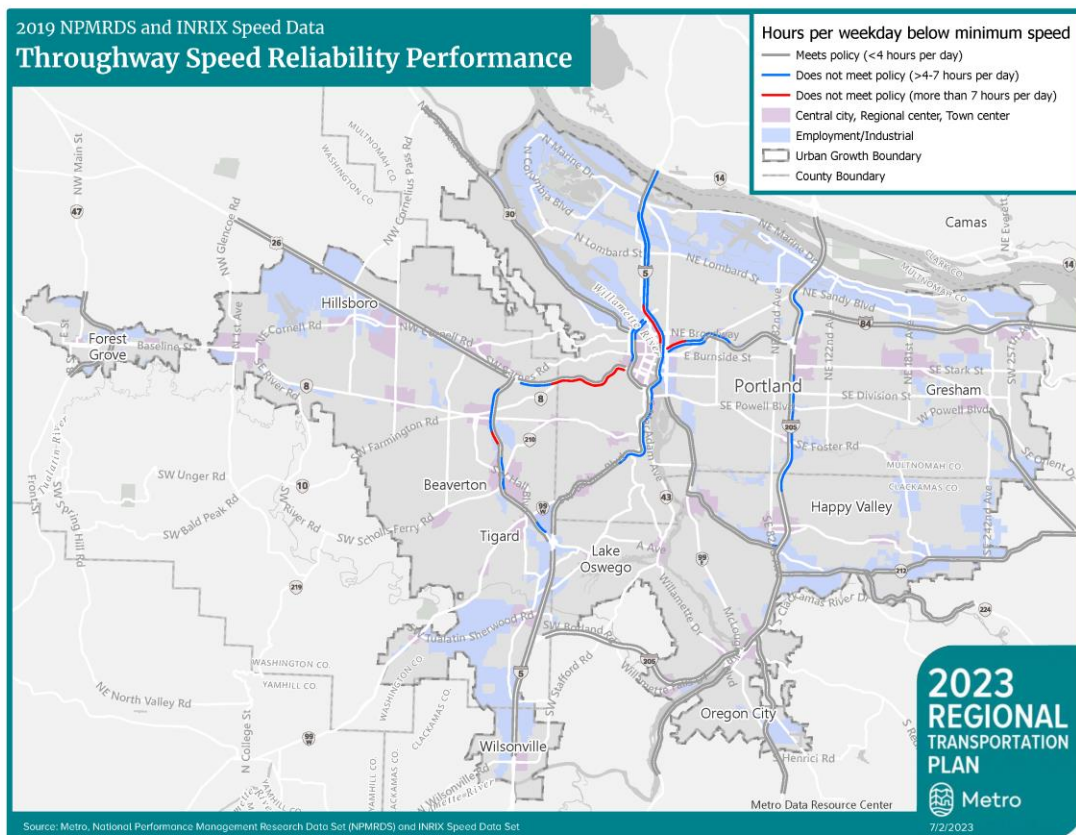
<sup>9</sup> <https://nap.nationalacademies.org/catalog/12747/driving-and-the-built-environment-the-effects-of-compact-development>

Development of the draft regional mobility policy has been underway since 2019 through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In late 2022, JPACT and the Metro Council accepted the draft mobility policies and directed further development of the accompanying performance measures as part of completing the 2023 RTP.

The throughway performance measure and thresholds aim to identify future transportation needs on region's throughways using travel speed as a proxy for reliability. The draft policy proposes a minimum throughway performance threshold of no more than four hours per weekday with travel speeds below 35 miles per hour on controlled-access freeways (e.g., I-5, I-84, I-205, I-405, US 26 and OR 217) or 20 miles per hour on non-freeway throughways with traffic signals (e.g., OR 99E, US 30, OR 212). If average speeds fall below the relevant speed threshold for more than a total of four hours in a day, it indicates the system is failing at that location and a transportation need exists.

Figure 4.8 maps current throughway reliability results using 2019 weekday speed data collected via the Regional Integrated Transportation Information System (RITIS) platform.

**Figure 4.8: 2019 Throughway Travel Speed Reliability Performance (2019 RITIS data)**



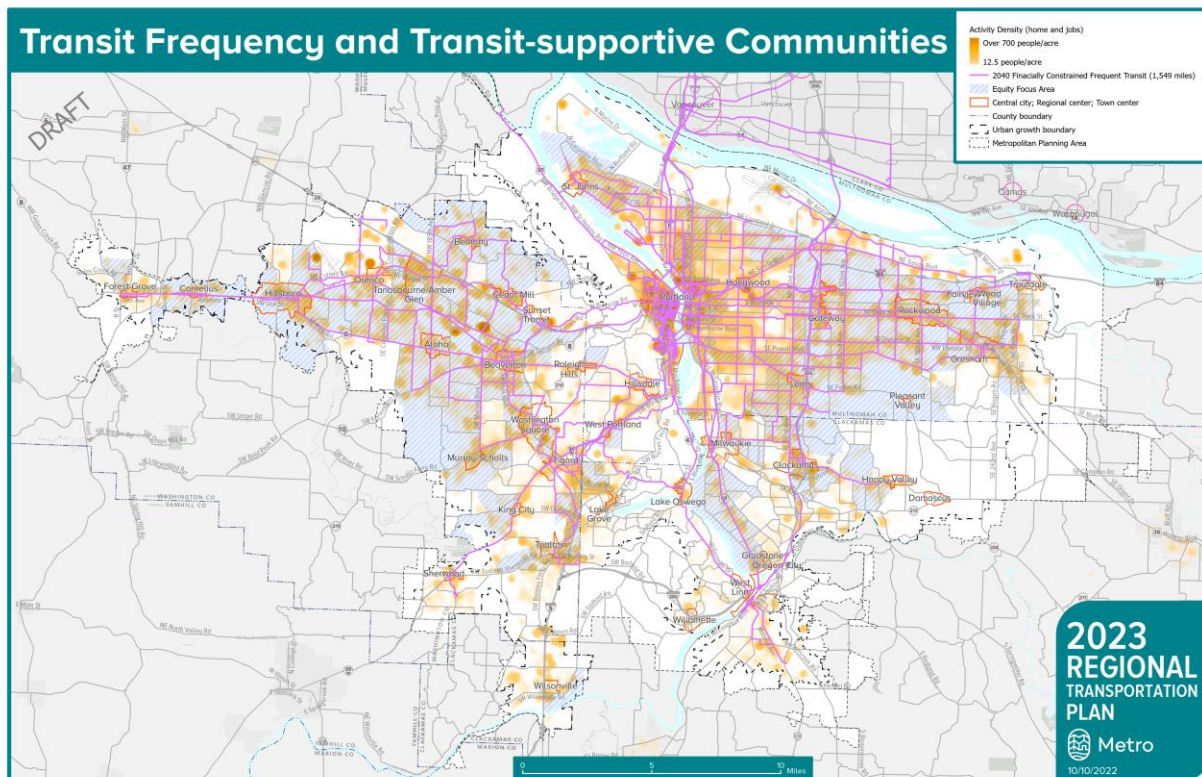
A total of 38 miles (13% of the region's throughway network) currently do not meet the draft mobility policy threshold. More information about the methodology and detailed results for all segments are provided in Appendix I.



### 4.1.5 Transit frequency

Completing a high-quality transit network is critical to meeting regional Mobility goals. Half of all trips are over three miles, and these trips account for the majority of VMT.<sup>10</sup> Transit is the mode that is best-suited to provide a climate-friendly and affordable alternative to driving for these longer-distance trips. And transit is the most useful when it provides fast, convenient, and accessible transit connections between activity centers. Figure 4.9 below highlights communities that have the densities necessary to support frequent transit<sup>11</sup> (orange) and compares their location with current frequent transit service (i.e., lines with peak headways of 15 minutes, shown in purple). It also shows EFAs in light blue cross-hatching (see the Equity section for additional discussion of this map).

**Figure 4.9: Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro regional travel model and distributed growth forecast)**



<sup>10</sup> <https://www.bikeleague.org/content/national-household-travel-survey-short-trips-analysis>

<sup>11</sup> The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 4.9 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre.



If transit service is well-coordinated with land use, this map should show purple lines connecting most of the orange/red clusters of high density. This is the case in much, but not all, of the region, particularly in the south and west and on north/south corridors in the east side of the region.

#### 4.1.6 Access to destinations

Measuring how many destinations people can access via transit and automobile within a given travel time is a common way of understanding the overall utility of transit and driving. The RTP aims to increase access to destinations, particularly for transit. A truly multimodal transportation system is one in which people who travel by transit can reach the same number of jobs via transit within a given travel time as they can via automobile. Table 4.3 below compares accessibility via transit and automobile during peak hours and other times of the day. This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access,<sup>12</sup> which accounts for the time needed for people to walk between their origins/destination and their car/transit stop and transfer between different transit routes, etc.

**Table 4.3: Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data)**

	Percent of jobs accessible within...	
	... a 30-minute drive	...a 45-minute transit trip
During rush hour	43%	7%
Outside of rush hour	50%	6%

The good news is that driving offers good access to jobs throughout the region – the average resident can reach almost half of the region’s job within a 30-minute commute. The challenge to creating a multimodal system is that driving offers much better access than taking transit does. Across all times of day, people can reach five to ten times as many destinations by auto as they can by driving.

<sup>12</sup> These travel times were recommended by the 2018 Transportation Equity Working Group to account for the fact that transit trips are typically longer than automobile trips.

## 4.2 SAFETY

The RTP establishes a Vision Zero goal for the Portland region to eliminate traffic-related deaths and severe injuries by 2035. Safety analysis for the draft needs assessment is based on the most recently available data. To track trends over time, most of the analysis uses a five-year average of crash data because of the random nature of crashes.

Key findings from the draft Safety needs assessment include:

- From 2016 through 2020, 2,814 people were killed or experienced a life-changing severe injury from a traffic crash in the greater Portland region, an average of 563 people per year.
- Traffic fatalities in the Portland region have been increasing for users of all modes, except for people bicycling. Severe injury crashes are also increasing, though not as dramatically as fatal crashes.
- Pedestrians experience a disproportionately high number of traffic deaths.
- Fatal and severe crashes are concentrated at a small number of corridors and intersections, which the RTP refers to as High Injury Corridors and High Injury Intersections.
- There is a high level of overlap between the updated 2023 High Injury Corridors and those identified in the 2018 RTP.
- About 40% of traffic fatalities occur on state owned highways.
- Black, American Indian and Alaska Native people experience a disproportionate number of traffic deaths.
- Three quarters of serious pedestrian and bicycle crashes, and 65% of all serious crashes, occur in areas identified as Equity Focus Areas.
- Safety issues are a concern for children walking and bicycling to school.

Since the 2018 RTP was adopted, city, county, regional and state partners been developing and implementing safety action plans. Metro's 2-Year Progress Report on the Regional Transportation Strategy<sup>13</sup> highlighted this work and identified actions for the next two years, including in the update of the 2023 RTP. While it is discouraging to see traffic fatalities and severe injuries increase as agencies and community partners work to address safety, it often takes a while for the impact of Vision Zero policies to become apparent. Countries and cities that have adopted the Safe System Approach and committed to achieving zero serious crashes typically begin to see substantial results in about 10 years, reducing traffic fatalities upwards of 40-60%.<sup>14</sup>

<sup>13</sup> June 2021. <https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf>

<sup>14</sup> Road Safety Annual Report 2020, International Transport Forum: [https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2020\\_0.pdf](https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2020_0.pdf)

### 4.2.1 Historical crash analysis

The RTP includes ambitious targets to reduce fatal and serious injury crashes by 16 percent by 2020, by 50 percent by 2025, and to zero by 2035, and identifies a trajectory for the intervening years that allows the region to meet these targets. Table 4.4 summarizes regional progress toward these performance measures.

**Table 4.4: Federal Safety Performance Measures for Traffic Fatalities and Serious Injuries, 2016-2020 (Oregon Department of Transportation crash data analyzed by Metro)**

Performance Measure	5-year rolling averages		
	2011-2015 Baseline	2016- 2020 Target	2016- 2020 Actual
Number of fatalities	62	52	93
Fatalities per 100 million vehicle miles traveled	0.6	0.5	0.9
Number of serious injuries	458	384	512
Serious injuries per 100 million vehicle miles traveled	4.5	3.6	4.8
Number of non-motorized fatalities and serious injuries	113	95	129

The region is not on track to meet its targets. In fact, across all the measures summarized in Table 4.4, the region's streets have gotten less safe since Metro established this goal and began collecting baseline data. These findings are consistent with an interim Safety Performance report that Metro published in 2021,<sup>15</sup> which was based on 2019 data. Figure 4.10 shows more detail on recent traffic fatalities in the region, showing past data alongside projected trends and Vision Zero targets.

<sup>15</sup> <https://www.oregonmetro.gov/sites/default/files/2021/03/04/Metro-safety-annual-performance-report-2015-2019.pdf>

**Figure 4.10: Five-year average rates of fatal crashes, 2007-2020, with trendlines and Vision Zero targets (ODOT crash data, analyzed by Metro staff)**

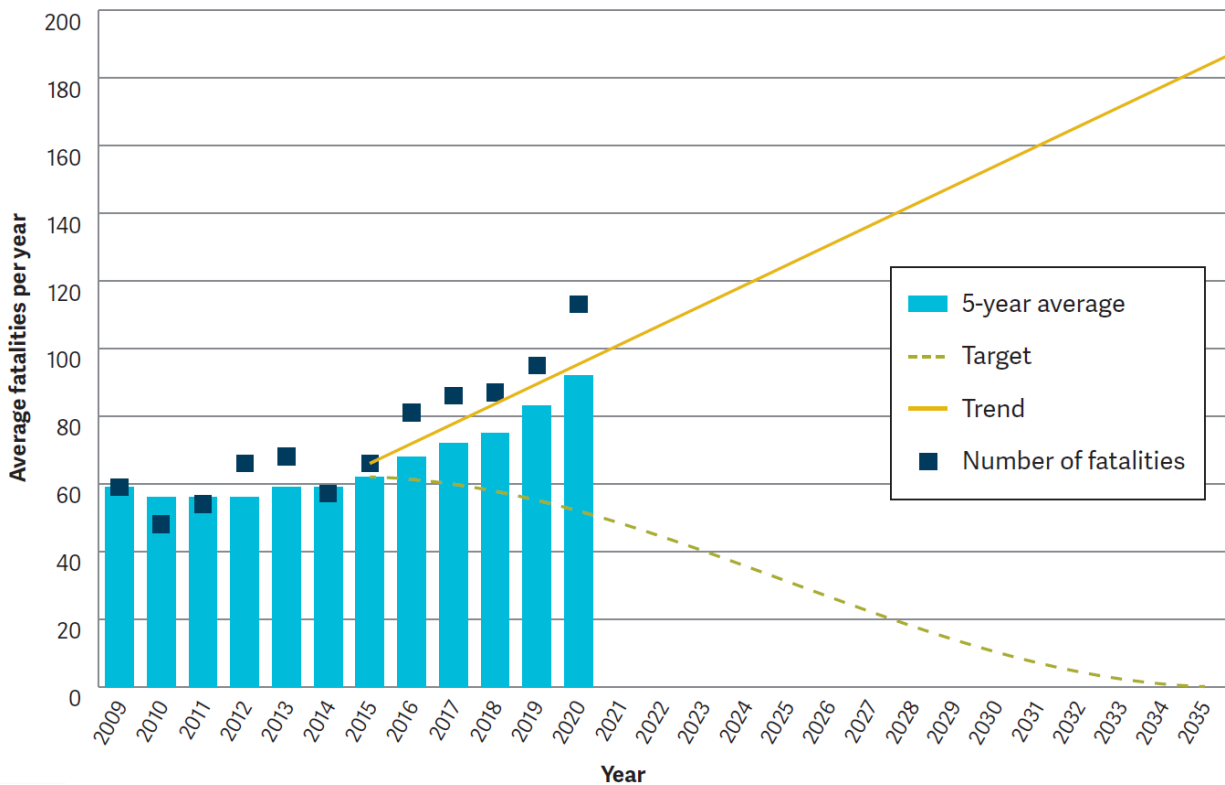
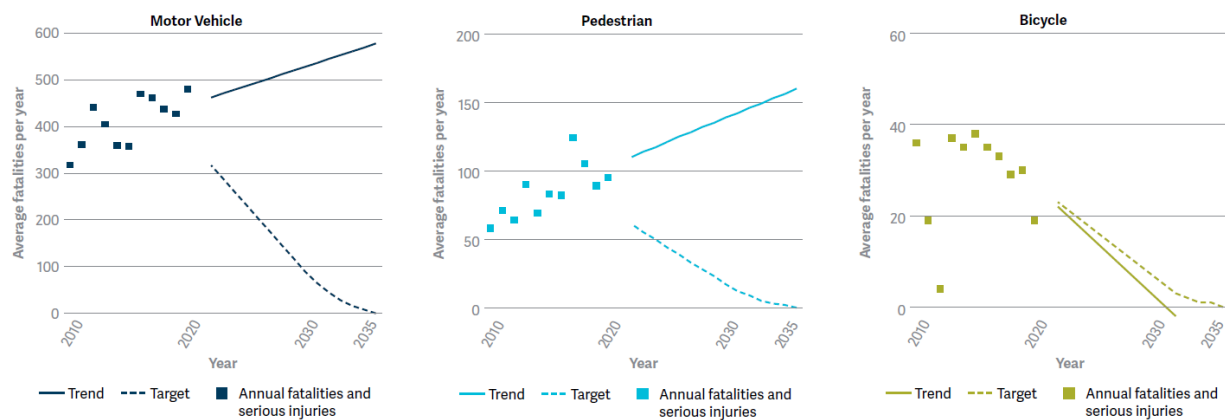


Figure 4.11 shows a similar view of safety data, but it captures both serious injury and fatal crashes and breaks out results by mode to provide more detail on how rising crash rates are affecting different travelers.

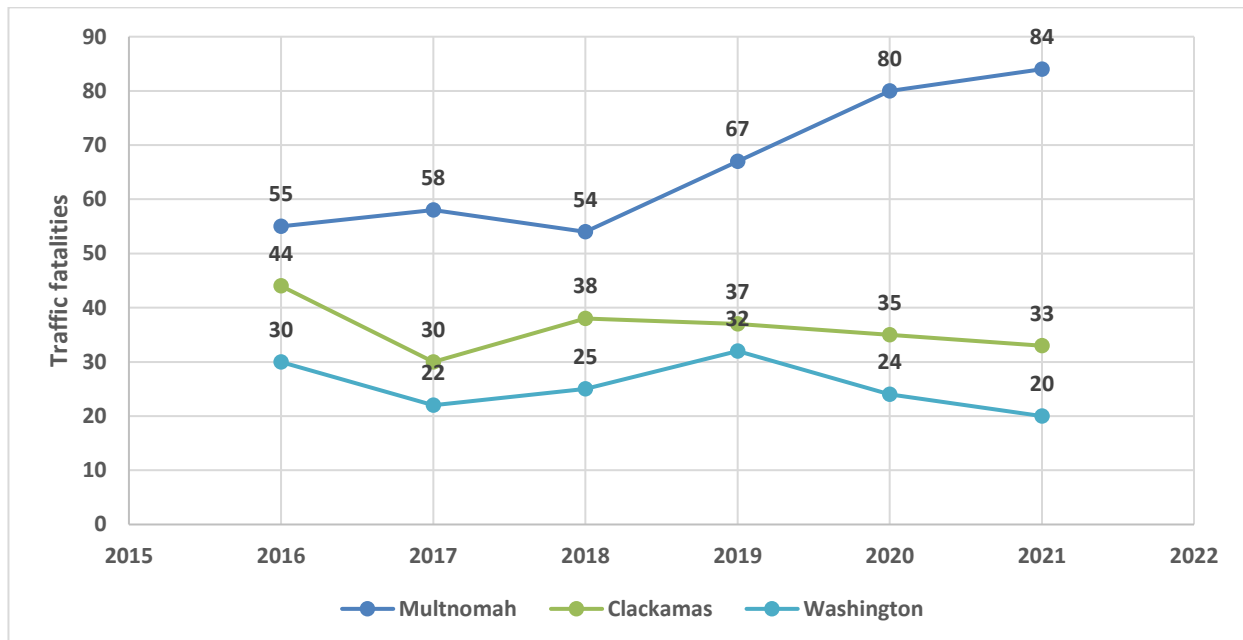
**Figure 4.11: Five-year average rates of fatal and serious injury crashes by mode, 2007-2020, with trendlines and Vision Zero targets (ODOT crash data, analyzed by Metro staff)**



Serious crashes in the Portland region have been increasing for users of all modes except for people bicycling. Pedestrian crashes are increasing at an especially high rate.

As Figure 4.12 shows, the increase in regional fatalities is driven by an increase Multnomah County. Fatal crashes have remained relatively flat in Clackamas and Washington Counties. The fact that there are more crashes in Multnomah County than in Washington and Clackamas is not surprising; half of the passenger miles traveled in the region take place in Multnomah County, and higher travel volumes mean greater exposure to crashes, all other things being equal. However, the recent increase in fatalities is concerning given that the proportion of travel occurring in Multnomah County does not appear to have increased during that same period. Local analysis is critical to understanding how local conditions, including traffic volumes, percent of people walking and bicycling, and other factors influence traffic safety.

**Figure 4.12: Annual fatalities by county, 2016-2021 (ODOT preliminary fatal crash data)**



Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region. During 2016-2020, speed was involved in 35% of fatal and 16% of severe injury crashes, and alcohol or other drugs were involved in 38% of fatal and 14% of severe injury crashes. However, each crash captured in the data above is complex and involves multiple contributing factors and circumstances, including traffic exposure and built environment variables.

Preliminary analysis reveals many safety issues near the region's public elementary, middle and high schools. Within a mile buffer around the average school, there are 8.1 miles of dangerous

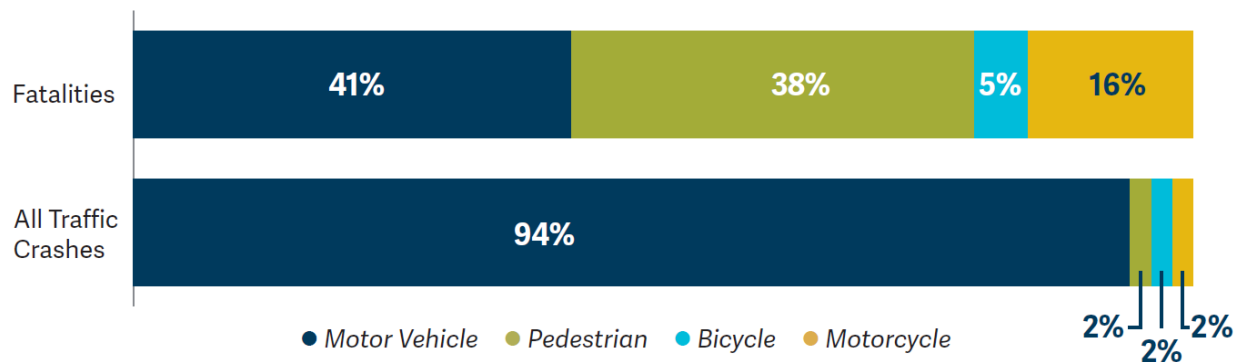
streets and 38 of fatal, severe, or bicycle and pedestrian injury crashes. A quarter of the region's schools are surrounded by streets with mostly incomplete sidewalks.<sup>16</sup>

#### 4.2.2 Crashes by mode

Crashes have different impacts on different users of the transportation system. In general, vehicle crashes are more frequent, because most people in the region drive for most of their trips, but crashes that involve people walking, and riding bicycles and motorcycles are more severe, because their bodies are more exposed.

Figure 4.13 compares fatal crashes by mode to all crashes by mode.

**Figure 4.13: All crashes and fatal crashes by mode, 2016-2020 (ODOT data, analyzed by Metro staff)**



As this chart illustrates, traffic deaths disproportionately impact people who walk, bicycle and ride a motorcycle. Pedestrians experience the most disproportionate impact. Auto-only crashes comprise 94% of all crashes and 41% of all fatal crashes, whereas pedestrian crashes make up 2% of all crashes and 38% of all fatal crashes. In other words, pedestrians who are involved in a crash are much more likely to die – 26 times more likely – than non-pedestrians. Pedestrian traffic deaths are steadily increasing, are the most common type of fatal crash, and have the highest severity of any crash type. This trend is being seen across the country and is attributed in part to vehicles getting larger over the years. Designing safe streets, particularly on arterials, is critical to pedestrian safety. 77 percent of serious pedestrian crashes occur on arterials.

#### 4.2.3 High Injury Corridors

A majority of the serious and fatal crashes in the region, as well as the crashes that involve vulnerable users,<sup>17</sup> consistently occur on a small number of roads. Metro focuses its analysis on

<sup>16</sup> i.e., less than 50% of the sidewalks within one mile are complete. For the purposes of this analysis, a street with a sidewalk on either one or both sides counts as “complete.”

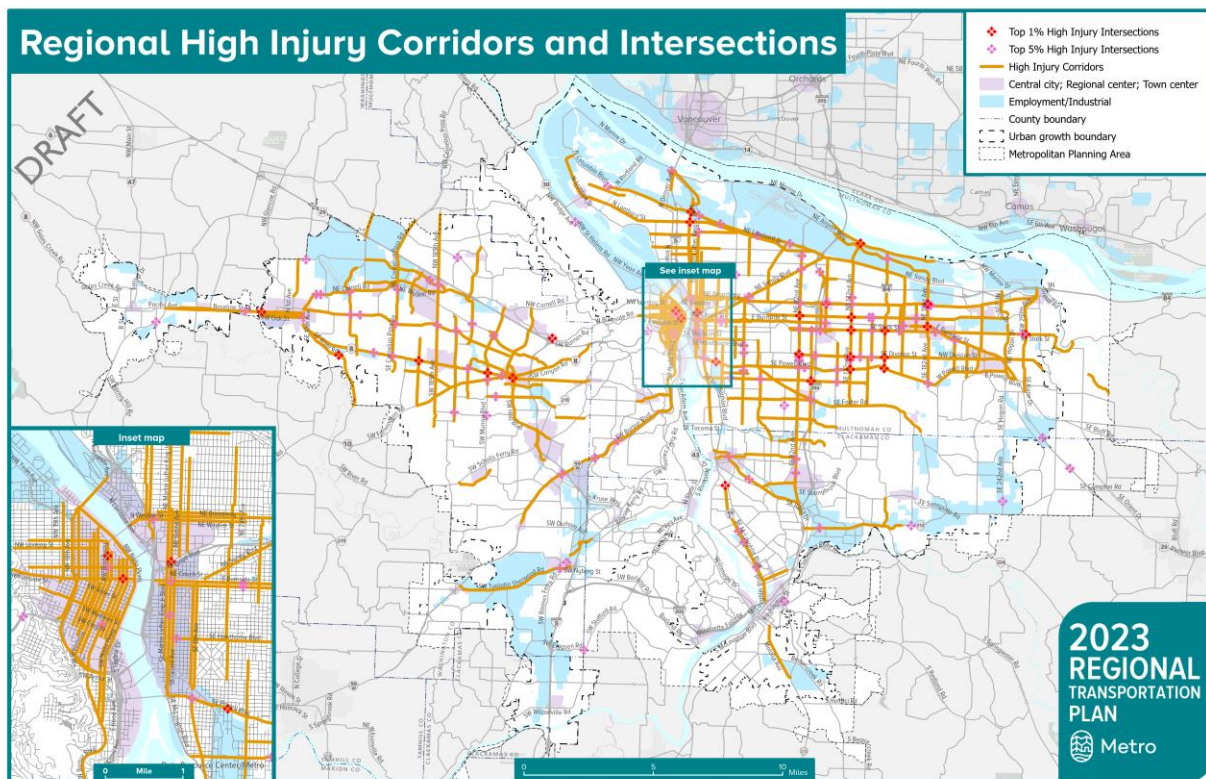
<sup>17</sup> When defining High Injury Corridors and Intersections, Metro accounts for pedestrian and bicycle injuries, which are particularly likely to be severe because these travelers’ bodies are exposed to traffic. Fatal and severe injury crashes are given a weight of ten and other injury crashes for pedestrians and bicyclists are given a weight



High Injury Corridors, which are the corridors where 60 percent of these crashes occur, and High Injury Intersections, which are the five percent of intersections with the highest rates of these crashes.

Figure 4.14 shows High Injury Corridors (orange lines) and Intersections (those that are in the top five percent for severe injury rates are marked in pink; those that are in the top one percent are marked in red). There is a high level of overlap between the updated High Injury Corridors and those identified in the 2018 RTP.

**Figure 4.14: 2023 RTP High Injury Corridors and Intersections, 2016-2020 (ODOT crash data analyzed by Metro staff)**



The RTP recommends the use of proven safety countermeasures<sup>18</sup> to address High Injury Corridors and Intersections and locally identified safety needs. Local safety action plans describe

of three. Pedestrian and bicycle involved crashes are less frequent, but compared to vehicular crashes, they are significantly more likely to result in death or serious injury (this is true for motorcycle crashes as well, hence the need for consideration of separating out these crashes in future analysis). This weighting factor reflects the higher degree of risk involved in bicycle and pedestrian crashes. Metro's methodology provides a high-level, planning level analysis that compares all roads in the region, appropriate for identifying and prioritizing needs at the regional scale. Supplemental local analysis, including identification of safety corridors at the county and city geography, should also be used to identify needs and priorities in the RTP.

<sup>18</sup> The Safety Division of the FHWA provides information on proven safety countermeasures at <https://safety.fhwa.dot.gov/provencountermeasures/>

in detail the projects that are needed to resolve safety issues at these locations and others identified by partner agencies.



## 4.3 EQUITY

RTP Equity Policy 3 directs Metro and its agency partners to “Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes.” Through extensive outreach, Metro has heard that these communities need fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure. The Needs Assessment evaluates equity through that lens and finds:

- The Portland region continues to grow more racially and ethnically diverse.
- The region is aging. The share of people 65 and older is growing while all other age groups are declining. However, people under 44 will continue to be in the majority.
- The COVID-19 impact had particularly severe and long-lasting impacts on people of color and workers with low incomes.
- Regional transportation agencies can advance equity by investing in transit service and safe biking and walking infrastructure in Equity Focus Areas (EFAs), which are communities with concentrations of people of color, people with low incomes, and people with limited English proficiency.
- The region has made significant progress in improving transit service and bike/ped infrastructure in EFAs, but not enough to address deep-seated inequities. Transit still offers much less access to destinations than driving does, and serious crashes are still concentrated in EFAs.

### 4.3.1 History of discriminatory planning in the Greater Portland region

The disparities described in this chapter are the result of specific decisions made over the years by governments, institutions, and the public to marginalize people of color and other groups. Many of these decisions had generational impacts that continue to contribute to the inequities we see today. Knowing this history is critical to fully understanding and resolving these disparities.<sup>19</sup>

Oregon has a unique history of passing laws that discriminate against Black people. In the 1840s and 50s, State legislative bodies passed a series of laws that made it illegal for Black people to live in Oregon, and Oregon was the only state with such laws in its constitution. These State policies, along with federal policies such as the Japanese Internment law of 1942, as well as a series of actions that the real estate industry and government agencies took to concentrate people of color in particular neighborhoods and disinvest in those neighborhoods, all contribute to the region’s history of discriminatory planning. Throughout the last century, people of color and people with lower incomes have been impacted by planning decisions that targeted struggling areas for development. Major roads and freeways were often built on top of already disadvantaged

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<sup>19</sup> The information in this section is adapted from Metro’s Equitable Transportation Funding Research Report: <https://www.oregonmetro.gov/sites/default/files/2022/11/16/Equitable-Transportation-Funding-Research-Report-11142022.pdf>.

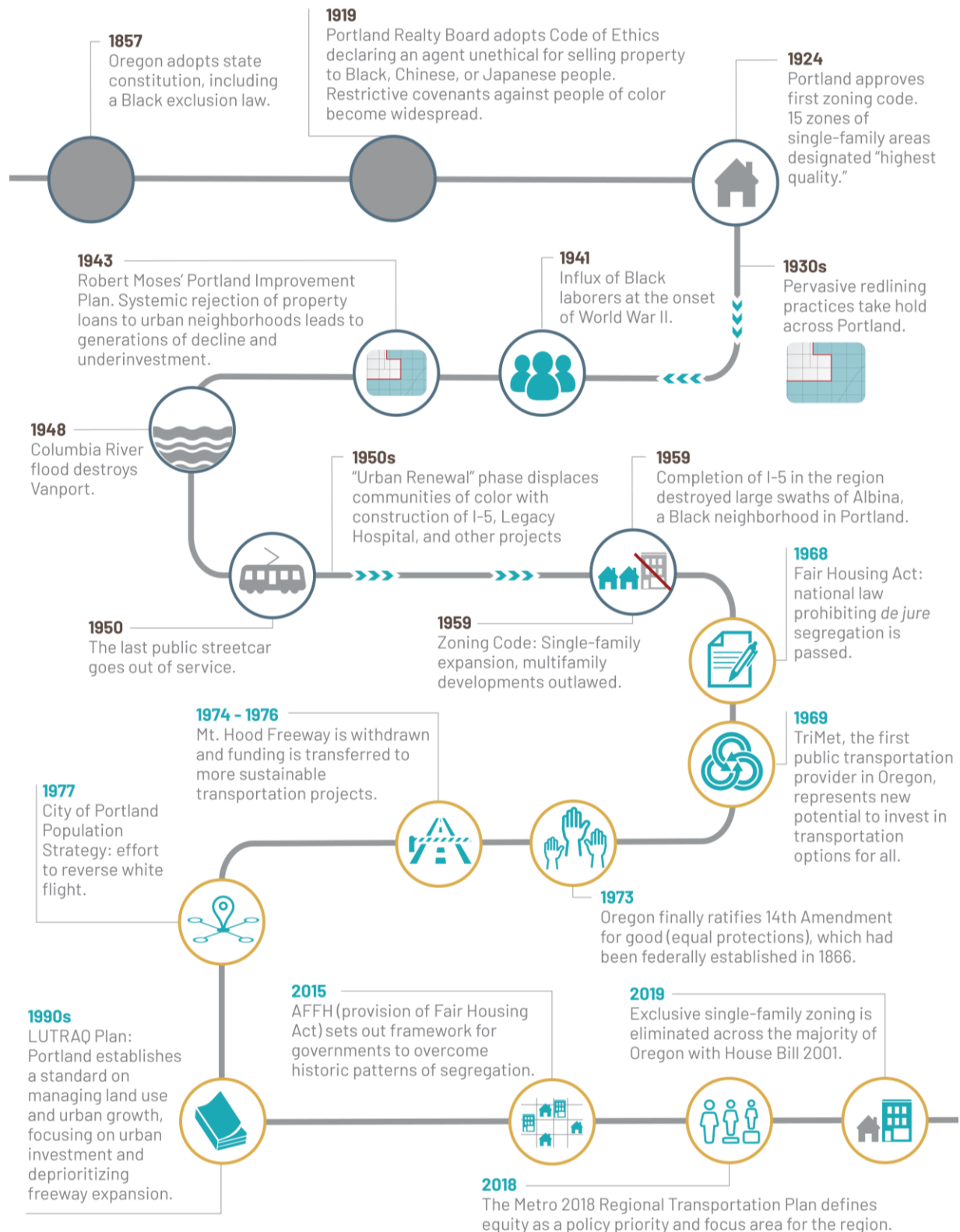
communities to avoid affecting wealthy, white neighborhoods. These decisions split neighborhoods, displaced families, permanently damaged communities, and even led to higher rates of air pollution and chronic illness.<sup>20</sup>

Figure 4.15 provides a visual timeline of discriminatory planning in the greater Portland region from the late 19<sup>th</sup> century to the present, and also chronicles more recent efforts to restore justice. In the graphic, gold circles reflect the shift away from discrimination and the beginnings of a path towards equity.

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<sup>20</sup> [Oregon Metro. \(2022\). "2023 Regional Transportation Plan Update: Work Plan."](#)

**Figure 4.15: Timeline of discriminatory planning and advancements toward equity in the Greater Portland region**



Beginning in the 1920s, local governments throughout the region used exclusionary zoning to prevent Black, Indigenous, and other people of color from owning property in certain neighborhoods, was common practice in the greater Portland region.<sup>21</sup> The real estate industry – including realtors, bankers, appraisers, and landlords – also used redlining, discriminatory lending, and restrictive covenants to steer people of color toward certain neighborhoods and exclude them from others.<sup>22</sup> Local governments also used single-family zoning to support these practices by forcing multi-family development into segregated neighborhoods.<sup>23</sup> Agencies significantly increased the amount of land zoned for single-family housing throughout the 1930s, 1940s, and 1950s. By the end of this period, multi-family zones accounted for only 5% of residentially zoned lands. These practices created concentrated people of color and people with lower incomes in neighborhoods that were vulnerable to disinvestment, industrial uses, infrastructure development, and urban renewal plans.<sup>24</sup>

Urban renewal, whereby government agencies razed and redeveloped ‘blighted’ areas in their jurisdictions, swept the United States in the mid-twentieth century. Local governments used this power to implement sweeping redevelopments in marginalized, often Black, communities without consulting residents. The new developments that were created through urban renewal took on many forms: transportation infrastructure, large-scale multi-family housing, event centers, parks, and office buildings, etc. The agencies who led these projects often systematically displaced former residents and bought out landowners for a fraction of their property’s value. Portland and many other cities across the U.S. have a long and well-documented history of urban renewal projects – including some that were approved by voters, such as the development of Memorial Coliseum in the heart of Portland’s black community.<sup>25</sup>

Portland’s Albina neighborhood developed into a thriving business district after the population boom throughout World War II and became a haven and area of opportunity for Black people living in the city. This sudden population growth also led to the development of Vanport in North Portland, which was initially built to provide temporary housing for shipyard workers. Many of these workers were African American and were unable to find other suitable nearby housing. In 1948, Vanport was destroyed by a flood, taking numerous lives and forcing residents to relocate, many of whom moved to Albina. In the 1950s, federal, state and local transportation agencies built the Interstate 5 freeway through Albina, and local governments razed other parts of Albina to build Memorial Coliseum and Emanuel Hospital, destroying homes and businesses, forcing displacement, and tearing the fabric of the neighborhood apart.

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<sup>21</sup> [https://www.oregonencyclopedia.org/articles/blacks\\_in\\_oregon/#.Y0mqhXbMJPY](https://www.oregonencyclopedia.org/articles/blacks_in_oregon/#.Y0mqhXbMJPY)

<sup>22</sup> [Department of Land Conservation and Development. \(2022\). “Housing Choices \(House Bill 2001\).”](#)

<sup>23</sup> [Department of Land Conservation and Development. \(2022\). “Housing Choices \(House Bill 2001\).”](#)

<sup>24</sup> [Hughes, Jena. \(2019\). “Historical Context of Racist Planning.” \*Bureau of Planning and Sustainability\*.](#)

<sup>25</sup> [Killen, John. \(2015\). “Throwback Thursday: 60 years ago, Portland began urban renewal plan for South Auditorium district.” \*Oregon Live\*.](#)

Exclusionary zoning and racial segregation still influence where people live and work today. Exclusive single-family zoning was eliminated in the majority of Oregon through the passing of House Bill 2001. As of June 2022, cities with a population over 25,000 and cities in the greater Portland region must allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in residential areas. Yet much still needs to be done to untangle the legacy of displacement and damage inflicted in years past. Even with the progress made since the late 1960s, the disproportionate impact of lack of transportation access to opportunities for people of color and people with low-income persists. Gentrification, population growth, and increasing demands on housing continue to threaten to further destabilize people of color and low-income communities. Implementing the recommendations in this report and continuing efforts to advance racial and income equity in future RTPs, plans, and programs, are critical to righting the wrongs of the past.<sup>26</sup>

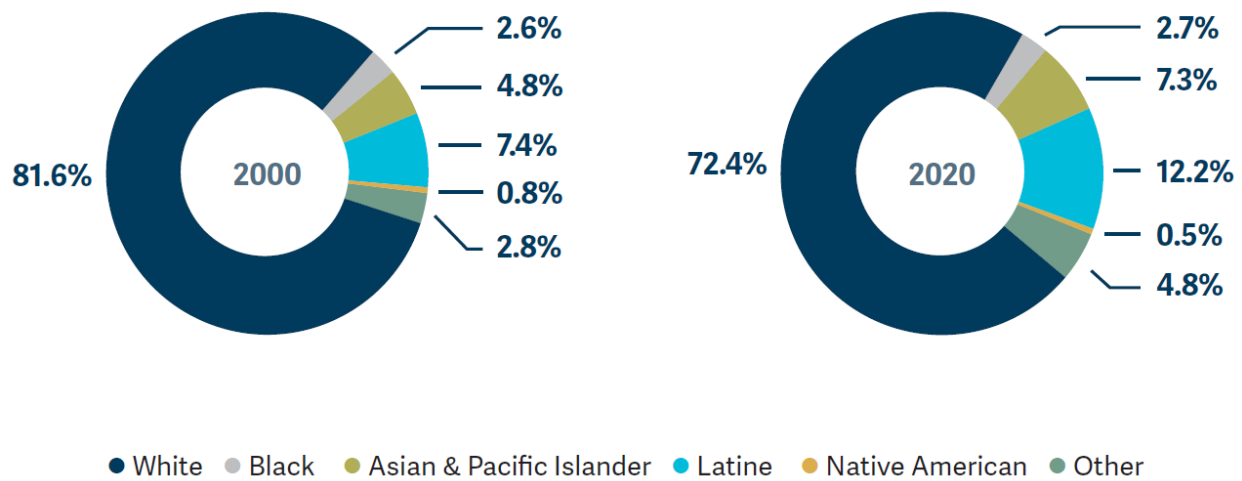
### 4.3.2 Demographic and economic changes

People of color make up an increasing share of the regional population. The portion of residents who identify as people of color has been increasing steadily over the past several decades; from under one percent in 1960 to 28 percent in 2020. Figure 4.16 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020.

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<sup>26</sup> Much of the existing academic literature and subsequent discussions are around the City of Portland, however the patterns of exclusion and discrimination are well established to have been rampant across the country, Oregon, and the greater Portland region.

**Figure 4.16: Population by race and ethnicity<sup>27</sup> in the Portland region and surrounding counties,<sup>28</sup> 2000 and 2020 (U.S. Census)**



Over the 20-year time span captured in the figure above, the share of regional residents who identify as people of color grew from 18 percent to percent. This change was driven primarily by growth among Latines, Asian Americans and Pacific Islanders, as well as an increasing number of people who identify as “other.”<sup>29</sup>

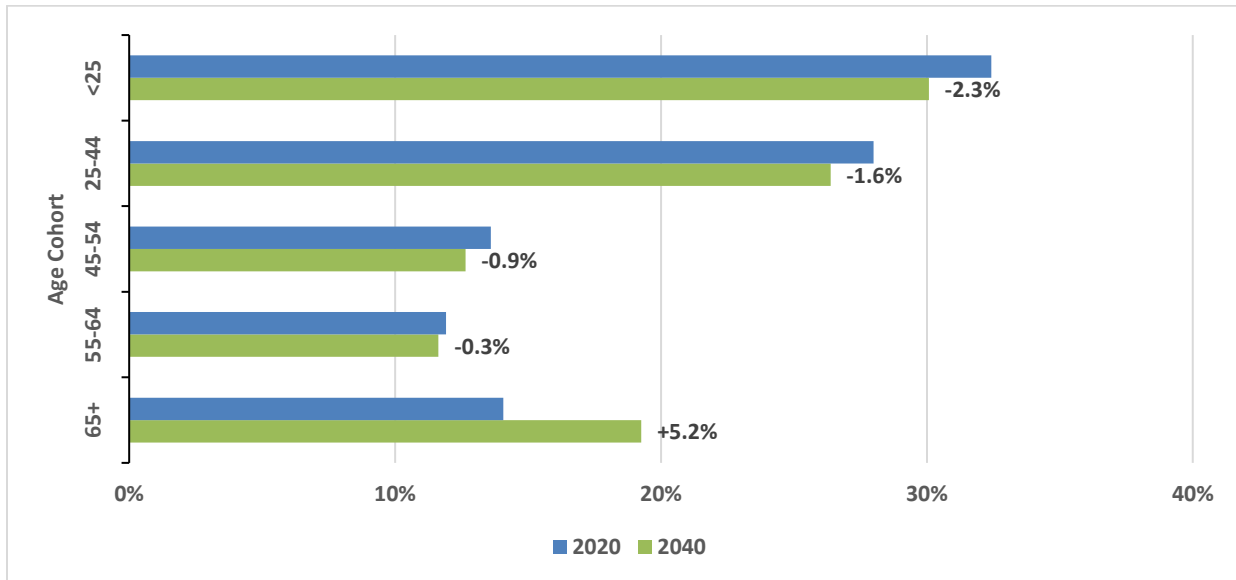
Figure 4.17 shows Metro’s forecasts for how the share of population in different age groups will change between 2020 and 2040.

<sup>27</sup> The U.S. Census uses different terms for race and ethnicity than Metro does. This figure uses the terms commonly used by Metro for brevity and consistency, but respondents defined themselves using the options presented by the Census, which include: White alone; Black or African American; Asian, Native Hawaiian, and Pacific Islander; Hispanic or Latino; American Indian and Alaska Native; and Other.

<sup>28</sup> For consistency with regional and state population forecasts, Metro uses a broader 7-county region (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties) in its demographic data.

<sup>29</sup> The Census Bureau increased the number of options for people to classify themselves as members of two or more races between 2000 and 2020. For the purpose of comparing data from 2020 with data from 2000, we use similar race/ethnicity categories as were used in 2000 – combining Asian people and Pacific Islanders in spite of the fact that the Census Bureau now differentiates between the two, and including people who identify as being part of two or more races in the “other” category.

**Figure 4.17: Current and forecasted population by age cohort in the 7-county Greater Portland region, 2020 and 2045 (Metroscope)**



Just like the national population, our region's population is aging, and the share of people over 65 is projected to grow by 5 percent, while shares of all other age groups are declining. However, the two youngest age groups – people under 25 and people 25 to 44 – are projected to remain the two largest age groups in the region. By 2040, close to 50% of the region's population will either be under 25 or over 65. Though these two groups have very different transportation needs, they also have some important similarities – lower rates of commuting by auto, high proportions of people who cannot drive due to age or disability, and lower participation in the labor force, which means that their travel patterns are less likely to be driven by commuting.<sup>30</sup>

### 4.3.3 Inequities in housing and employment

The 2018 RTP undertook a wide-ranging review of data and research on equity, both nationally and in the Portland region, and highlighted several inequities in different marginalized groups' access to housing and jobs.

- People with low incomes and most people of color (with the exception of Asian Americans) and people with low incomes are significantly less likely to own a home than white people.
- People of color are being displaced to areas of the region that lack good access to transportation options, jobs, and other important destinations.
- People of color and people with low incomes can access fewer jobs within a typical commute distance than white people.

<sup>30</sup> <https://www.census.gov/content/dam/Census/library/publications/2020/acs/acs-45.pdf>

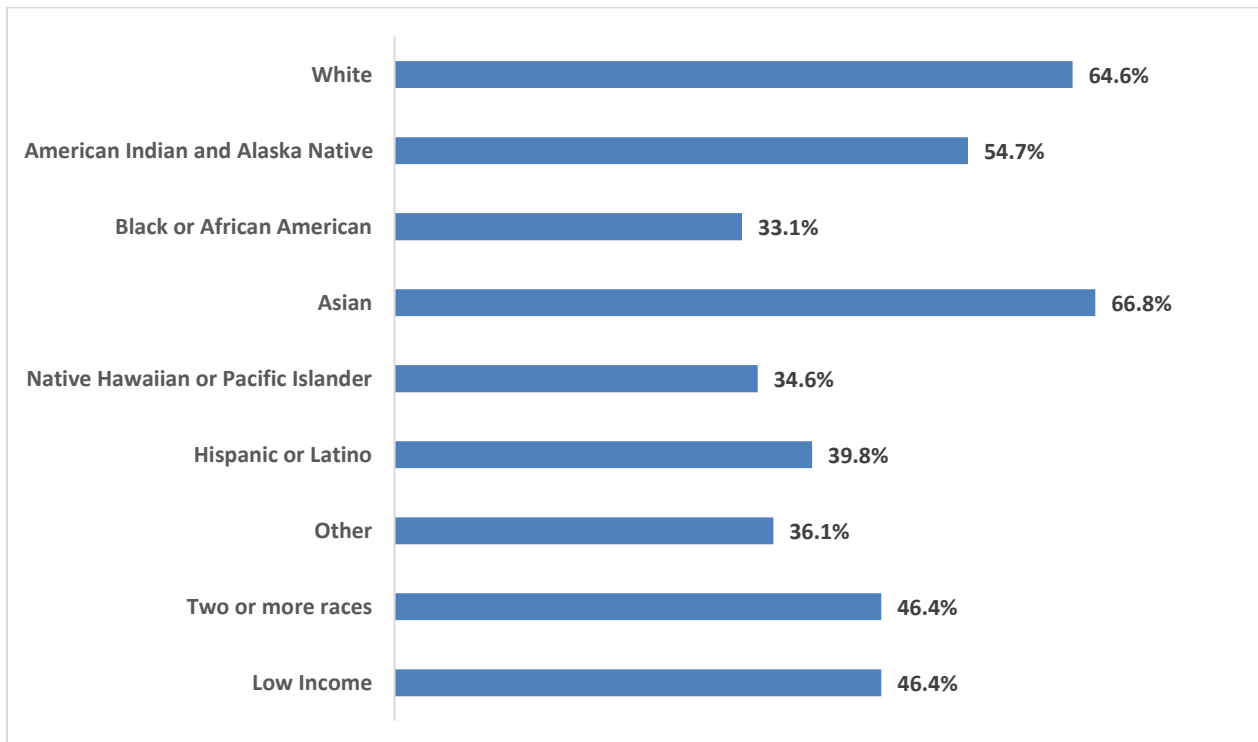


Many of these inequities were exacerbated by the COVID-19 pandemic. The health impacts of the pandemic fell significantly upon the region's Latine population, and its economic impacts were particularly damaging for people with low incomes – both workers, who were more likely to lose their jobs, and students, who experienced greater learning loss due to the pandemic.

Significant disparities in access to jobs and housing persist. For example,

Figure 4.18 shows how homeownership rates are still much lower for most non-white racial and ethnic groups and for households earning below \$75,000 per year than they are for white people.

**Figure 4.18: Homeownership rates by race and income for Multnomah, Washington and Clackamas Counties, 2020 (American Community Survey)**



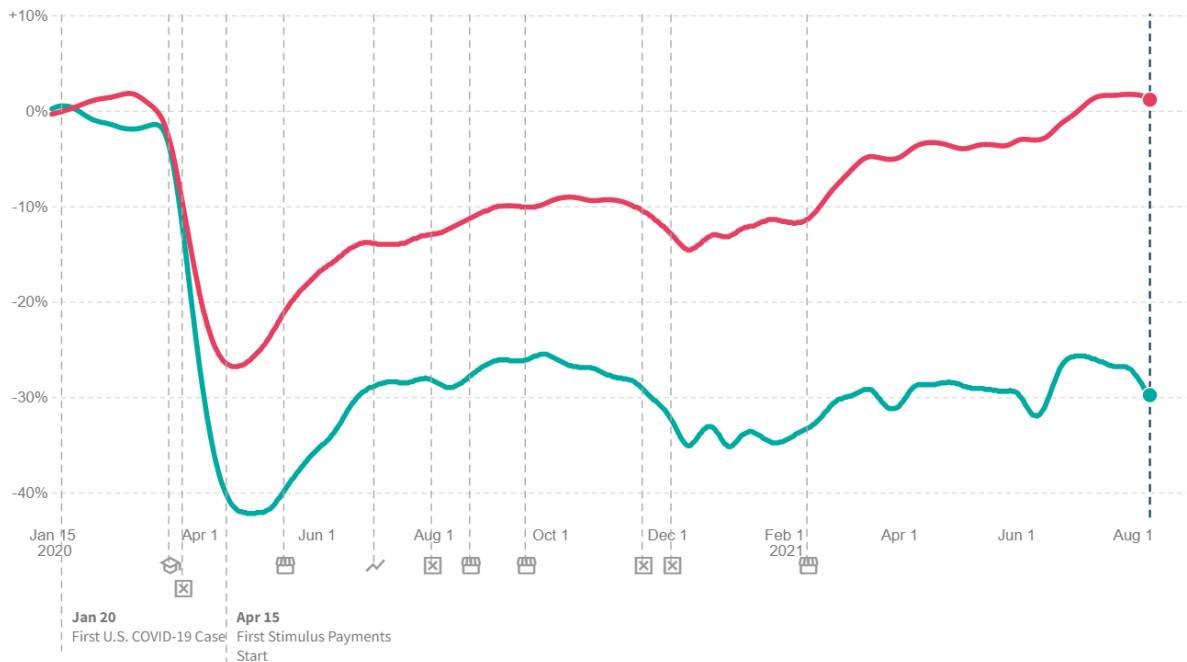
Public agencies are working to address these disparities by creating more affordable housing, supported by a regional affordable housing bond measure, which was passed by voters in 2018. The bond aims to fund the construction of 3,900 designated affordable housing units across the region, with a focus on providing homes for people of color. Though the bond measure represents significant progress in building affordable housing, it only provides a small portion of the roughly 48,000 units in the region that Metro estimates are necessary to meet the region's needs.

Homeownership rates can affect how communities respond to the transportation projects that are the focus of the RTP. Some transportation projects – in particular, new light rail lines and bicycle/pedestrian trails – can potentially increase the value of adjacent properties. This benefits homeowners who live nearby, but it can create higher housing costs and displacement risks for people who rent. This means the groups shown as having low homeownership rates in

Figure 4.18 are more likely to see new transportation investments as threatening their ability to remain in their communities.

The inequities created by the COVID-19 pandemic become very visible when comparing employment patterns for lower- and higher-income workers. Overall, the U.S. experienced historically high levels of unemployment in summer 2020, immediately following the onset of the COVID-19 pandemic. By Spring 2022, the overall unemployment rate had fallen to levels that could be considered low even by pre-pandemic standards. However, this broad trend masks significant differences in the employment rate between workers with lower incomes and those with higher incomes. Figure 4.19 shows unemployment rates over the past three years for both workers who more than the median wage (approximately \$30 per hour, or \$60,000 per year) and workers who earn less.

**Figure 4.19: Regional employment rates for workers earning above and below the median wage (indexed to January 2020) January 2020 – August 2021 (Earnin, Intuit, Kronos and Paychex data, analyzed by Cambridge Systematics for the Commodities Movement Study)**



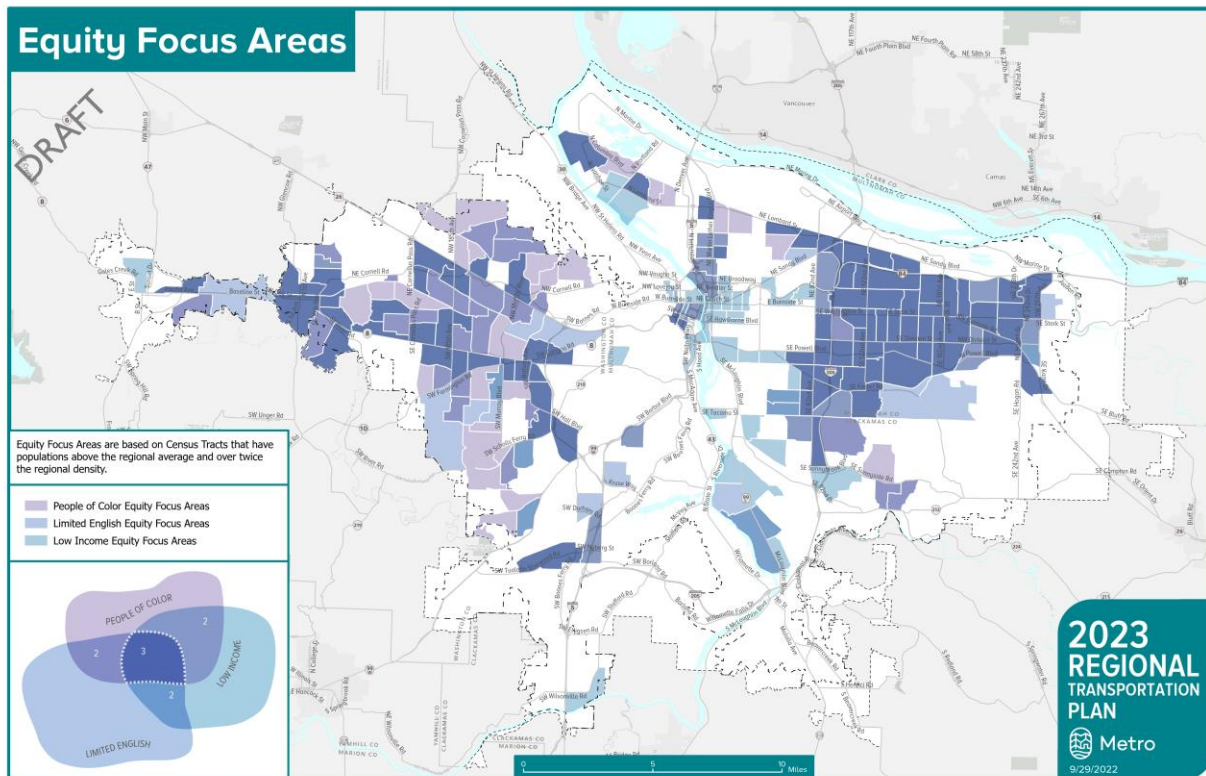
As of August 2021, the employment rate for workers in the Portland region who earned above the median wage had increased by 1.2 percent over pre-pandemic (January 2020) levels, whereas the employment rate for workers earning below the median wage fell by 29.8 percent. In other words, the pandemic opened up a 30-point employment gap between workers earning above the median and workers earning below the median wage.

#### 4.3.4 Transportation needs in Equity Focus Areas

Equity Focus Areas were designed to guide transportation plans toward focusing on communities with the greatest needs, and to benefit as many people in need as possible, while accounting for regional growth and change. They highlight the communities in the region with the highest densities of people of color, people with low incomes, and people who speak limited English.

Figure 4.20 shows the updated Equity Focus Areas used in the 2023 RTP, including which of the three populations included in the definition of EFAs are concentrated within each EFA, and uses shading to illustrate how these different populations overlap with each other. These EFAs are based on 2016-20 American Community Survey data (for income and English proficiency) and 2020 Census data (for race). Appendix C provides more detail on the data sources and calculations used to create and update EFAs.

**Figure 4.20: 2023 RTP Equity Focus Areas, (Census and American Community Survey data, 2016-2020)**



EFAs are located throughout the region, and there are large concentrations of all three EFA populations in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County. These are largely the same areas that were highlighted during the 2018 RTP

equity analysis.<sup>31</sup> Directing transportation investments – particularly projects designed to meet the needs of the people they serve – toward the EFAs that are highlighted above helps to meet this goal.

The equity policies adopted in the 2018 RTP direct Metro and partner agencies to both learn more about marginalized people’s transportation needs<sup>32</sup> and also to act on what they learn.<sup>33</sup> Since the 2018 RTP update, Metro has conducted extensive outreach to people of color, people with low incomes, and other marginalized people to better understand their transportation needs through the development of the 2020 regional transportation funding measure, the Regional Mobility Policy update, and other processes.<sup>34</sup> Metro has consistently heard that these communities need safer and more accessible travel options – specifically better transit service and safer streets for bicycling and walking, including:

- More fast, frequent and reliable transit service for all types of trips (including at off-peak travel times)
- More affordable transit that connects people to the places and things they need to thrive.
- Better conditions for walking and biking, including adequate street lighting, protected crossings and crossing signals, particularly to improve access to transit.
- Connected and separated walking and biking infrastructure.

#### **Access to transit and to destinations**

Figure 4.21, which is discussed in more detail in the following section on Mobility, shows where gaps in the regional transit network are located. These gaps show places where planned transit has not yet been built. The map differentiates between gaps in frequent (thick lines) and regular (thin lines) transit service, and between gaps in service that are based on the financially constrained network (i.e., gaps that the region currently has identified funding to complete, shown in green) and those that are based on the network vision (i.e., gaps that the region has not yet identified funding to complete, shown in purple). It overlays these gaps with Equity Focus Areas, which are shown in violet cross-hatching.

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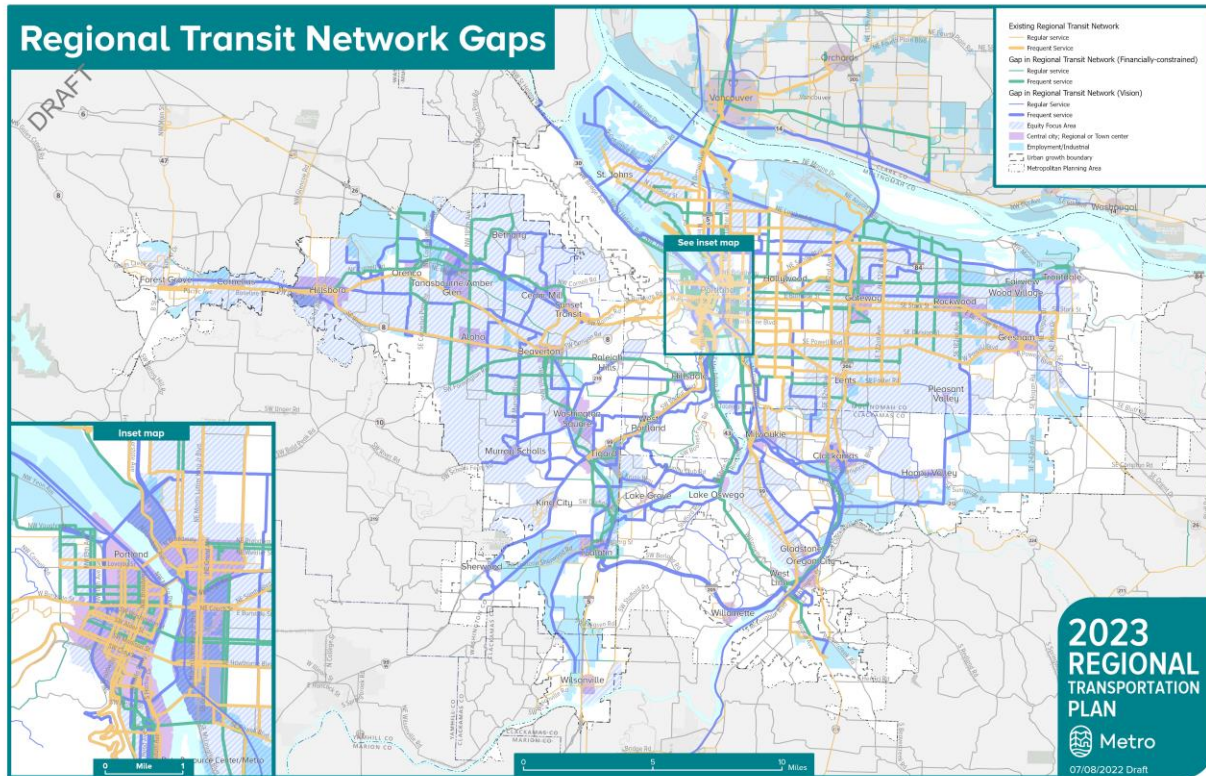
<sup>31</sup> See the Needs Assessment memo [that was shared with TPAC as part of the July 13 meeting packet](#) (beginning p. 14) for further discussion of how and why Equity Focus Areas changed as they were updated.

<sup>32</sup> Policy 5: “Use engagement and other methods to collect and assess data to understand the transportation-related disparities, barriers, needs and priorities of communities of color, people with low income and other historically marginalized communities.”

<sup>33</sup> Policy 3: “Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low income.”

<sup>34</sup> <https://www.oregonmetro.gov/sites/default/files/2020/11/10/Historically-marginalized-communities-transportation-priorities-summary.pdf>



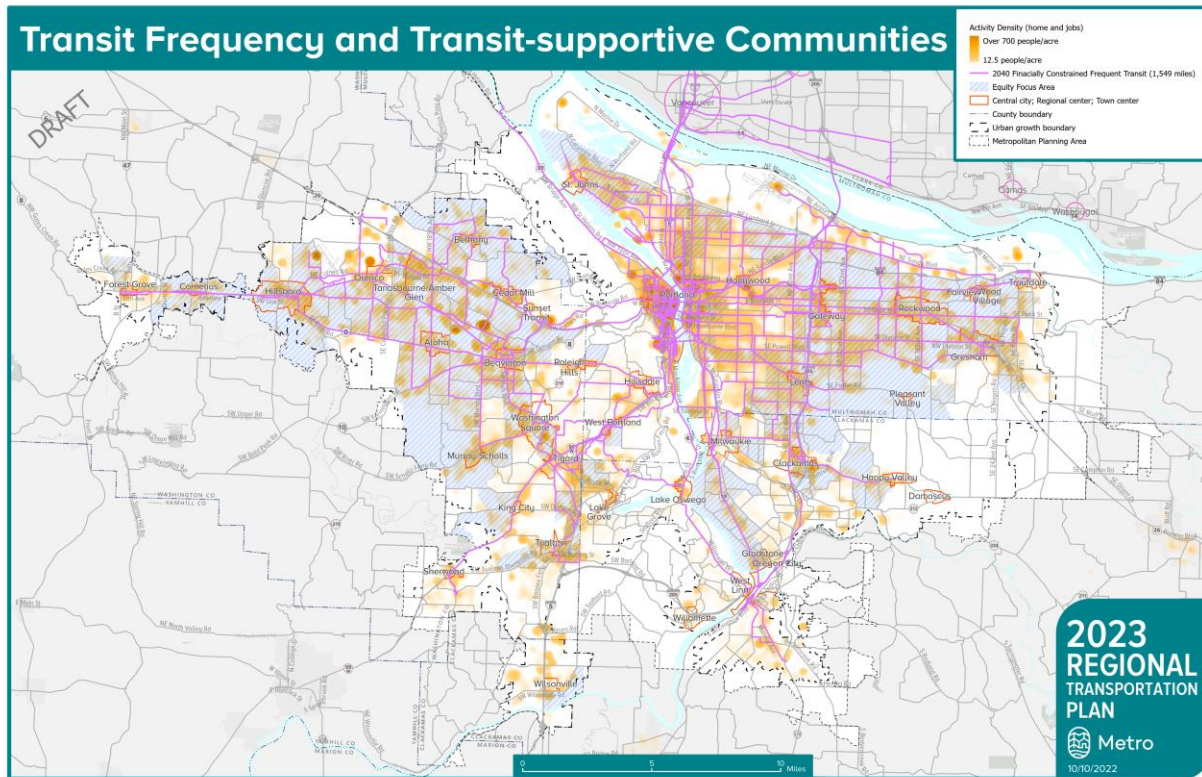
**Figure 4.21: Regional transit network gaps (2018 RTP networks, partner agency data)**

There are many places where transportation agencies have planned to deliver the frequent transit that EFA residents say they need, but where those projects are not being implemented – i.e., where the thick green and purple lines shown in the figure above overlap with the Equity Focus Areas. Completing these transit investments – particularly those shown in green, which can be built with available funds – would address pressing equity needs while also advancing mobility and climate outcomes.

Figure 4.22 below takes a different view of the transit system. Instead of using planned transit lines as a basis for identifying needs, Figure 4.22 highlights communities that have the densities necessary to support frequent transit<sup>35</sup> (orange) and compares their location with current frequent transit service (i.e., lines with peak headways of 15 minutes, shown in purple). It shows EFAs in light blue cross-hatching.

<sup>35</sup> The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 4.9 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre.

**Figure 4.22: Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro travel model, 2018 RTP transit network and distributed growth forecast)**



People living within EFAs have said that they need better transit connections between their communities and their destinations. If these connections were in place, the map above would likely show purple lines connecting most of the orange/red clusters of high density within the light blue EFAs. This is the case in much of the east side of the region – though there are notable gaps on several north/south corridors – but not as much in EFAs on the west side of the region. This is in part because the built environment in East Portland and Multnomah County has many transit-supportive characteristics, such as a well-connected grid of arterials and relatively high-density residential areas. There may be further opportunities in the long term to better configure the transit network to benefit current and prospective transit riders who live in EFAs.

In addition to identifying where there are needs and opportunities to provide more equitable transit service, the RTP also examines whether the transit system provides the convenient and useful connections that EFA residents have asked for. Measuring how many destinations a traveler can access within a given travel time via different modes has been established as a best practice for understanding and comparing how useful different modes are for different groups of people. This analysis can answer two questions about transit equity.

**Does the transit system provide equitable service to marginalized people?** If so, people living in Equity Focus Areas should be able to reach the same number of other jobs (or more) as people living in other communities.

**Is transit a competitive alternative to driving?** Both community feedback and research stress that people of color and people with low incomes are more likely to rely on transit. It follows that an equitable transportation system is one in which people who travel by transit are not faced with longer, less convenient trips than people who drive – in other words, that people should be able to reach the same number of jobs (or more) via transit as they should via automobile in the same travel time. This is a challenging goal to meet given how built-out the road network is, but meeting this goal would have far-reaching benefits – not just for equity, but mobility and climate.

Figure 4.23 compares access to jobs between modes (transit versus auto) and community types (EFAs vs. non-EFAs) for the RTP base year of 2020.<sup>36</sup> Jobs are not just commute destinations – grocery stores, medical offices, and schools are also places of employment, so jobs are a proxy for many different types of destinations that draw many different types of trips.<sup>37</sup> Metro tested many different measures of access to jobs by income and to community places such as grocery stores, libraries, schools, medical offices, and community services and has found the same patterns in access to these important destinations as for access to all destinations. Similarly, Metro tested results for both peak and off-peak travel and found that off-peak results showed the same trends as the results for rush hour, which are shown below.

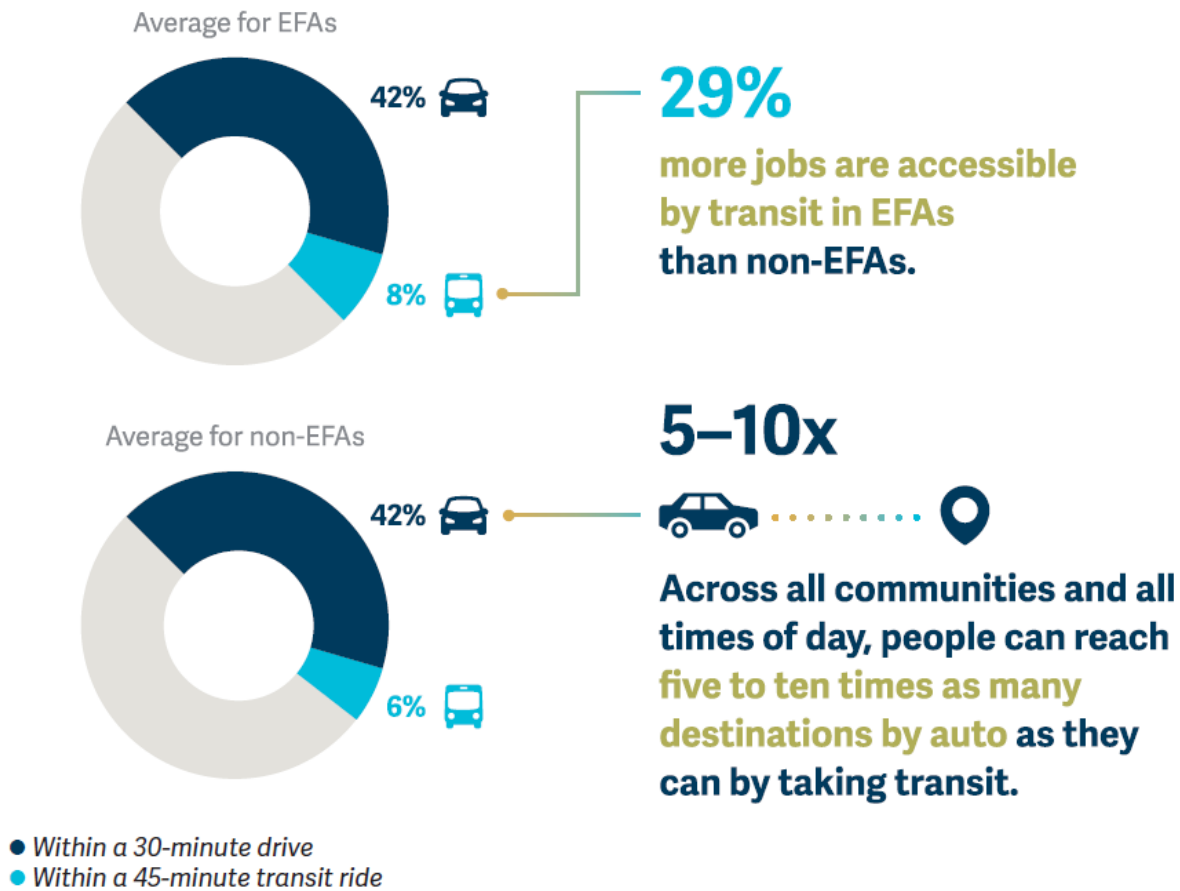
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<sup>36</sup> This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access, which accounts for the time needed for people to walk between their origins/destination and their car/transit stop and transfer between different transit routes, etc.

<sup>37</sup> <https://ssti.us/wp-content/uploads/sites/1303/2020/12/Measuring-Accessibility-Final.pdf>



**Figure 4.23: Percent of jobs accessible by driving and by transit by community type, 2020  
(Metro travel model, 2018 RTP transit network, and land use data)**



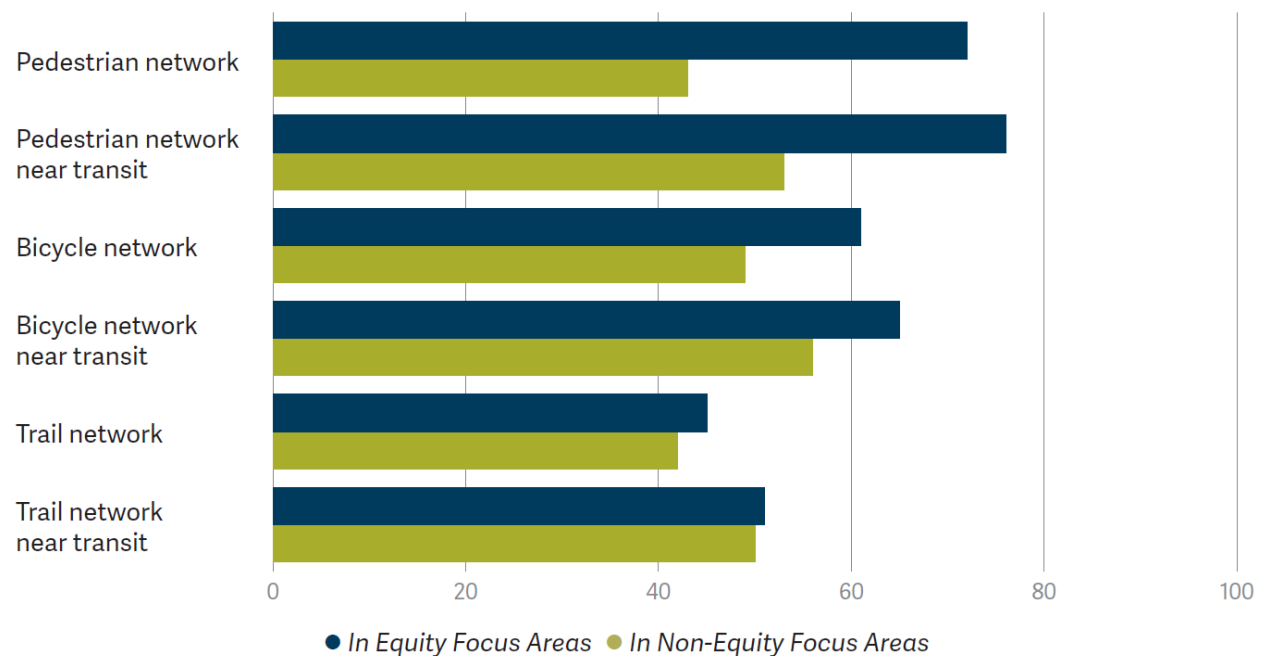
The results above show that people living in EFAs enjoy significantly better access to destinations via transit (and to a lesser extent, via driving) than people living in other communities. This is likely because many communities of color and much of the region’s naturally occurring affordable housing stock are located in regional centers that have long been key points in the transit network, but it also reflects more recent efforts by transit agencies to focus on serving marginalized communities even as these communities relocate within the region.

Figure 4.23 also shows the extent to which driving offers better access than taking transit does. Across all communities and all times of day, people can reach five to ten times as many destinations by auto as they can by driving. Though the Portland region has an extensive transit system relative to many other Metro areas, significant parts of the region are not served by transit and (as shown in Figure 4.22 above) do not have the land uses necessary to support frequent transit. Extending and improving transit service can help improve transit access to destinations, and land use changes that create clusters of activity that support high-quality transit can also make a big difference.

## Safe conditions for walking and bicycling

Other than the need for better transit service for EFAs, the main need that people of color and people with low incomes have expressed in Metro's outreach is the need for safer and more convenient walking and biking facilities, particularly near transit stations. Bicycle and pedestrian gaps are mapped in the following section on Mobility and Climate, and these maps show which gaps are located in EFAs. Figure 4.24 summarizes how complete the bicycle, pedestrian and transit networks are (including bicycle and pedestrian facilities near transit<sup>38</sup>) in EFAs versus in other areas.

**Figure 4.24: Pedestrian, bicycle and trail network completion for EFAs and non-EFAs (2018 RTP networks and current partner agency data)**



The region has made more progress completing the active transportation network, and also in providing bicycle and pedestrian connections to transit, in EFAs than in other communities. However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections. The results above also reflect slow but steady progress in building out the region's active transportation network. The pedestrian and bicycle networks, both region-wide and in EFAs, are 3% more complete than they were when Metro last conducted for 2015, and the trail network is 6% more complete.

<sup>38</sup> Research has shown that people are willing to travel further to access high-quality, frequent transit than they are normal bus service. The transit access analysis for the 2018 RTP used different travelsheds to examine access to different types of transit: ½ mile for light rail, 1/3 mile for streetcar, and ¼ mile for bus. This analysis uses these same travelsheds to identify bicycle and pedestrian facilities near transit.

In spite of this progress, crashes are still concentrated in Equity Focus areas, and are particularly likely to involve BIPOC people. Metro analyzed crash data from the Fatality Analysis Reporting System (FARS), which includes race and ethnicity for traffic fatalities,<sup>39</sup> to assess the impact of fatal crashes on different populations in Multnomah, Washington, and Clackamas counties. Normalizing by population, Black, American Indian and Alaska Native people experience double or nearly double the number of traffic fatalities that other groups experience. This finding is consistent with analysis conducted by ODOT in 2019.<sup>40</sup>

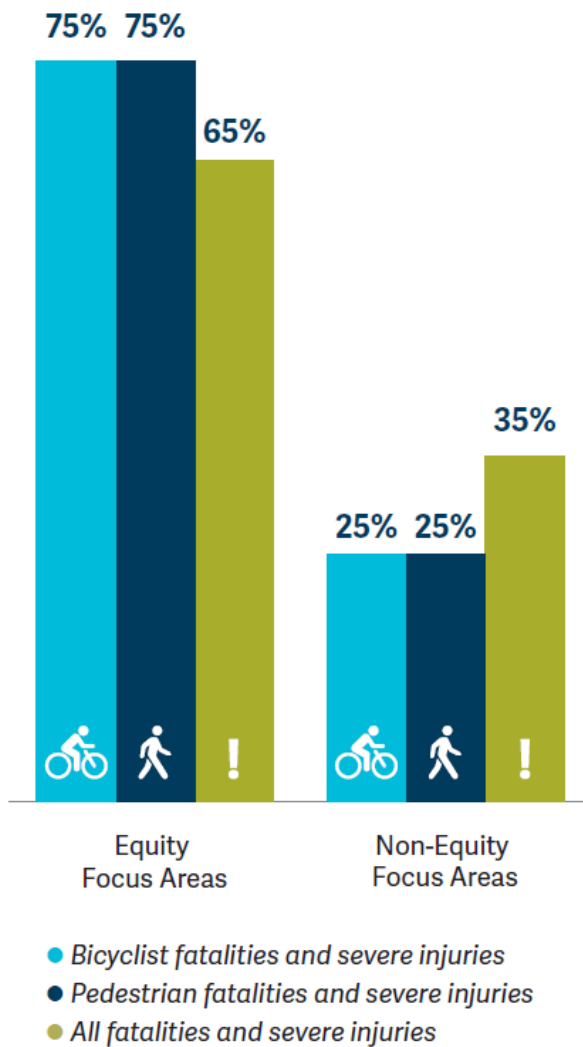
As Figure 4.25 shows, three quarters of serious pedestrian and bicycle crashes and 65% of all serious crashes occur in Equity Focus Areas (see the Equity section below for information on these areas). Addressing safety in these areas is critical to making the entire transportation system safer and more equitable.

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<sup>39</sup> FARS is a nationwide census providing yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

<sup>40</sup> Josh Roll, Nathan McNeil, Race and income disparities in pedestrian injuries: Factors influencing pedestrian safety inequity, Transportation Research Part D: Transport and Environment, Volume 107, 2022, 103294, ISSN 1361-9209, <https://www.sciencedirect.com/science/article/pii/S1361920922001225>. This study employs an ecological analysis to explore pedestrian safety disparities in Oregon, incorporating crash data, roadway and land use factors, and sociodemographic data. Lower median income and higher proportions of BIPOC residents are found to be associated with more pedestrian injuries. These variables may be proxies for other traffic exposure and deficient built environment variables, which may reflect a lack of historic investment in the neighborhoods where these populations are concentrated.

**Figure 4.25: Percent of average annual traffic fatalities and severe injuries in Equity Focus Areas, by mode, 2016-2021 (ODOT crash data, analyzed by Metro staff)**



Though bicycle and pedestrian infrastructure is generally equitably distributed – in fact, the region has a slightly better track record of completing planned infrastructure in EFAs than in other communities – a higher percent of pedestrian crashes are still occurring in EFAs. One explanation for this is that other factors besides the presence of trails, sidewalks and bicycle infrastructure helps reduce crashes for vulnerable users, but other factors, such as the design and posted speed of travel lanes, also influence the overall safety of streets.

## 4.4 ECONOMY

Transportation and the economy are deeply interrelated. The transportation system plays a critical role in connecting workers to jobs in allowing employers access to the talent that they need, and shifts in the economy often lead to changes in how people and goods travel through the region. The RTP aims to support the region's economy by improving connections to jobs and also to respond to how transportation patterns are changing in the region.

This section examines how the region's economy is growing and changing, how workers and goods move through the region, and how well the transportation system currently serves employment centers. Key findings include:

- Over the past decade, the Portland region's economy has grown stronger relative to the rest of the U.S., and the region has experienced slightly lower-than-average unemployment.
- Trade, transportation and utilities; professional and business services; and education and health services continue to be the largest employment sectors in the region.
- The majority of the region's jobs are located in the centers and employment / industrial areas identified by the 2040 Growth Concept.
- Over 45 percent of workers in the 3 Metro-area counties work in a different county than where they live.
- The number of commuters who travel into the region from surrounding communities is growing, but the majority of commute trips in the region still begin and end within Clackamas, Multnomah, and Washington counties.
- The majority of the region's freight still moves by truck, but high-value freight is more likely to use other modes.
- Anyone who is able to commute by auto enjoys reasonably good access to jobs, but transit does not provide nearly the same level of access as driving does. People can reach five to ten times as many jobs by auto as they can by transit.
- Active transportation networks are generally more complete within regional centers and near transit.

### 4.4.1 Jobs and growth

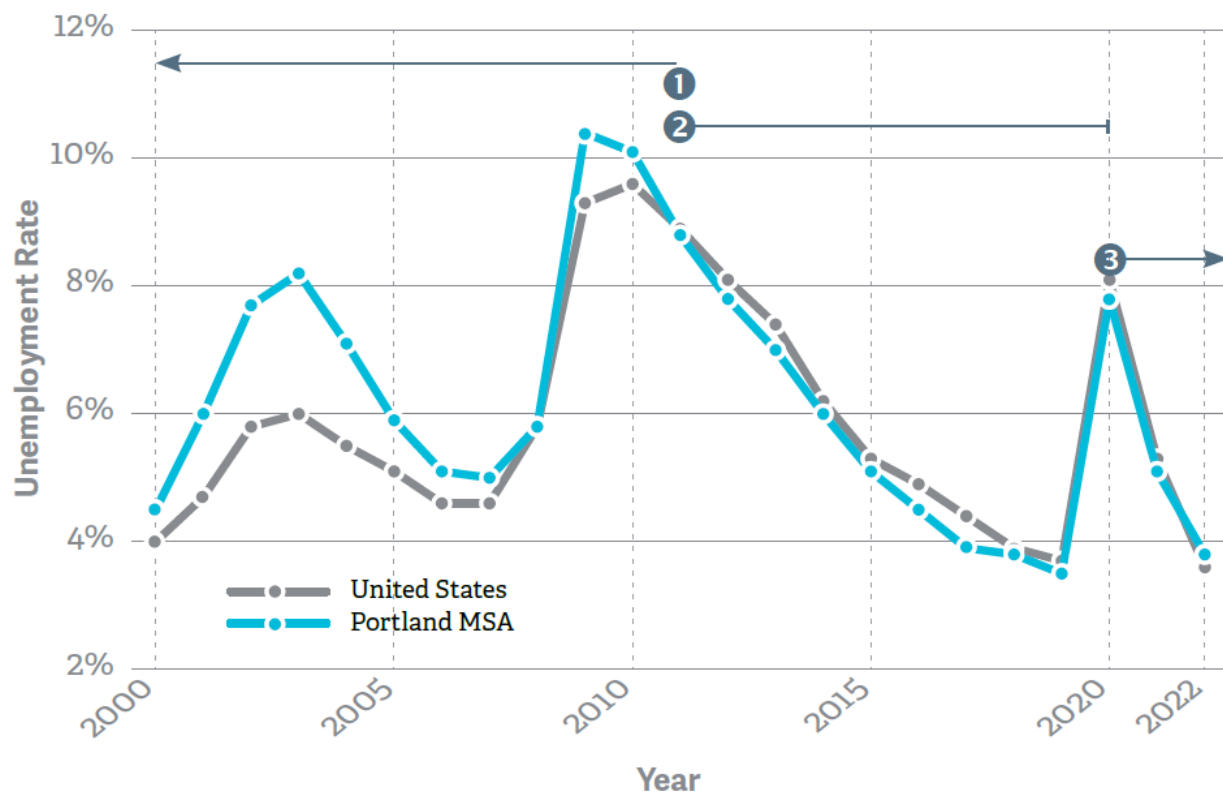
The 2018 RTP described a region that was growing rapidly into a major U.S. metropolitan area, with large numbers of people from other cities migrating to Greater Portland. It described some of the challenges associated with that growth, including growing congestion, rising housing costs, and increased displacement of people of color and people with low incomes to neighborhoods that are harder to serve with transit and other transportation options. These forces still continue to shape the region, though there are signs that growth may be slowing.

Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update, the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households

(8.9%) and 90,000 jobs (10.1%).<sup>41</sup> This growth is projected to continue, though not necessarily at the same rapid rate as the region saw during the previous decade. Even prior to the pandemic, State economists and demographers predicted that population growth in Oregon and our region would be slower during the 2020s than it had been during the 2010s, and in 2022 the Census Bureau estimated that the State and region's population declined for the first time in years.<sup>42</sup> Generally, slower population growth also means slower economic growth, and recent State analyses find that businesses in Oregon are having a harder-than-ever time filling vacant positions.

Figure 4.25 shows historical unemployment rates for the greater Portland region, which in this and the following charts include Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties – the 7-county region that is commonly used in reporting on the region's economy because it captures the full extent of potential commutes to and from our region's job centers.

**Figure 4.26: Unemployment rate in the greater Portland region vs. the U.S., 2000-22 (Oregon Employment Department, 2022)**



This chart highlights three different phases in the region's recent economic growth. Prior to 2011, (phase 1) the region generally experienced higher unemployment rates than the national average

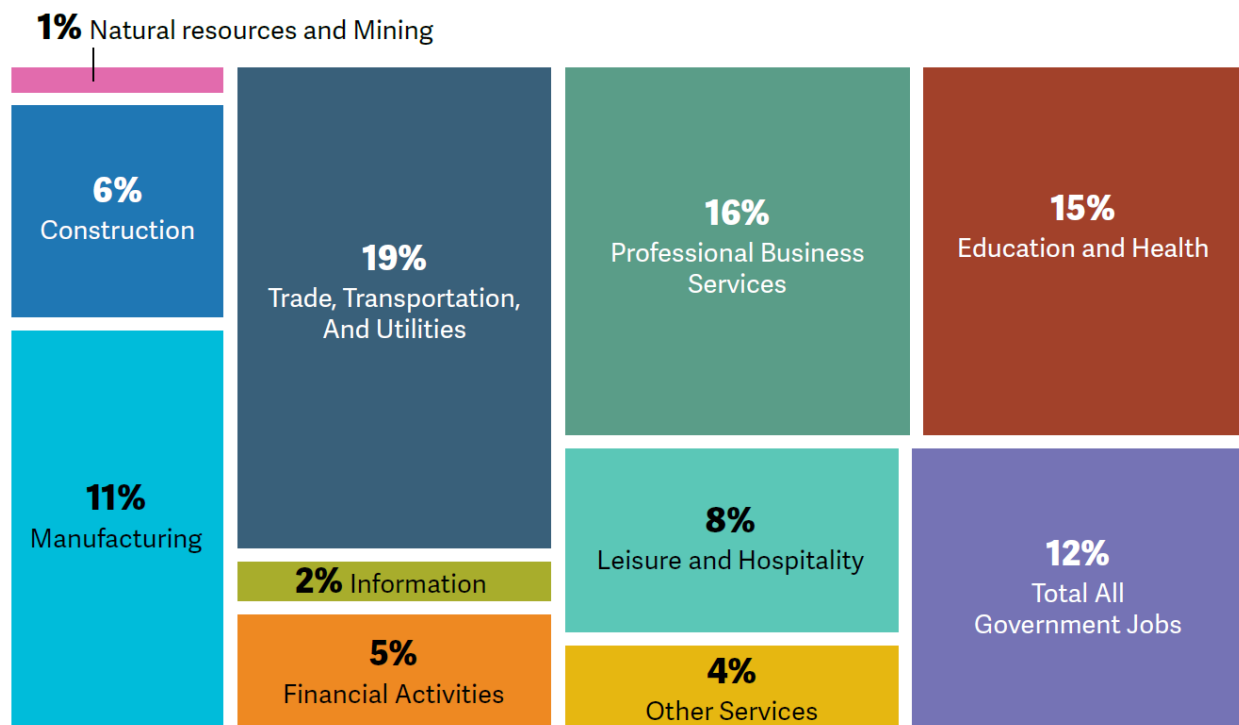
<sup>41</sup> Metro Regional Travel Model.

<sup>42</sup> <https://oregoneconomicanalysis.com/2022/12/29/oregon-population-growth-2022/>

compared to the U.S. as a whole, particularly during recessions. Between 2011 and 2020 (phase 2) the region has consistently had lower unemployment rates than the rest of the country. In 2020 the COVID-19 pandemic triggered an exceptional recession, both in the region and nationwide, which receded much more quickly than prior recessions (phase 3). Overall, the region's economy has grown stronger relative to the rest of the U.S, and since 2011 the region has consistently had lower unemployment rates than the rest of the country. These recent low unemployment rates are particularly remarkable since they are happening at a time when regional participation in the labor force is increasing, which normally causes unemployment to rise. Between 2011 and 2020, the labor force participation rate in the broader economic region grew or remained constant for every age group of workers, whereas in the U.S. as a whole it fell for many age groups.<sup>43</sup> Figure 4.26 also highlights the exceptional nature of the recent recession triggered by the COVID-19 pandemic, which receded much more quickly than prior recessions. During the prior two recessions in 2002-04 and 2009-14 both the regional and national unemployment rates remained above six percent for several years, whereas they only remained at such high rates for a single year during the most recent 2020 recession.

Figure 4.27 shows the industries in which people hold jobs within the same 7-county region discussed above.

**Figure 4.27: Employment by industry in the greater Portland region (Oregon Employment Department, 2019)**



<sup>43</sup> The Columbia-Willamette Workforce Collaborative, State of Workforce Labor Report, 2023.

<https://www.worksystems.org/news-events/news/columbia-willamette-workforce-collaborative-publishes-latest-state-workforce-report>

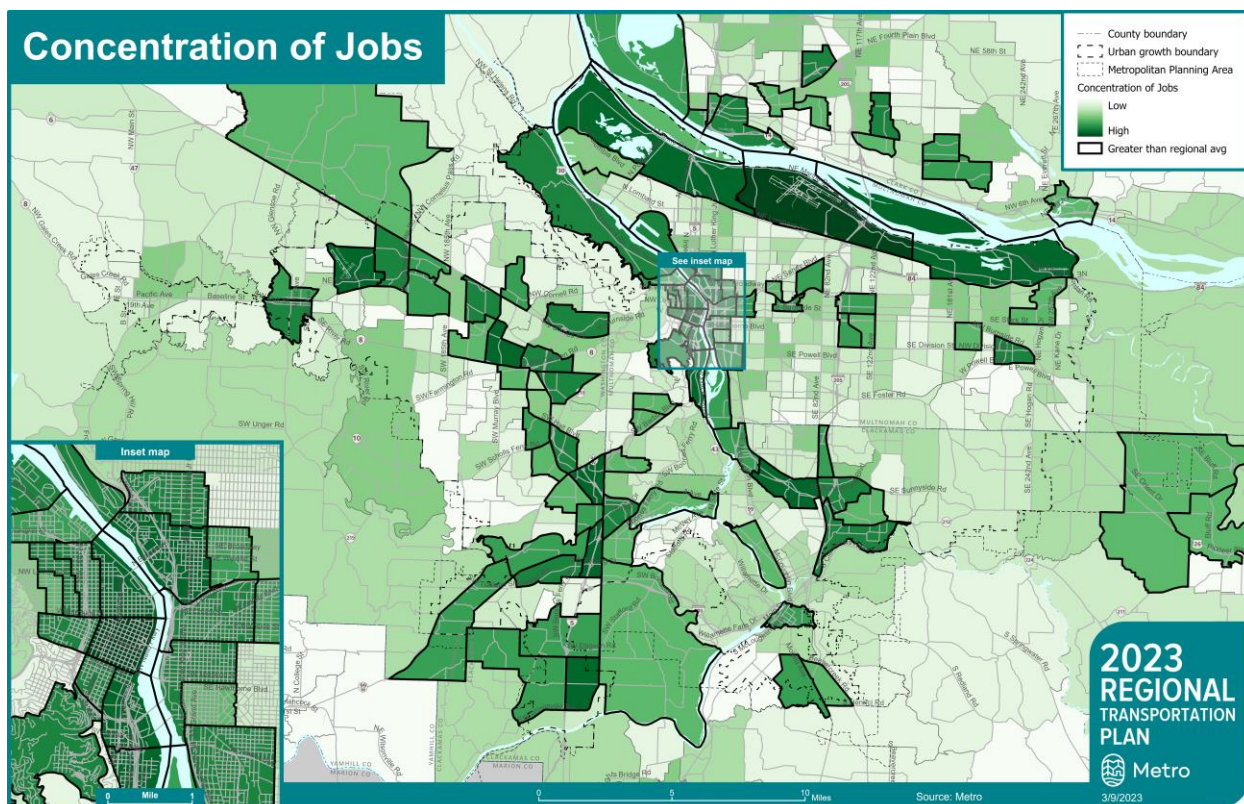


According to this data, which is from 2019, the most recent non-pandemic data was available, Transportation, Professional Services, and Education and Health are the largest employment sectors in the region, collectively accounting for half of the jobs. Those sectors also dominated the region's economy according to the 2015 data that was included in the last RTP update. Collectively those major employment sectors – along with Information, which is a fast-growing sector in the current economy – have accounted for most of the region's recent economic growth. The pandemic led to a seven percent overall decrease in regional employment in 2020, but all of the sectors shown above have recovered from their losses except the leisure and hospitality sector, which suffered nationwide losses as travel and in-person events ceased and continues to recover slowly due to low levels of tourism.

#### 4.4.2 Where jobs are located

Figure 4.28 shows where jobs are currently located in the Portland region. Census tracts with more jobs are shaded in darker green on the map, and tracts with above average numbers of jobs are outlined in bold.

**Figure 4.28: Number of jobs by Census Tract, 2021 (Economic Value Atlas: Esri/DataAxle)**

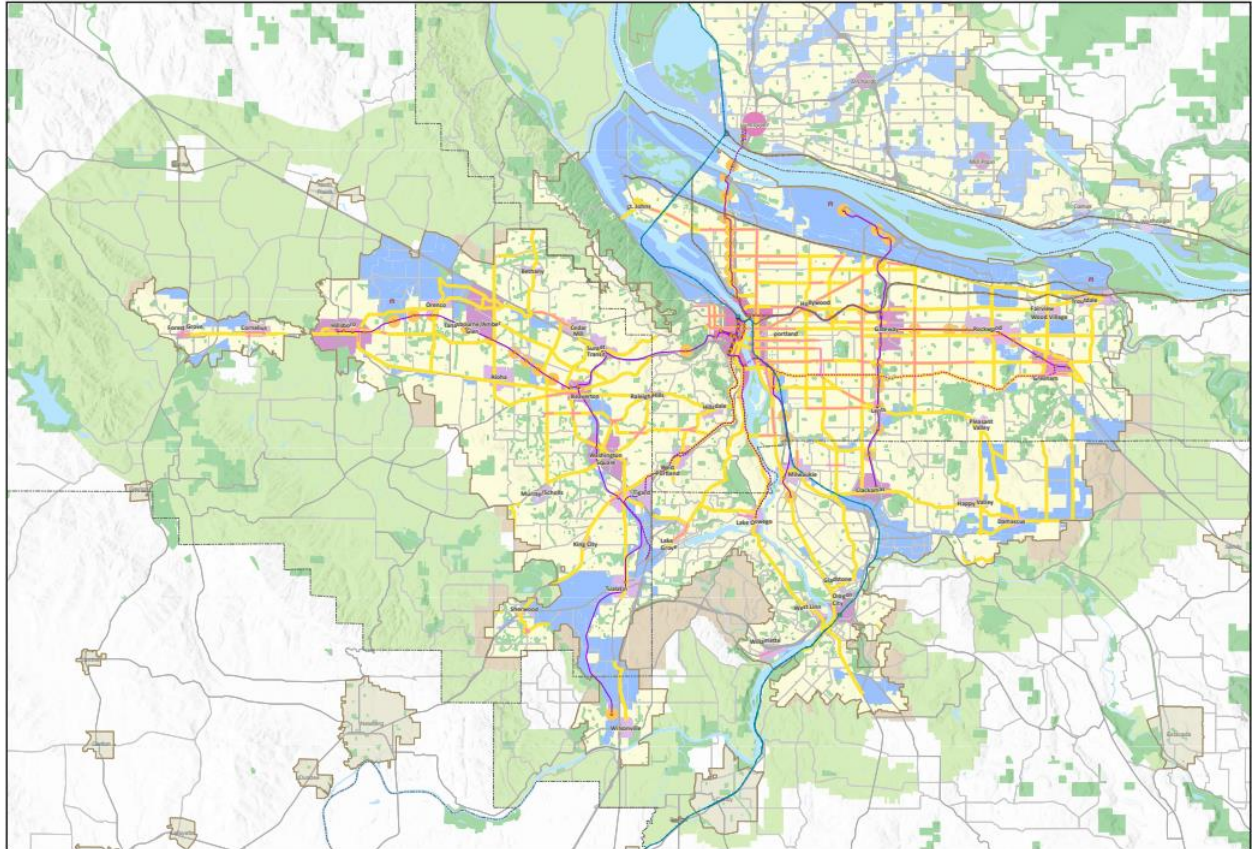


Jobs are distributed throughout the region, but there are higher-than-average concentrations of jobs in the centers of larger cities in the region, including Portland, Beaverton, Gresham, Hillsboro, and Tigard; and in major employment or industrial areas such as the Columbia Corridor, the 224 Corridor, Tualatin-Sherwood, and North Hillsboro.

The 2040 Growth Concept, shown in

Figure 4.29 below, designates where and how the region is planned to grow over the next several decades. It includes a network of regional and town centers (shown in pink) and employment lands (shown in blue). These centers and employment lands include the areas that are currently rich in jobs shown in Figure 4.28 above, as well as areas where the region is planning to develop space for jobs in the future.

**Figure 4.29: 2040 Growth Concept Map**



The 2040 Growth Concept helps to identify the many different job and activity centers in the region that need to be included in this web of connections. At the same time, local pedestrian, bike and transit connections are necessary in and around these centers to give people safe, affordable and healthy options for shorter trips to shops, services, and other non-work destinations.

#### **4.4.3 How workers move through the region**

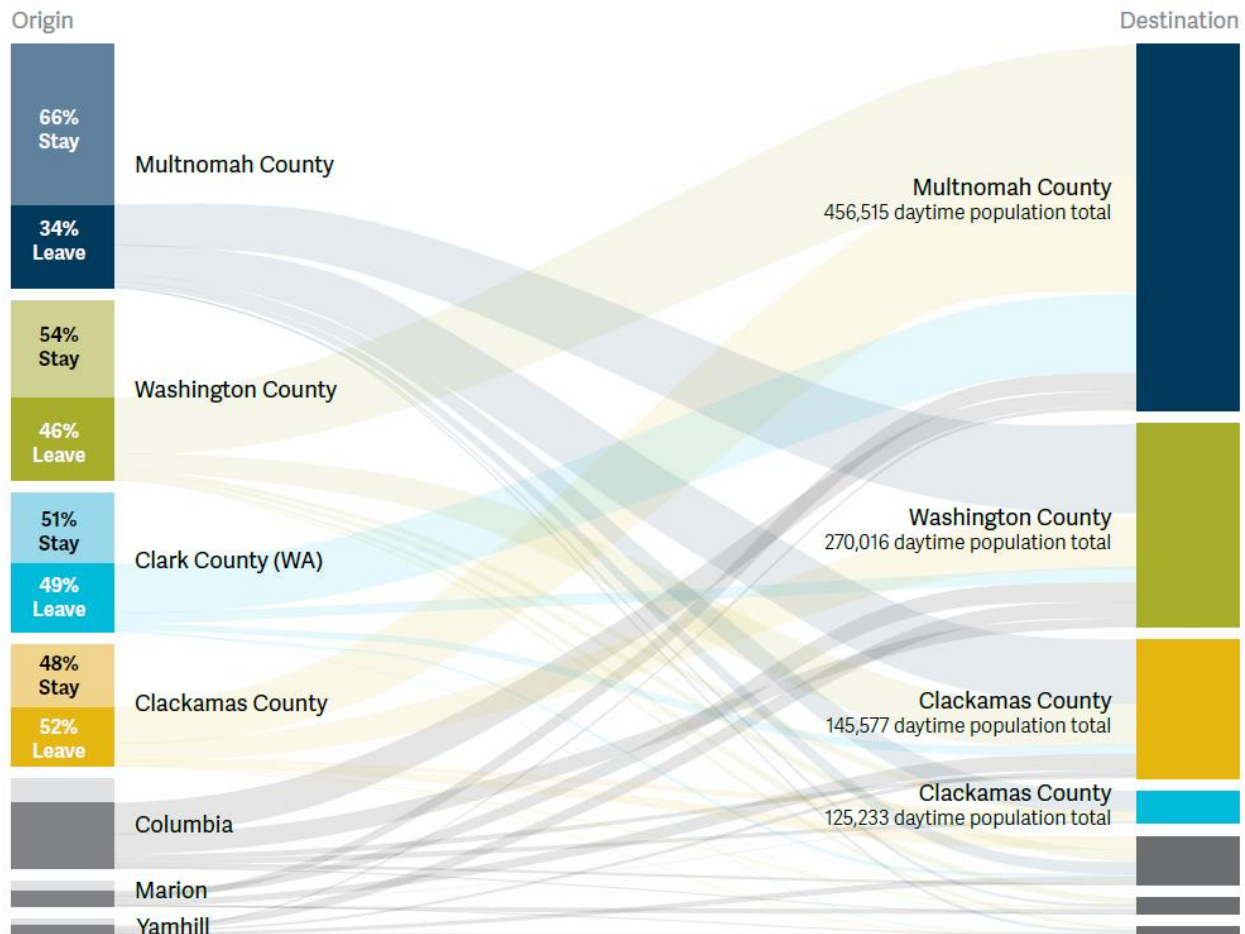
Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update), the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households (8.9%) and 90,000 jobs (10.1%).<sup>44</sup> This growth is projected to continue, though not necessarily at

<sup>44</sup> Metro Regional Travel Model.



the same rapid rate as the region saw during the previous decade. As Greater Portland continues to evolve into a major metropolitan area, with increasing housing prices and a more specialized economy, commute patterns are becoming more complex. Figure 4.30 shows how workers commute within and between counties in and around the region. It includes data for counties that are outside the region that have significant amounts of workers commuting to or from the Metro region.

**Figure 4.30: Where workers live and commute in the Greater Portland region and surrounding counties, 2019 (Census LEHD Origin-Destination Employment Statistics)**



This figure highlights how commute patterns in the region are increasingly complex and long-distance. Over 45 percent of workers in the 3 Metro-area counties work in a different county than where they live. Travel patterns like those shown above are typical of major metropolitan areas with large populations, clusters of specialized jobs, and rising housing prices that limit many people from living close to jobs. Most of the longer-distance commute trips highlighted in Figure 4.30 are made by car; frequent and high-capacity transit routes are needed to provide affordable, congestion-free commute alternatives as the region grows.

Though commute patterns are growing more complex and the share of long-distance commutes is increasing, the majority of commute trips pass through the heart of the region – which means that

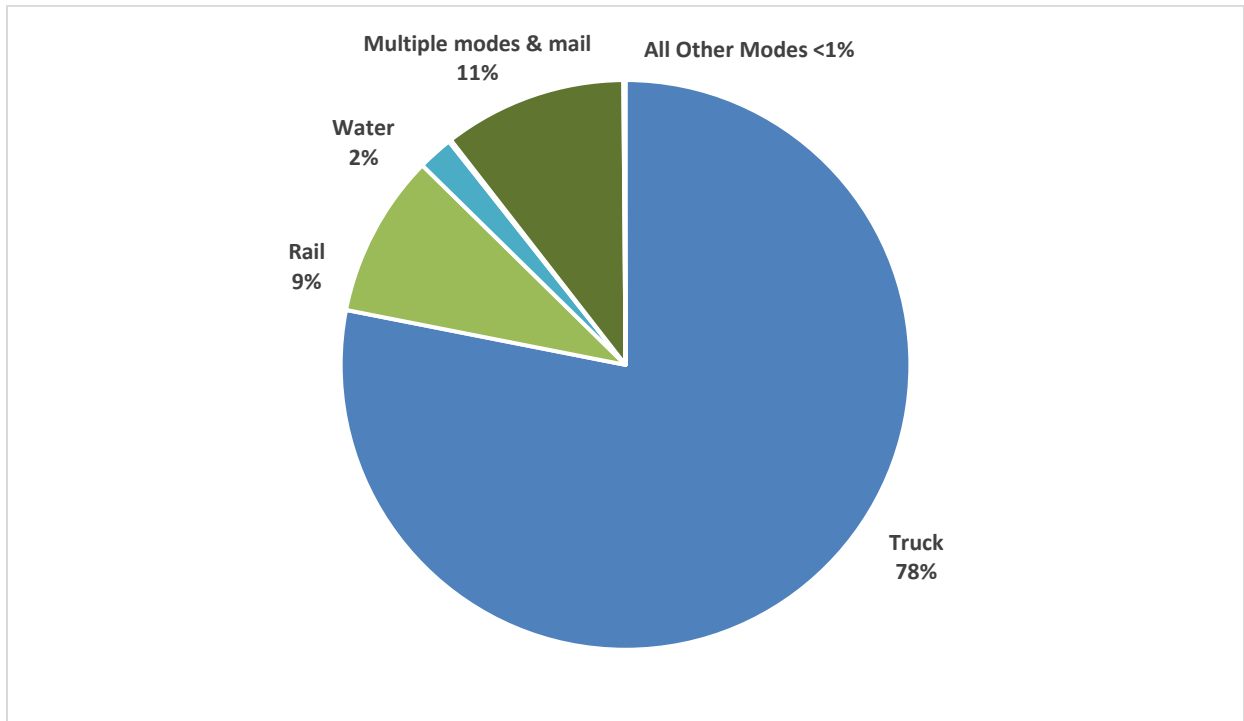
investing in the transportation system in the central areas of the region continues to be critical to supporting the region's economic growth. Over 70 percent of the commutes within the 7-county economic region discussed above begin and end within the 3 Metro-area counties (Clackamas, Multnomah and Washington). Multnomah County is particularly central to the region's economy – it is the only county that experiences significant population gains during the working day. Washington County has roughly the same amount of workers commuting into the county and workers commuting out of the county, and Clackamas County loses more workers than it gains during the day. These numbers help to contextualize some of the findings elsewhere in this report that show Multnomah County having more crashes, more congestion, and more transit service than other counties; these issues are due in part to the fact that Multnomah County has more people commuting to, from, and through it. This is not to dismiss the growth in long-distance commutes over the past decade; the number of workers traveling into the region from counties such as Columbia and Marion increased significantly between 2015, when Metro last reviewed this data, and 2019. However, even with this growth there are roughly 36,000 of these long-distance commutes happening every day, compared to the 800,000 daily commutes within the region's core.

#### **4.4.4 How goods move through the region**

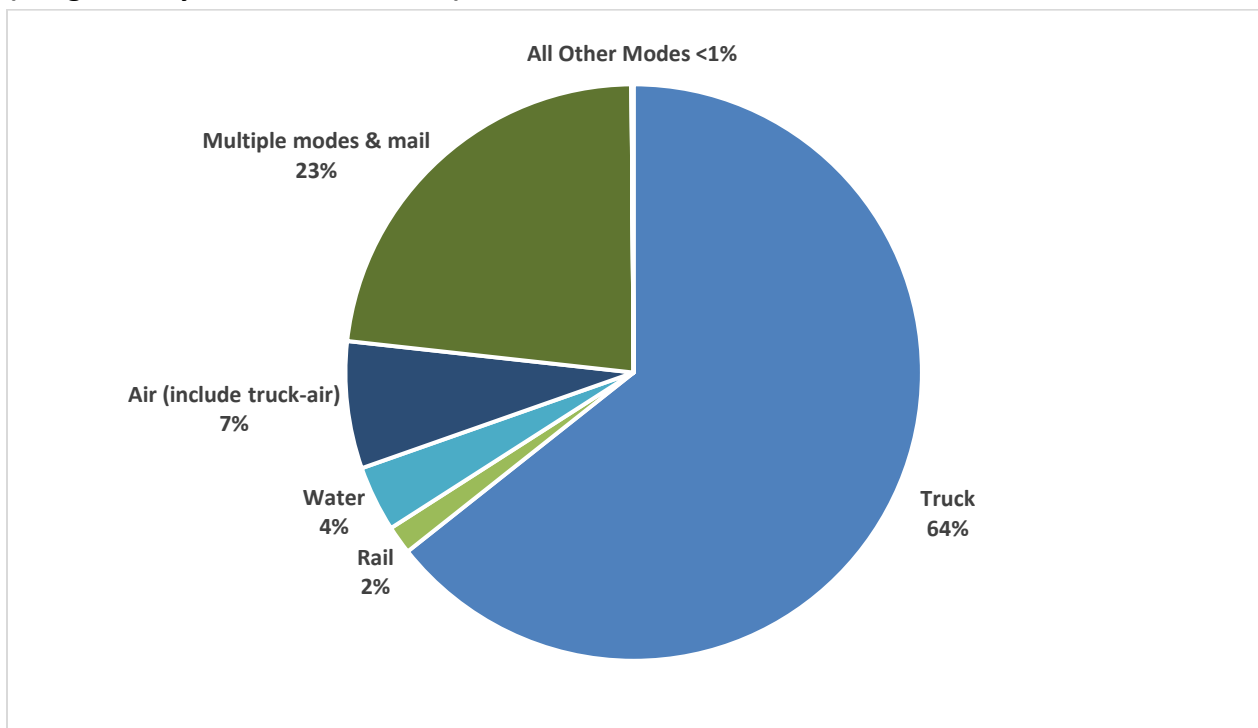
Keeping freight moving is a critical part of regional mobility. Most of the products we buy come from someplace else, and many of the goods we produce in Oregon move on to markets in other states and countries. The global economy is expanding rapidly, and our region's ability to move products to far-flung markets depends on an efficient transportation system. With its location on Interstate 5, the West Coast artery of the Interstate Highway System, the greater Portland region is ideally situated to move freight by truck. But with Portland International Airport, two Class 1 railroads (mainline railroads Union Pacific and Burlington Northern/Santa Fe), the southern terminus of the 400-mile Olympic Pipeline, and a location at the confluence of two major rivers with ocean access and several marine terminals, the region's freight transportation system is a multimodal network.

Figure 4.31 and Figure 4.32 summarize the value and weight of the goods that move through the region by mode. High-value goods make up an increasing share of the freight that moves through the region, and they sometimes take different routes and modes than other goods in order to arrive at their destinations safely and on time. Distinguishing between value and weight helps to identify how goods of different value are moving through the transportation system.

**Figure 4.31: Weight of outbound freight by mode in the Greater Portland Region, 2017**  
(Freight Analysis Framework data)



**Figure 4.32: Value of outbound freight by mode in the Greater Portland Region, 2017**  
(Freight Analysis Framework data)



The majority of the region's freight, whether by value or weight, is moved by truck. High value freight is less likely to move by truck and rail, and more likely to use multiple modes, mail, water, and air. As Oregon's economy shifts from bulk products like farm exports and timber to lighter products like semiconductors, electronics and specialized machinery, improving freight connectivity to the airport and other intermodal facilities will help keep goods moving through the region.

#### 4.4.5 Connecting the region's employment centers

The RTP goals envision a region where employment centers are accessible through a variety of multimodal connections. This means that the 2040 centers and employment/industrial lands shown above in Figure 4.29 should be well-connected by vehicle and transit because commutes are often the longest trip people take in a day, and these are the modes best suited for long trips. It also means that these centers need to include solid bicycle and pedestrian infrastructure and a mix of land uses so that people can get meals or run other errands without needing to drive.

This table is also included above in the Mobility section, which provides more details on the methodology and how access to destinations is related to land use patterns and the transportation system.

Table 4.5 below examines how accessible jobs are by driving and transit, comparing access to jobs via transit and automobile during peak hours and other times of the day. This table is also included above in the Mobility section, which provides more details on the methodology and how access to destinations is related to land use patterns and the transportation system.

**Table 4.5: Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data)**

	Percent of jobs accessible within...	
	... a 30-minute drive	...a 45-minute transit trip
During rush hour	43%	7%
Outside of rush hour	50%	6%

Anyone who is able to commute by auto enjoys reasonably good access to jobs – the average driver can reach roughly half of the region's jobs outside of rush hour. But transit does not provide nearly the same level of access as driving does; people can reach five to ten times as many jobs by auto as they can by driving. Adding high-frequency transit service that connects the neighborhoods where workers live to employment centers is critical to meeting the RTP's goal of providing multimodal connections to work.

Table 4.6 below compares how complete the bike/ped network is<sup>45</sup> in key 2040 geographies – centers, station communities, mixed-use communities, and employment/industrial lands – versus

<sup>45</sup> Metro distinguishes between on-street bicycle and pedestrian gaps in facilities like bike lanes and sidewalks and off-street bike/ped gaps in facilities like trails. On-street facilities are generally needed to provide good active transportation connections in centers, near transit, and along arterials, whereas off-street facilities provide longer-distance connections between these areas. Table 4.2 focuses on the on-street bike/ped network.

in the region as a whole. Meeting the economy goal in the RTP means prioritizing active transportation investments in these centers.

**Table 4.6: Bike/ped system completeness by location within the region (2018 RTP networks and current partner agency data)**

<b>Network</b>	<b>Total planned miles</b>	<b>Number of miles completed</b>	<b>Percent of miles completed</b>
<b>Region-wide</b>			
Pedestrian network	1,040	597	57%
Bicycle network	1,149	626	55%
Trail network	560	245	44%
Motor vehicle network	1,171	1,146	98%
<b>Within 2040 centers</b>			
Pedestrian network	181	141	78%
Bicycle network	168	112	66%
<b>Within station communities outside above centers</b>			
Pedestrian network	108	72	67%
Bicycle network	123	69	56%
<b>Within mixed-use zoning outside above centers &amp; station communities</b>			
Pedestrian network	136	106	78%
Bicycle network	114	75	66%
<b>Within employment and industrial areas outside above centers, station communities, and mixed-use zoning</b>			
Pedestrian network	147	60	41%
Bicycle network	133	73	55%

Consistent with the 2040 Growth Concept, active transportation networks are generally more complete within regional centers and near transit. However, several important gaps remain in these areas, which can be seen in the “gap maps” in the Mobility section.



## 4.5 CLIMATE

Climate change is the defining global challenge of the 21st century. And as the recent increase in climate-induced wildfires and extreme weather events has demonstrated, it is likely to have significant impacts on the Portland region. In 2009, the Oregon Legislature set goals to reduce greenhouse gas (GHG) emissions 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050.<sup>46</sup> More recently, Executive Order 20-04 set new emissions reduction goals that call for the State of Oregon to reduce its GHG emissions at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050.<sup>47</sup> These updated goals are consistent with the reductions that climate scientists now believe are necessary to avoid catastrophic climate change impacts.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state's greenhouse gas reduction efforts. And the State, recognizing the role that regional transportation plans (RTPs) play in influencing transportation policies, projects, and outcomes, has relied on RTPs to help reduce transportation emissions. The State is responsible for allocating state and federal funds to reduce GHG emissions by making vehicles and fuels cleaner; it assigns regions targets that are designed to make up the gap between those State-led reductions and State goals. Beginning in 2012, the State set GHG reduction targets for the greater Portland region to meet and has continued to update these targets since, most recently in July 2022. The Portland region's targets are:

- A 20 percent reduction in per capita greenhouse gas emissions by the year 2035 (the target for the Climate Smart Strategy adopted in 2014)<sup>48</sup>
- A 25 percent reduction by 2040 (the target for the 2018 RTP)
- A 30 percent reduction by 2045 (the target for the 2023 RTP)
- A 35 percent reduction by 2050 (the target for the 2028 RTP)
- Targets for the years 2041-2049 steadily increase from 26 to 34 percent in order to maintain progress toward the 2050 target.<sup>49</sup>

These targets are relative to a 2005 base year. They are based on per capita emissions in order to control for population growth and focus on the impact of transportation policies, programs and plans on GHG emissions. Regional targets only apply to certain types of emissions, and therefore only certain reduction strategies count toward Metro's targets:

<sup>46</sup> Oregon Department of Environmental Quality, Oregon Greenhouse Gas Emissions, <https://www.oregon.gov/deq/eq/programs/Pages/GHG-Oregon-Emissions.aspx>

<sup>47</sup> [https://www.oregon.gov/gov/Documents/executive\\_orders/eo\\_20-04.pdf](https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf)

<sup>48</sup> The Climate Smart Strategy adopted in 2014 was forecasted to achieve a 29 percent reduction by 2035 if fully implemented.

<sup>49</sup> Oregon Administrative Rule 660-044-0020, <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3093>  
[https://www.oregon.gov/lcd/LAR/Documents/2022-01\\_Div44.pdf](https://www.oregon.gov/lcd/LAR/Documents/2022-01_Div44.pdf)

- **Strategies that reduce emissions from light vehicles**, including passenger vehicles (cars, pickup trucks and SUVs) and commercial trucks with a vehicle weight rating of 10,000 pounds or less.
- **Strategies that impact household travel**, whether physically traveled by the members of the household or by deliveries and miscellaneous commercial travel to their home.<sup>4</sup>
- **Strategies that benefit the climate by reducing vehicle miles traveled.** The State estimates the impact of State-level vehicle- and fuel-based reductions and then sets regional greenhouse gas targets to fill the remaining gap needed to meet Oregon’s emissions goals. It would be double-counting if regions also took credit for vehicle- and fuel-based reductions, which would lead agencies to overestimate progress toward Oregon’s climate goals. The state has clarified that **the targets shown above are equivalent to VMT reduction targets.**

The Climate Smart Strategy,<sup>50</sup> adopted in 2014, is the region’s blueprint for reducing emissions. It identifies a toolkit of high- and medium-impact GHG reduction strategies, summarized in Figure 4.33 below, that the region’s transportation agencies continue to rely on today.

**Figure 4.33: Climate Smart greenhouse gas reduction strategies**



<sup>50</sup> <https://www.oregonmetro.gov/climate-smart-strategy>

### 4.5.1 The 2023 RTP GHG and VMT gap

Though the region’s basic toolkit for fighting climate change has remained consistent since 2010, the State regularly updates the region’s GHG and VMT targets and requires each RTP update to include a revised climate analysis that demonstrates the region’s progress toward these new targets that accounts for state clean vehicle and fuel strategies and that updates the level of implementation of different local and regional strategies to reflect the policies and investments in the RTP. If this analysis finds that the RTP is not sufficient to meet regional targets, JPACT and Metro Council can consider changes to the RTP that further reduce VMT and GHG emissions.

Prior to updating the 2023 RTP project list, Metro estimated the gap between the region’s existing emissions under the 2018 RTP and its updated GHG reduction targets. The size and nature of the gap help to understand and anticipate the extent to which the 2023 may need to change in order to meet its climate targets, and what the needed changes might look like. Metro used VisionEval, which is the tool the state uses to set regional climate targets and is designed to allow users to evaluate and compare multiple different GHG reduction scenarios, to assess two scenarios:

The **target scenario**, which represents the Portland region’s GHG/VMT reduction target. The region’s emissions targets are based on a percentage reduction in 2005-level GHG emissions; the Target scenario applies these reductions to daily VMT per capita from 2005 to estimate target levels of daily VMT per capita for different milestone years.

The **STS+RTP18 scenario**, which represents the GHG/VMT reductions due to adopted State and local/regional plans. State-level reductions are based on the Statewide Transportation Strategy (STS),<sup>51</sup> which outlines the strategies that the State will take to reduce transportation-sector GHG emissions on variables such as the share of zero-emission vehicles, the carbon intensity of fuels, the balance of cars and trucks in the passenger fleet, vehicle turnover, and the cost of travel (accounting for the cost of various types of energy as well as state-implemented road pricing). Metro is required to use State assumptions about the carbon intensity of vehicles and fuels in its climate analysis, and can choose whether to adjust some pricing assumptions provided by the state. Local/regional reductions are based on the 2018 RTP, which included significant investments in transit, active transportation, travel demand and system management, and other GHG reduction strategies. In 2020, Metro staff made minor adjustments to some of the VisionEval inputs that represent the 2018 RTP in order to capture progress in implementing these strategies.<sup>52</sup>

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<sup>51</sup> <https://www.oregon.gov/odot/Planning/Pages/STS.aspx>

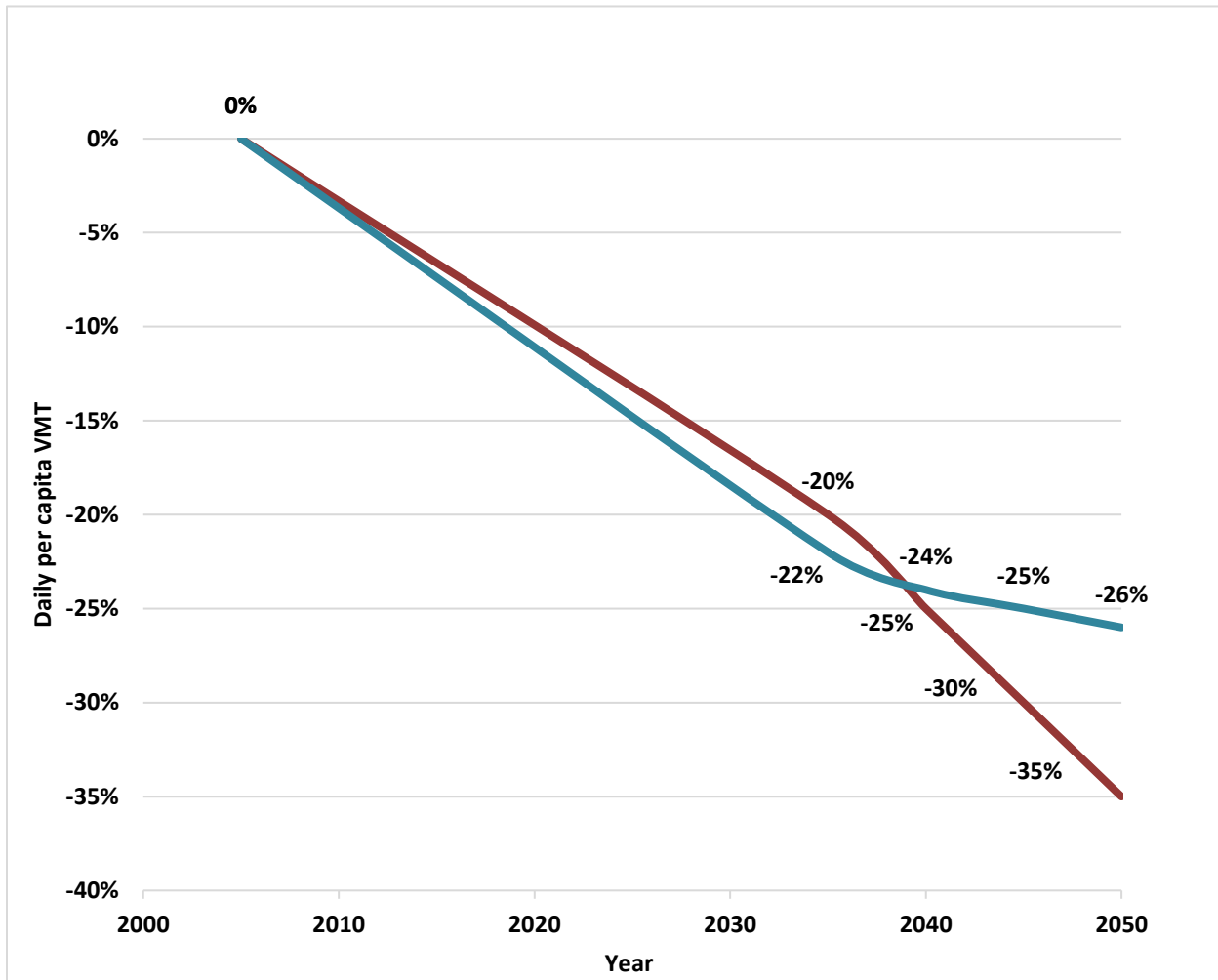
<sup>52</sup> 2020 adjustments focused on adjusting assumptions regarding participation in traveler information and incentive programs based on updated evaluation data from Metro’s Regional Travel Options program demonstrating that participation in these programs is often more limited than anticipated. The 2018 RTP assumed that 30% of workers and 45% of households receive regular travel options programming; Metro revised these assumptions downward to 5% and 0.5%, respectively. Other assumptions from the 2018 RTP climate analysis can be found in Appendix J of the 2018 RTP:

Table 4.7 and Figure 4.34 show GHG reductions under these two scenarios as well as the **RTP23 gap**, which is the remaining reduction in GHG/VMT that the 2023 RTP update needs to achieve in order to meet its climate targets, and which is calculated as the difference between the results of the Target Scenario and those of the STS+RTP18 Scenario. These results are shown in both absolute daily VMT per capita and in the same percentage reductions relative to the 2005 baseline that the State uses when establishing regional targets.

**Table 4.7: Estimated absolute and percentage reductions in daily VMT per capita by scenario**

Year	Target (absolute)	Target (% reduction)	STS + RTP18 (absolute)	STS + RTP18 (% reduction)	Estimated RTP23 gap (absolute)	Estimated RTP23 gap (% reduction)
2005	19.4	0%	19.4	0%	0	0%
2035	15.5	-20%	15.0	-22%	-0.4	2%
2040	14.5	-25%	14.6	-24%	0.2	-1%
2045	13.5	-30%	14.5	-25%	1.0	-5%
2050	12.5	-35%	14.3	-26%	1.8	-9%

**Figure 4.34: Estimated percentage reductions in daily VMT per capita, Target vs. STS+RTP18 Scenario**



These results confirm that the 2018 RTP Climate Strategy was largely on track to meet its GHG reduction targets. The targets used in the 2018 RTP only extended through 2040, and under the STS+RTP18 Scenario is very close to Target Scenario levels through the year 2040. However, the results also highlight a growing GHG reduction gap for the years 2040-50. This is expected since the State has set targets out to 2050, whereas the GHG strategies adopted in the 2018 RTP only apply out to 2040. Nonetheless, the way that the results of the two scenarios diverge after 2040, when targets become more ambitious while local/regional GHG reductions flatten out, suggests that the region needs to focus on achieving long-term, cumulative emissions reductions to achieve its targets. This analysis estimates that the region needs to reduce 2050 daily VMT per capita by 1.8 miles below currently forecasted levels to meet its targets. This is equivalent to reducing VMT/GHG emissions by roughly a third more than what current plans are expected to achieve.

Coordinated implementation of multiple GHG reduction strategies can help to achieve the necessary reductions, particularly when it is supported by active pricing and/or management of the transportation system. The 2023 RTP update is the first to include roadway pricing policies

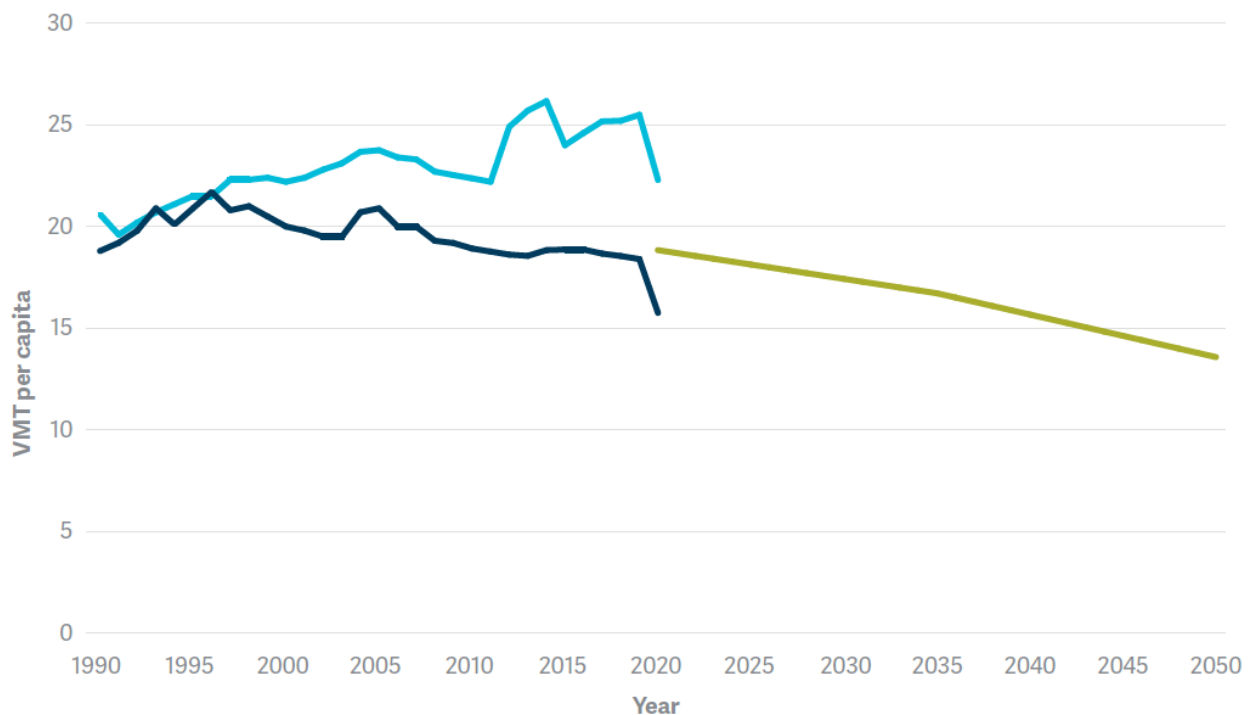
and projects, which creates a major opportunity to reduce VMT and GHG emissions. Chapter 7 updates the analysis above to evaluate the 2023 RTP update's progress toward meeting regional climate targets.

#### 4.5.2 VMT per capita

Vehicle miles traveled (VMT) per capita measures much the average person in the Portland region drives each day. Many transportation agencies in the region use VMT per capita to measure progress toward creating vibrant communities and providing multimodal travel options. As discussed above, the region's climate targets focus on reducing VMT. Understanding current and historical VMT per capita can help identify additional opportunities to reduce emissions and close any gap remaining between emissions under the 2023 RTP update and the region's climate targets.

Figure 4.35 below shows historical trends in VMT per capita between 1990 and 2020 for both the U.S. and the greater Portland region and compares them to the regional

**Figure 4.35: Daily VMT per capita for the Greater Portland region (dark blue) and the U.S (light blue), 1990-2020 (Oregon and Washington Highway Performance Monitoring System offices) and regional climate targets (green)**



Per capita VMT in the Greater Portland region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during

economic booms, over the past 25 years. However, between 2010 and early 2020<sup>53</sup> there was little or no decline in VMT per capita. The region's past successes in transportation and land use planning appear to have had a lasting impact on people's travel choices, and even during periods of growth they may have helped to keep VMT per capita from increasing. But in order to continue to reduce VMT – especially in an era when high housing costs make it challenging for many people to live in neighborhoods with good access to travel options – the region will likely need to take new approaches, such as congestion pricing, or double down on high-impact strategies such as expanding frequent transit, creating affordable housing in regional centers, and managing or pricing parking.

These results help to provide some context for understanding the estimated VMT reduction gap between the 2018 RTP and regional climate targets discussed in the previous section. The estimated gap of 1.8 miles per person per day is roughly the same amount that regional VMT declined between 1997 and 2002 or 2007 and 2013, which are two of the periods when VMT declined the most during the past 30 years. This suggests that closing such a gap is feasible, even during a period of economic growth such as 1997-2002 (all things being equal, VMT tends to increase as the economy grows), but it requires a deliberate and coordinated effort.

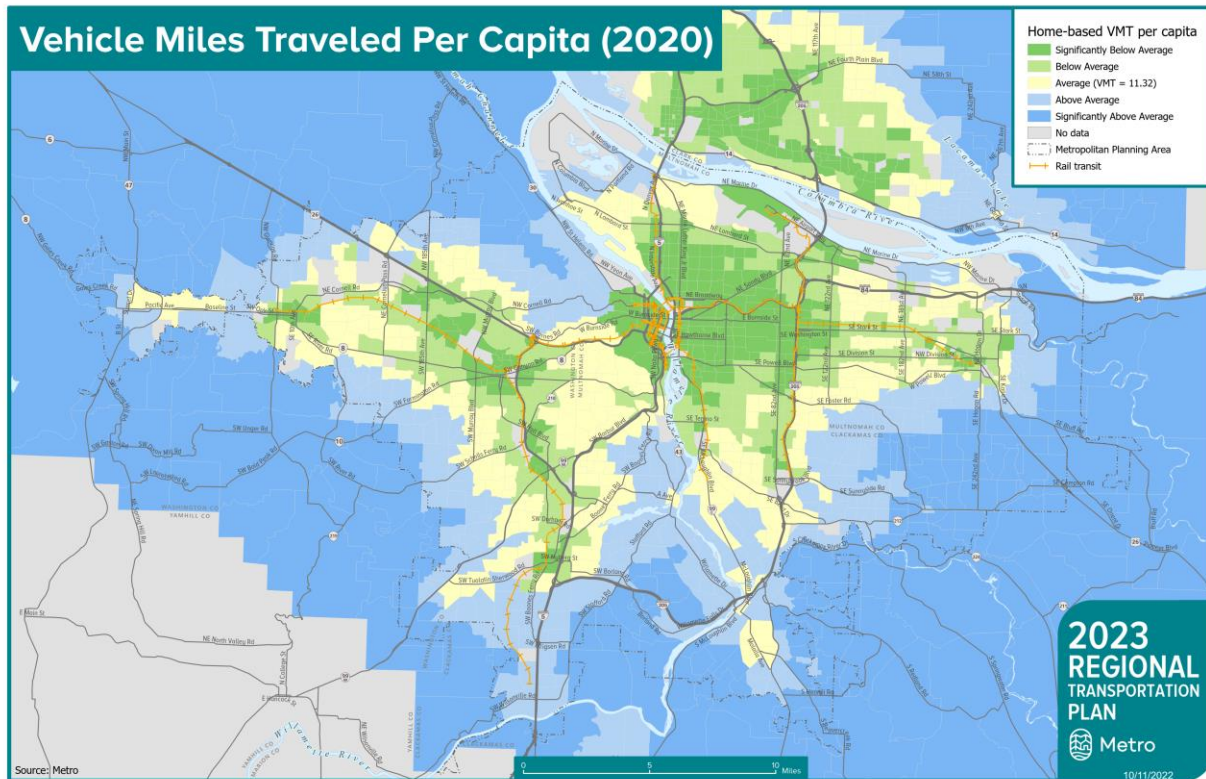
Figure 4.36 shows how estimated household-based VMT per capita from Metro's travel model varies across the region. Though these are estimates, they highlight relative differences in VMT per capita based on nearby land uses and transportation options.

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<sup>53</sup> Figure **Error! Main Document Only.** also shows a steep decline in both national and regional VMT per capita in 2020. This reflects the onset of the COVID-19 pandemic, which led many people to limit their travel as stay-at-home orders were carried out and many schools and workplaces closed. Metro's Emerging Transportation Trends study (<https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research>) estimated that the persistence of teleworking and other pandemic-era behaviors could reduce 2050 VMT per capita by three to eight percent, all other things being equal.



**Figure 4.36: Home-based VMT per capita by Metro transportation analysis zone, 2020  
(Metro regional travel model)**



VMT per capita is lower in regional centers, along frequent transit lines, and in many of the region's older neighborhoods. This is consistent with research finding that VMT per capita tends to be lower in compact communities with a mix of destinations and good access to transit and other options.<sup>54</sup> It demonstrates the impact of sound land use planning and diverse travel options on VMT per capita.

<sup>54</sup> <https://nap.nationalacademies.org/catalog/12747/driving-and-the-built-environment-the-effects-of-compact-development>

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## 2023 Regional Transportation Plan



## Chapter 5

# Our Transportation Funding Outlook

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT

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## 5.1 INTRODUCTION

The 2023 Regional Transportation Plan shows that more investment and funding are needed to build, operate, and maintain the regional transportation system for all modes of travel.

Since the 1950s, transportation investments have prioritized private vehicles over other modes, shaping the way we experience spaces and places from suburban downtowns and business districts, various neighborhoods and even downtown Portland. For the greater Portland region, RTPs developed by Metro in partnership with local, regional, state, and federal agencies since the 1980s and 1990s have taken strides towards remedying this imbalance, meeting the needs of our roadway infrastructure to address safety and congestion, while also investing in safe and accessible options for pedestrians, cyclists, transit riders, and other users of the region's transportation system. Figure 5.1 illustrates some of the key legislative milestones that have led to the state of the system today. The RTP stands aligned with this vision and trajectory for funding an equitable and multimodal transportation system.

### *Defining terms*

#### **Transportation System**

*The various transportation modes and facilities (aviation, bicycle, pedestrian, street, transit, rail etc.) taken altogether into consideration as one intertwined system.*

Yet the geopolitical and socioeconomic context of the region (and indeed, much of the world) has radically changed since the RTP was last updated in 2018. Even prior to the COVID-19 pandemic, transportation systems were grappling with the emergence of dockless electric scooters, while contending with trends towards zero-emissions vehicles, an aging population, and addressing the climate crisis. The global pandemic in 2020 led to a drastic change in travel patterns, where telecommuting became widespread and transit ridership plummeted to historic lows. Steep inflation propagated by international conflicts further compounded the public health crisis and its lingering effects. Between the spotlight on essential workers, record-breaking petrol prices, increasing serious traffic crashes and ongoing inflation, the post-pandemic world has brought equity to the forefront of transportation discourse, where cost-of-living, and access to transportation are critical policy issues of the day along with building a safe, reliable, and sustainable transportation system.

As Chapter 4 has explored, the region still faces many challenges:

- Aging infrastructure
- Rising costs
- Changing mobility needs
- Climate crisis and air quality
- Congestion and reliability
- Fatal and life-changing crashes
- Social inequity and disparities



- Earthquake vulnerability, security, and emergency management
- Gaps in transit, biking, and walking connections
- Housing and transportation affordability and displacement
- Technological change

Much work has been done since the 2018 RTP to address the growing urban and transportation needs of the region. In 2020, the Oregon Legislature ratified a bill to end exclusive single-family zoning in cities with populations greater than 10,000, legalizing duplexes and triplexes in low density zones to meet housing demand. This was seen as a significant step towards rectifying a long history of racial discrimination in urban planning, when land use and zoning were used to redline and discriminate against people of color in Oregon.

HB 2017 Keep Oregon Moving provided a significant investment in transportation. However, as the region looks to balance transportation spending over the next two decades, a robust evaluation of revenue collection and allocation strategies will be critical to future policy success.

Building a safe, reliable and sustainable transportation system requires steady, long-term investment. We don't have the resources to invest at the levels needed to address all of the challenges facing our region and achieve our shared vision for the transportation system. For example, the region needs to complete gaps in transit, walking and biking networks to expand affordable travel options, yet active transportation currently lacks dedicated funding at all levels of government. The transit system relies heavily on payroll taxes to fund operations, yet the region's demand for frequent and reliable transit service exceeds the capacity of local payroll taxes to support it.

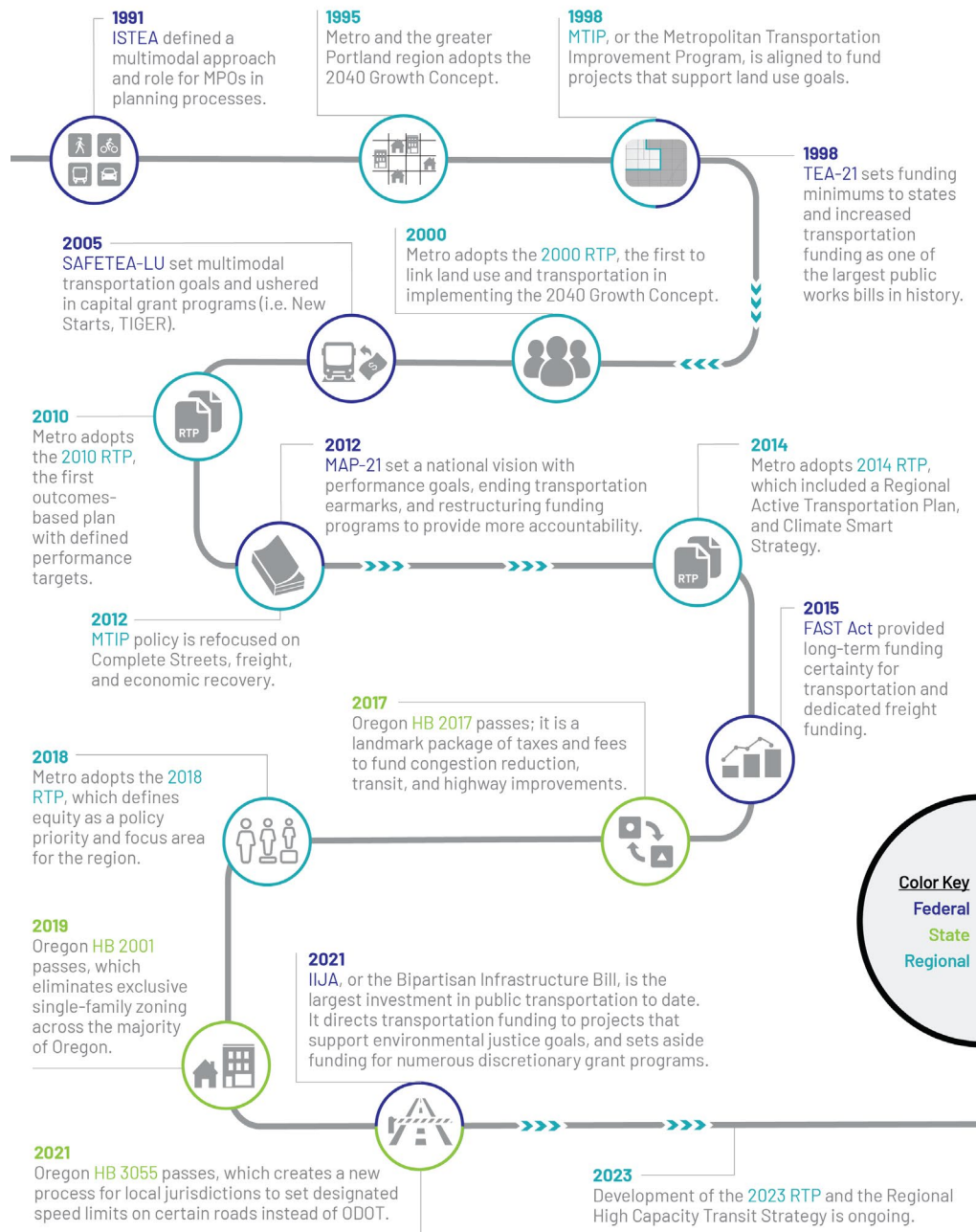
At the same time, innovation in transportation technologies have opened new opportunities to close the funding gap. An emerging source of transportation revenue may be in tolling and other pricing strategies. In 2021, Metro completed the [Regional Congestion Pricing Study \(RCPS\)](#). The RCPS conducted in-depth analysis to test four pricing strategies including congestion pricing, cordon pricing, parking pricing and mileage-based fees. The results of this study showed promise for vehicle pricing strategies, and will be an important factor influencing the region's funding outlook and making the most of past investments in the transportation system.

In October 2021, the [City of Portland's Pricing Options for Equitable Mobility \(POEM\) Task Force](#) explored pricing options on parking, cordon pricing, and highway tolling. The [Equity and Mobility Advisory Committee \(EMAC\)](#) advises the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) on

development of an easy-to-use, accessible and equitable tolling program in the greater Portland region.

Each of these efforts have recognized the need to ensure unintended impacts on people with low-incomes, land use and the transportation system are identified and addressed in design and implementation.

**Figure 5.1: Historical Timeline of Legislative Milestones for the Transportation System**



### 5.1.1 Addressing our most urgent needs through investment

The transportation funding landscape is changing, and building a safe, reliable, and sustainable transportation system requires steady, long-term investment. However, we don't have the resources to invest at the levels needed to address all of the challenges facing our region and achieve our shared vision and goals for our transportation system. For example, we need to complete gaps in our region's transit, walking, and biking networks to expand affordable travel options, yet active transportation currently lacks a dedicated funding source at all levels of government. The transit system relies heavily on payroll taxes to fund its operations, yet the region's demand for frequent and reliable transit service exceeds the capacity of local payroll tax to support it.



*The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council jointly developed these goals for the 2023 RTP.*

This chapter presents the funding outlook for investing in the programs and projects needed to address these most pressing demands on our transportation system over the next 22 years. The following sections will present those revenues that can be reasonably expected, the anticipated costs associated with maintaining our transportation system, and the projects and programs that can reasonably be funded within these financial constraints. Given our funding limitations, prioritizing where and how to invest is central to developing a feasible plan for achieving Metro's six desired outcomes for the region.

### 5.1.2 Chapter organization

In accordance with federal law, this chapter documents the cooperative process used to develop the revenue forecast for the 2023 Regional Transportation Plan, and demonstrates that the RTP is financially constrained as defined by 23 CFR 450.324(f)(11) for the time period of 2023 to 2045. Projects identified in **Appendix A** are "reasonably likely to be funded" for planning purposes, as defined by [OAR 660-012-0040](#) (Transportation Financing Program). It provides an overview of the long-range financial plan and forecast that includes system-level estimates of both revenue sources and costs. Details of the long-range forecasts, including key forecast assumptions, can be found in Appendix H.

This chapter is organized into the following sections:

- 5.1. Introduction:** This section describes the current outlook for transportation funding in the region as a result of recent events and summarizes the rationale for further investment.
- 5.2. Funding the Transportation System:** This section offers an overview of how transportation in the region is funded, from revenue collection to distribution to various funding programs and to expenditure on programs and projects. The equity implications of our existing funding structures will also be highlighted.
- 5.3. Revenue Forecast and Assumptions:** This section summarizes forecasted revenue to support implementation of the RTP, including revenues anticipated to be available to adequately operate and maintain the transportation system as well revenue anticipated to be available to fund priority transportation programs and projects. It also describes the forecast methods and the process by which forecasted revenues were identified by Metro, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District of Oregon (TriMet), the South Metro Area Regional Transit (SMART), the Port of Portland, Confederated Tribes of the Grand Ronde and the 24 cities and three counties located within the metropolitan planning area boundary.
- 5.4. Transportation System Costs:** This section summarizes system-level transportation costs of priority programs and projects included in the RTP.
- 5.5. Demonstration of Financial Constraint:** This section compares the forecasted revenue expected to be available for transportation investment in the region **(5.3)** and compares it to the cost of adequately maintaining and operating the transportation system **(5.4)** and to the cost of new transportation projects included in the plan (see financially constrained list of projects contained in Appendix A). This section will demonstrate that these costs do not exceed forecasted revenues.
- 5.6. Moving Forward Together to Fund the Transportation System:** This section calls attention to our future transportation needs and issues a call to action for more funding to secure a future with equitable and accessible transportation for all.

## 5.2 FUNDING THE TRANSPORTATION SYSTEM

Transportation revenues are collected from a variety of sources, which are distributed through complex processes before being available to transportation agencies in the greater Portland region.

At its core, the financial structure behind our transportation system follows a four-part process:

1. Collection of revenues
2. Identification of and distribution of revenues to funding programs
3. Funding programs selection of projects to receive funds
4. Spending of revenues

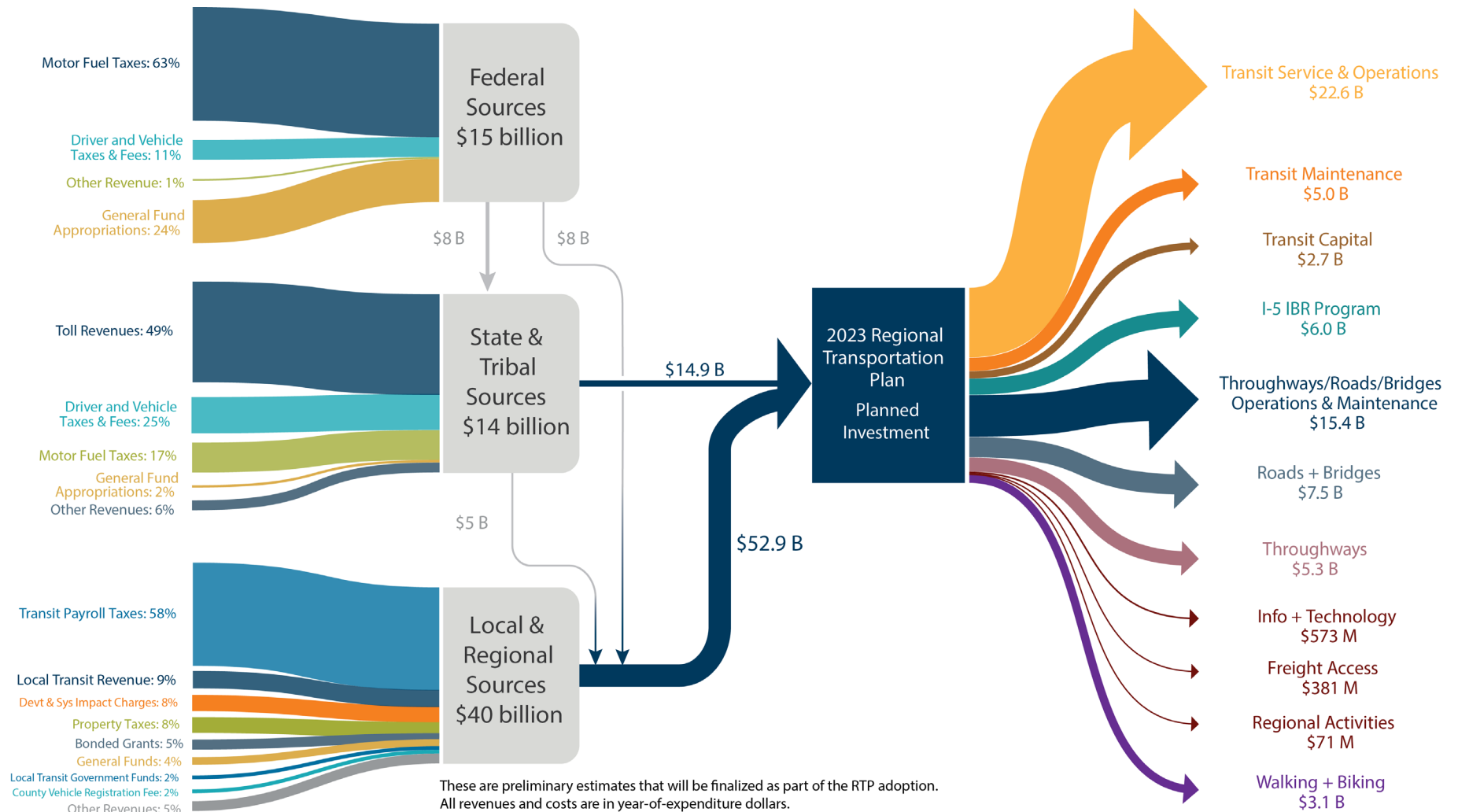
The collection of transportation revenues occurs across multiple levels of government and from a wide range of sources. Revenues then flow through a variety of programs, redistributions, and formulae before being invested in the greater Portland region's local and regional transportation networks. Figure 5.2 illustrates the transportation funding process for the RTP, as revenues flow from collection to direction for expenditure.

Metro's approach to the 2023 RTP and overall transportation funding in the region is one centered by equity and safety; they form two of five core tenets in Metro's goals for the RTP. For one, Metro is committed to a Safe Systems Approach to achieve Vision Zero by 2035 and will leverage funding sources in this RTP to advance the elimination of serious and fatal injuries from traffic crashes.

### *Defining terms*

#### **Safe Systems Approach**

*A data-driven, strategic approach to roadway safety that recognizes the underlying infrastructural and educational causes of traffic collisions. It is based on the principle that human error is inevitable, but fatalities and serious injuries should not be.*

**Figure 5.2: Flow of Transportation Revenues into the Portland Metro Region**

Sources: FTA and FHWA Transportation Revenue Sources 2022, ODOT Revenue Forecast for 2023 RTP, ODOT Legislatively Adopted Budget 2022, locally reported revenue sources, revenue sources reported by Confederated Tribes of the Grand Ronde, transit providers and other transportation agencies, and Draft 2023 RTP Constrained Project List (7/10/23)

The left side of Figure 5.2 shows the different types of funding sources that comprise local, state, and federal revenues for transportation. For example, the gray box denoting “Federal Sources \$15 billion” describes the total revenues that are collected at the federal level (such as federal income taxes and gas taxes) for federal fiscal year 2022 that were available to the region. These funds are not typically directly allocated by the federal government, but instead are disbursed to state and local governments who then prioritize the projects for funding in state and local plans and the Regional Transportation Plan.

- The gray arrows illustrate transfer of funds between federal, state, and local levels, also known as intergovernmental transfers, or suballocations.
- Shown with blue arrows, transfers are combined with local and regional own-source revenues to fund the programmed projects in the 2023 RTP.

Transfers from the federal and state levels are often packaged as funding allocation programs, with competitive grant application processes that local jurisdictions apply through in order to receive this funding.

Agencies that allocate federal, state and regional funding to transportation projects and programs (ODOT, TriMet, SMART, and Metro) utilize these plans when allocating federal and state funding through their various funding allocation programs. **Section 5.3** of this Chapter will expand upon the various funding allocation programs and how they support the RTP.

Some revenues must be spent in certain ways, as described in Table 5.1.

**Table 5.1: Limitations and Constraints on Revenue Allocation**

Source	Category	Allocation and Constraints Description
<i>Federal</i>		
Fuels tax		
Heavy trucks and trailers sales tax	Roadways, transit, bike, and pedestrian	
Heavy vehicles annual use tax		



Source	Category	Allocation and Constraints Description
Individual income taxes, corporate income taxes (General Fund transfer)		Federal revenue sources fund the Highway Trust Fund (HTF). The HTF is made up of the Mass Transit Account and the Highway Account. The Mass Transit Account receives 15.5% of the revenue generated by the gasoline tax and 11.7% of the revenue generated by the tax on diesel fuel. The remainder of the fuel tax is dedicated to the Highway Account. The Mass Transit Account funds transit projects while the Highway Account funds roadway, bike, and pedestrian projects. Federal funding from the HTF flows through state DOTs and to local agencies and is allocated using formula funds. <sup>1</sup>
<i>State</i>		
Motor Fuels Tax	Roadways, bike, and pedestrian within the right-of-way	These revenue sources fund the State Highway Fund. The State Highway Fund is restricted to funding construction, operation, and maintenance of roads, including bike and pedestrian projects in the right-of-way. <sup>2</sup> In 1971, ORS 366.514 dedicated at least 1% of highway funds to bicycle and pedestrian projects. <sup>3</sup>
Weight Mile Tax		
Driver and Vehicle Fees		
Transportation License and Fees		
Cigarette Tax	Transit	A portion of the Cigarette tax is dedicated to transit services for seniors and disabled people. <sup>4</sup>
Bike Tax	Bike	Revenue from the bicycle excise tax goes into Multimodal Statewide Investments Management Fund. It used to fund a bike and pedestrian program within Connect Oregon. <sup>5</sup>
Privilege Tax	Outside of right-of-way – aviation, rail, and marine	Funds are allocated to the Connect Oregon Fund and fund rebates for electric vehicles. The Connect Oregon Fund is restricted to projects outside the highway right-of-way. Historically these projects included active transportation but most recently funds are dedicated to aviation, rail, and marine projects. Any project that is eligible for funding
Lottery Revenues		

<sup>1</sup> <https://www.fhwa.dot.gov/fastact/factsheets/htffs.cfm> U.S. Department of Transportation Federal Highway Administration. (2017). "Fixing America's Surface Transportation Act or "FAST Act.""

<sup>2</sup> Oregon Department of Transportation. (2022). "Transportation Funding in Oregon."

<sup>3</sup> Interpretation of ORS 366.514

<sup>4</sup> Oregon Department of Transportation. (2022). "Transportation Funding in Oregon."

<sup>5</sup> Oregon Department of Transportation. (2022). "Connect Oregon."

Source	Category	Allocation and Constraints Description
		from the State Highway Fund is not eligible for funding from Connect Oregon. <sup>6</sup>
Payroll Transit Tax	Transit except light rail	The tax is deposited into the Statewide Transportation Improvement Fund and is limited to investments and improvements in public transportation services, except for those involving light rail. <sup>7</sup>
Income Tax (General Fund Transfer)	Variable	As the state legislatively directs. In the past it has been used for capital projects such as light rail.
<i>Local</i>		
Mass-Transit (TriMet) Tax	Transit	The tax funds mass transportation in the TriMet district. <sup>8</sup>
Transit Fares (Passenger Revenues)	Transit	Fares fund the transit system. They make up 7% of TriMet's FY2023 Budget. <sup>9</sup>
Gas Tax	Roadways, bike, and pedestrian within the right-of-way	Under state law, motor vehicle revenue is restricted to funding construction, operation, and maintenance of roads, including bike and pedestrian projects in the right-of-way.
Vehicle Registration Fee		
Transportation System Development Charges	Capital projects that increase or improve capacity	Fees are dedicated to recoup the cost of additional infrastructure projects required to serve new developments. <sup>10</sup> In Oregon, state law requires that revenue only be spent on capital projects. <sup>11</sup> Local municipalities may have additional requirements on use of revenue, such as specifically serving the impacted area and related parameters.
Street Utility Fees	Street repair and maintenance	Funds are spent locally on street maintenance.
Utility Fees based on estimated number of trips	Street repair and maintenance,	Revenue funds projects outlined in Milwaukie's Street Surface Maintenance Program, Bicycle and Pedestrian Accessibility Program, and the federal

<sup>6</sup> [Oregon Department of Transportation. \(2022\). "Connect Oregon."](#)

<sup>7</sup> [Oregon Department of Revenue. \(2022\). "Statewide transit tax."](#)

<sup>8</sup> [TriMet. \(2021\). "Form OR-TM Instructions."](#)

<sup>9</sup> [TriMet. \(2022\). "Adopted 2022-2023 Budget"](#)

<sup>10</sup> [Oregon Metro. \(2007\). "System Development Charges."](#)

<sup>11</sup> [Oregon Legislature. \(2021\). "Chapter 223 – Local Improvements and Works Generally."](#)

Source	Category	Allocation and Constraints Description
	Bike and Pedestrian Accessibility, ADA Transition	ADA Transition Plan. Funding transit, ADA improvements, and active transportation has a positive equity component.
Franchise Fees	Flexible	Franchise fees feed directly into the General Fund to support a portion of a city's transportation budget.
PGE Privilege Tax	Street repair and maintenance	Funds are spent locally on street maintenance.
Parking Fees/Fines	Flexible, discretionary PBOT revenue	Parking fee revenue is general discretionary transportation revenue at PBOT. <sup>12</sup>
Urban Renewal	Flexible but must be spent within TIF districts	Taxes are paid by all homeowners in a jurisdiction and revenue is spent on local transportation projects within specified districts. Tax Increment Financing (TIF) districts can be used to fund improvements in historically underserved communities, including transportation projects. <sup>13</sup> <sup>14</sup>
Property Taxes	Flexible, must be on major road.	For example, taxes are paid by local homeowners in Washington County and revenue is spent on local transportation projects through the Major Streets Transportation Improvement Program (MSTIP). MSTIP funding improves the transportation system for bicyclists, pedestrians, drivers, and transit passengers. Projects must improve safety, improve traffic flow or congestion, be on a major road, address needs for all travelers. <sup>15</sup>
TNC Fee	Flexible, funds programs	This fee has been used to fund programs that help remove barriers to mobility. Program examples include Wheelchair-Accessible Vehicle program,

<sup>12</sup> [Portland Bureau of Transportation. \(2019\). "PBOT Financial Overview."](#)

<sup>13</sup> [Prosper Portland. \(2021\). "Your property tax bill and urban renewal."](#)

<sup>14</sup> [Clackamas County Development Agency. \(2011\). "Urban Renewal in Clackamas County."](#)

<sup>15</sup> [Washington County, Oregon. "Major Streets Transportation Improvement Program \(MSTIP\)."](#)

Source	Category	Allocation and Constraints Description
		Safe Ride Home Program, safety inspections, and Transportation Wallet Initiative. <sup>16 17</sup>
Local Improvement District	Flexible, must be spent in the LID	A Local Improvement District (LID) is a mechanism for neighboring property owners to share the cost of improvements to infrastructure, where property owners agree to tax themselves (typically at least 51% of the property owners must be in favor). For transportation, it is often used to pave unimproved streets or build sidewalks.
Heavy Truck Fee	Street repair, maintenance, and safety	In Portland, the fee is allocated for 56% Street Repair/Maintenance and 44% Traffic Safety. Projects for both safety and maintenance should focus on streets important to freight movement. <sup>18</sup>

**Section 5.4** of this Chapter will further describe transportation system costs and the role that funding programs play in supporting our transportation system.

Finally, the right side of the diagram shows the categories of projects that are proposed for funding in the 2023 RTP. The approximate costs associated with each spending category are elaborated upon in **Section 5.5** of this Chapter. The total expenditure anticipated for all the categories listed on the right of this diagram are reasonably expected to be fully funded by the revenues going into the 2023 RTP; the demonstration of financially constrained expenditures is captured in **Section 5.6**.

#### *Defining terms*

##### **Financially Constrained**

*When a transportation plan includes sufficient information to show that proposed investments can be implemented using reasonably available revenue sources.*

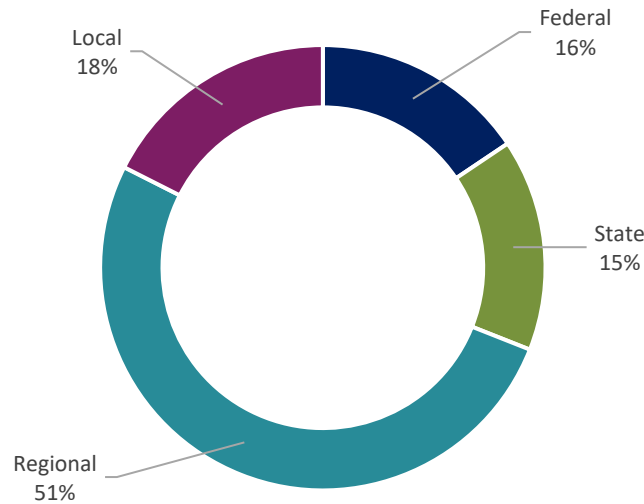
### **5.2.1 Breaking down revenues by source and government level**

The following figures summarize revenue sources by the government level that originally collects the revenue, before any suballocations are made to other entities. Figure 5.3 breaks down the total pool of funding that will go into the 2023 RTP, by the level of government responsible for collecting this revenue (before any regional suballocations are made).

<sup>16</sup> [City of Portland, Oregon. "Private For-Hire Transportation & Regulations."](#)

<sup>17</sup> [Schafer, Hannah. \(2019\). "PBOT News Release: PBOT, Portland Police Bureau encourage Portlanders to take a Safe Ride Home on St. Patrick's Day." Portland Bureau of Transportation.](#)

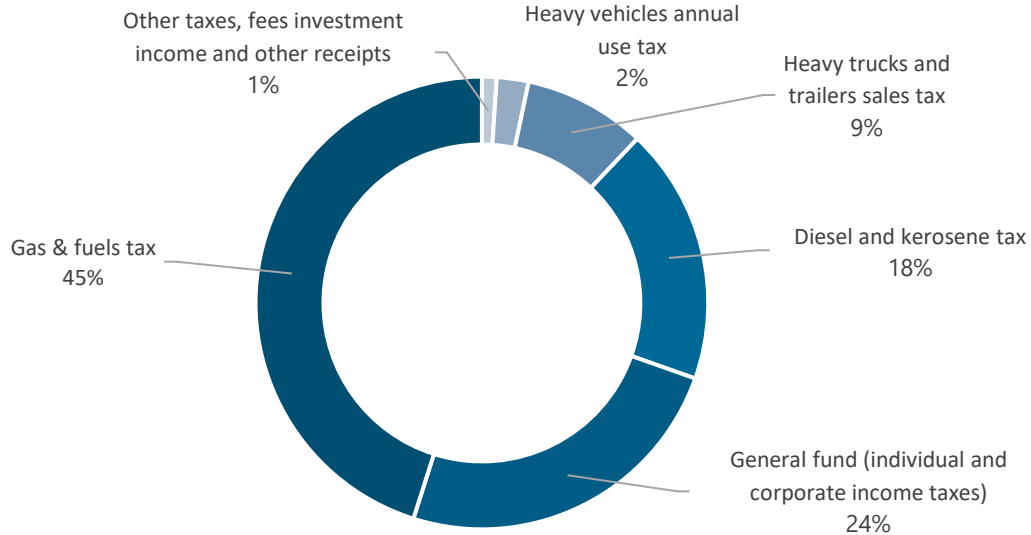
<sup>18</sup> [Portland Bureau of Transportation. "Heavy Vehicle Use Tax \(HVUT\) Background and Projects."](#)

**Figure 5.3 Sources of Transportation Revenues for the 2023 RTP by Government Level**

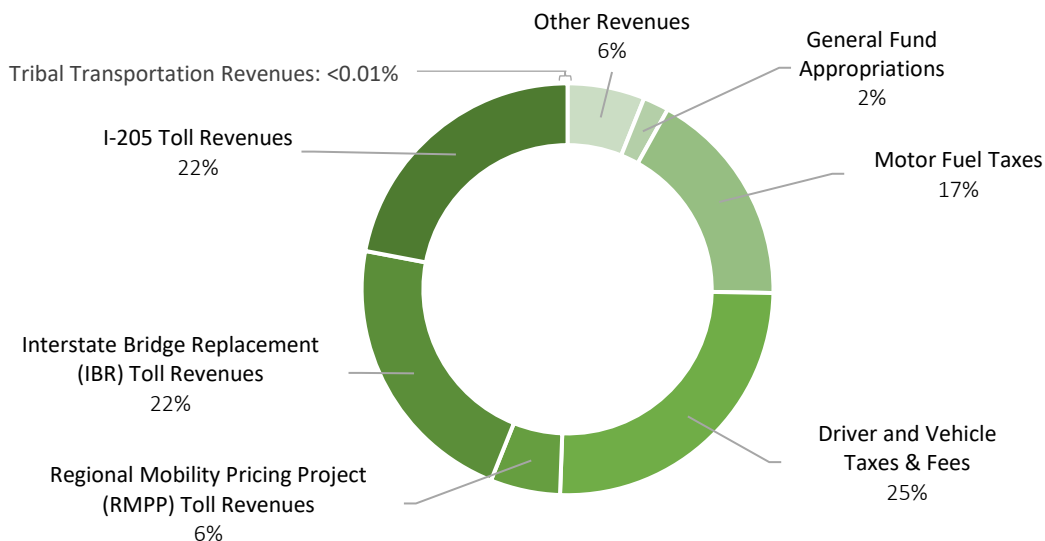
As Figure 5.3 shows, 16 percent of the revenues in the RTP financial plan are collected at the federal level. These funds are primarily comprised of:

- Funds disbursed by the Federal Highway Administration (FHWA) Highway Trust Fund (HTF) for roadway capital and maintenance efforts,
- Funds disbursed by the Federal Transit Administration (FTA) for transit capital and maintenance efforts,
- Funds disbursed through the Oregon Department of Transportation (ODOT) for capital projects and improvements; and,
- Funds disbursed through ODOT for roadway maintenance and operations.

The Federal Highway Trust Fund (HTF) is funded primarily by the federal gas tax, a key revenue source that has seen decreasing returns in recent years. Between changing travel behaviors, inflation, and the rising demand for infrastructure, the HTF has increasingly relied on general revenue transfers to cover its deficit. A portion of this revenue goes to states specifically to maintain federal roadways—Interstate Highways and U.S. Highways—and the remainder is further distributed to various states and localities for their local transportation needs, through formula and grant funding programs. Figure 5.4 below provides a breakdown of the revenue sources that make up the Highway Trust Fund.

**Figure 5.4: Sources of Federal Transportation Revenue**

State funds comprise 15 percent of the Regional Transportation Plan's financial plan. These revenues fund transit, roadway capital and maintenance projects. Figure 5.5 shows the breakdown of revenue sources collected at the state level that contribute to ODOT's budget.

**Figure 5.5: Sources of State Transportation Revenue Funding the 2023 RTP**

Approximately 49 percent of state transportation revenue is generated from toll revenues, most notably I-205 toll revenues (22 percent), Interstate Bridge Replacement (IBR) toll revenues (22 percent), and Regional Mobility Pricing Project (RMPP) toll revenues (6 percent). Non-tolling revenue sources are part of ODOT Region 1 revenues

that will fund the 2023 RTP. Tribal revenues are included in the composition of state transportation revenue, representing just under 0.1 percent of transportation revenues.

Regional transit sources represent about half of transportation revenues in the Regional Transportation Plan, more than any other source. Figure 5.6 shows the composition of regional transit revenues, which are generated by TriMet and SMART. Most of these revenues (77 percent) come from TriMet via payroll taxes, while 11 percent is generated by operating revenues from TriMet transit service and 6 percent is generated from bonded grants.

**Figure 5.6: Sources of Regional Revenue Funding the 2023 RTP**

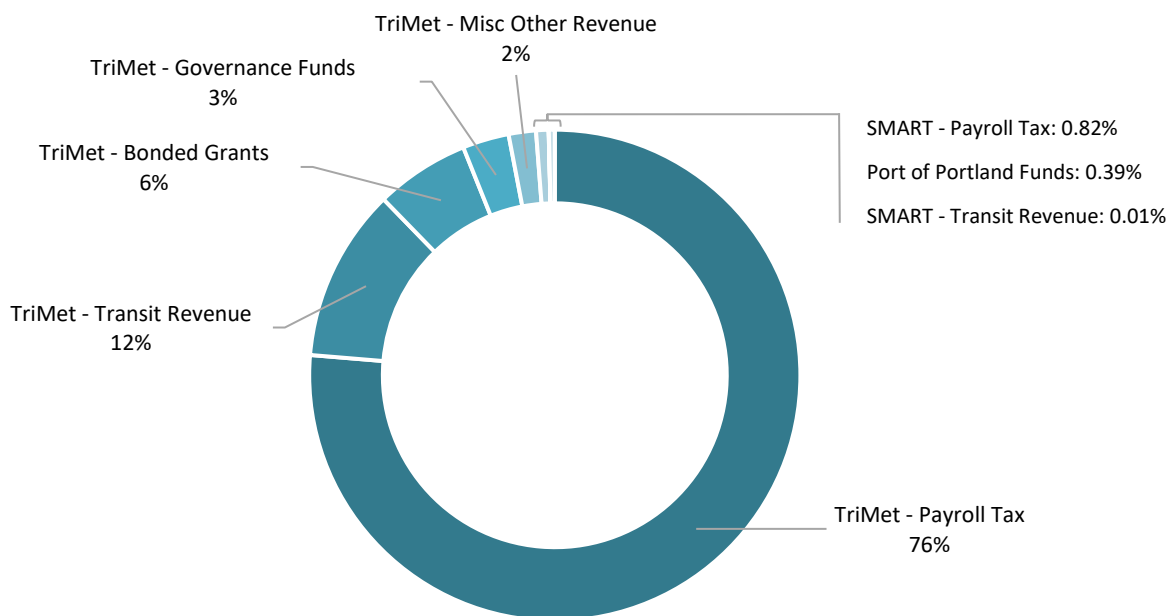


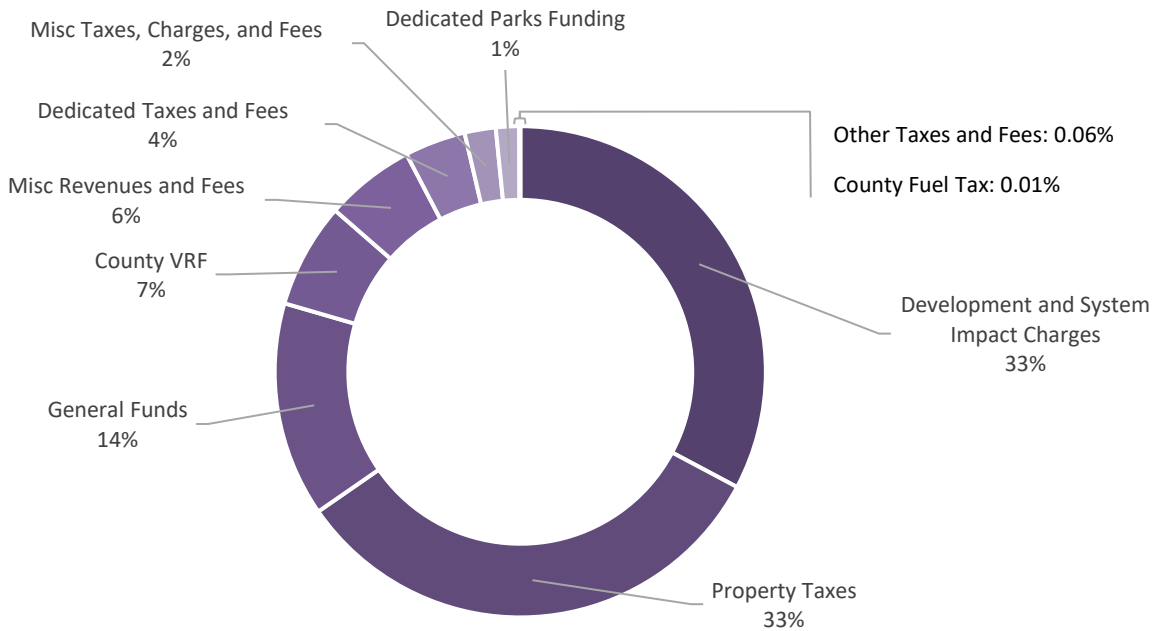
Figure 5.7 illustrates local own-source revenues, which account for 18 percent of transportation revenues in the RTP. The majority of local transportation revenue sources are property taxes and development and system impact fees, which combined account for 66 percent of local revenues. Other sources of revenue include parking fees and fines, local gas taxes, vehicle registration fees, bonds, and other fees and dedicated sources as well as general fund contributions. Each local jurisdiction generates different proportions of revenue from different sources.

#### *Defining terms*

##### **System Development / Impact Fees and Charges**

*One-time fees levied on new property and developments to cover the cost of new public infrastructure needed to service it.*



**Figure 5.7: Sources of Local Revenue Funding the 2023 RTP**

### 5.2.2 Implications for equity

The diverse range of revenue sources collected highlights how transportation funding touches all of us, how everyone contributes in some way. However, not all revenue sources are equal, and certain populations pay greater shares of the cost than others. Moreover, our current transportation system does not always put people first, and future investments and projects must not further compromise the well-being of the region's residents whether as pedestrians, cyclists, drivers, or shared mobility users.

#### *Defining terms*

##### **Transportation Equity**

*A commitment to actions that will eliminate barriers and disparities relating to transportation. It is the provision of thoughtful, inclusive support to reverse the impacts of historical planning decisions.*

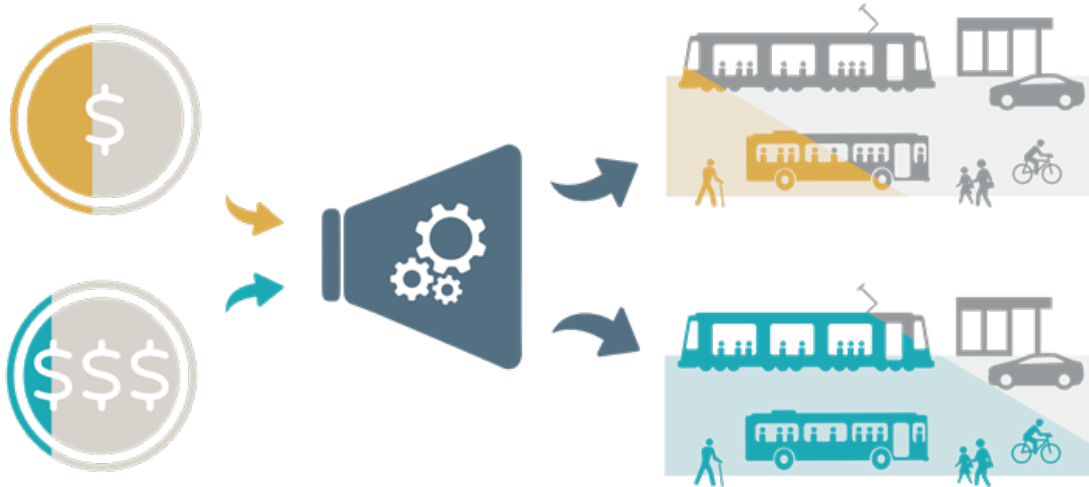
As such, Metro commissioned a study into the equity of our existing transportation system and funding structures. Published in 2022, the Equitable Transportation Funding Report presents a literature review of 30 existing revenue sources and illuminates how low-income households and people of color often carry a disproportionate burden in funding our transportation system.<sup>19</sup>

<sup>19</sup> [Oregon Metro, Equitable Transportation Funding Research Report, 2022.](#)

**Figure 5.8: Transportation Cost Burden and Benefits for Different Incomes**

People with **lower incomes** spend more of their income on transportation costs than people with **higher incomes**...

...but lower-income communities are **less likely** to benefit from spending on transportation projects.



For example, with the exception of regional transportation revenues, the largest funding source at every level of government pertains to motor vehicle-related levies such as gas taxes and vehicle registration fees. However, fuel-efficient vehicles, electric vehicles, and telecommuting are increasingly popular alternatives for people with the financial means to access them, depreciating the efficacy of motor fuel revenues as a long-term transportation revenue source. Low-income households are categorically less likely to have access to any of the aforementioned alternatives. Motor fuel taxes are a form of excise tax; a sales tax targeted on specific products determined by quantity purchased rather than a consumer's ability to pay. In the case of transportation, which is relatively inelastic, access to mobility options is often needed regardless of one's income (e.g., for school, work, errands etc.). This means that low-income individuals and households inevitably spend a bigger proportion of their income on transportation. As long as our transportation system relies so heavily on motor fuel taxes, lower-income populations will increasingly bear the burden of financing the bulk of our regional transportation system.

The example of motor fuel taxes is only one of many revenue sources that demand consideration as we envision a more equitable, accessible, safe, and clean transportation future. Careful thought into how we collect transportation revenues, and how we ultimately spend them, has the potential to level the playing field for all members of our communities.

## 5.3 REVENUE FORECAST AND ASSUMPTIONS

Understanding transportation funding starts with knowing where and how revenues are collected, in order to make equitable spending decisions.

The RTP revenue forecast reflects extensive consultation and coordination with local governments, the Port of Portland, the Oregon Department of Transportation (ODOT), TriMet, and SMART. Metro convened two workshops with local agency staff and provided review and support to County Coordinating Committee staff and the City of Portland to describe and forecast local agency revenues through the planning period. There were also individual meetings with ODOT, TriMet, SMART and Port of Portland staff to support forecasts of revenues generated by those agencies and federal and state funds passed through to them. The forecast includes revenues raised at the federal, state, regional, and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

**Federal** and **state** revenues were identified through a statewide funding working group convened by ODOT that included transit providers and MPOs. In addition, Metro worked with ODOT to estimate a range of potential tolling revenues that are reasonably expected to be available to fund ODOT capital projects (e.g., I-5 Interstate Bridge Replacement (IBR) Program, I-205/Abernethy Bridge and Phase 2 Widening and Toll Project, and the Regional Mobility Pricing Project on I-5 and I-205).

Forecasted **local** revenues are coordinated with and updated from local Transportation System Plans (TSPs) and capital improvement programs in consultation with local agencies. Some of these revenues are already committed to individual projects, in which case those projects are included in the 2023 RTP financially constrained project list.

### 5.3.1 Funding programs

The transportation revenue sources presented in the previous section (Section 5.2) go through an elaborate system of intergovernmental redistributions and suballocations before being directed for spending. This is particularly true for revenues collected at the federal and state levels, and the process is typically conducted through funding programs such as grants, funds, and funding formulae. Each level of government has the authority to budget, assign, and distribute revenues they collect to various funding programs.

There are many funding programs available to the greater Portland region; many programs are funded by specifically identified revenue sources. For example, the Oregon Department of Transportation (ODOT) collects revenues from the Statewide Transit Payroll Tax specifically to fund the Statewide Transportation Improvement Fund (STIF)

program, which municipal and regional agencies can then submit applications for grants from.

**Federal funding** programs included in the RTP include the following:

Fund Name	Description
Congestion Mitigation Air Quality (CMAQ) Improvement Funds	Allocated to ODOT, which portions out an annual apportionment to Metro. These funds are used for the Metropolitan Transportation Improvement Program (MTIP). CMAQ funds must be used on programs that reduce congestion and improve air quality to meet national standards for ozone, carbon monoxide, or particulate matter. Forecasts for these funds are included as part of the Statewide forecast.
Surface Transportation Block Grant Program (STBGP) <i>(includes Transportation Alternatives (TA) set-aside)</i>	STBGP funds may be used to maintain or improve the performance of any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBGP supplants programs from prior authorizations, including FAST Act Transportation Alternatives and the Surface Transportation Program of MAP-21. ODOT administers this funding to Portland Metro, and to the rural portions of Clackamas, Multnomah, and Washington Counties.
Highway Safety Improvement Program (HSIP)	The HSIP program is intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
National Highway Freight Program	The National Highway Freight Program promotes projects that improve the efficiency of freight on the national highway freight network. These funds can also be used to fund supporting infrastructure.
National Highway Performance Program (NHPP)	The NHPP supports the construction of new facilities and improvement of existing facilities on the National Highway system to support projects that meet the goals of Oregon's highway performance plan. NHPP funds, as of the IIJA, can also be used to provide resiliency against sea-level rise, extreme climate events, and natural disasters.
Metropolitan Planning Program	These funds support regional planning efforts in metropolitan areas. As the area MPO, Metro is the primary user of these funds, and uses it mostly for the regional unified work plan.
Carbon Reduction	Carbon reduction funds are used for projects that reduce transportation CO <sub>2</sub> emissions.
State Planning and Research	Every State DOT must develop a State Transportation Research program. Research may identify actions to improve the regional roadway system, benefitting travelers in the Metro region.
Bridge Program	Regionally, several bridges qualify for the bridge investment program. The Interstate Bridge Replacement Program has been awarded funds for the project, and Multnomah County hopes to win funds for the Burnside Bridge replacement.

<b>Fund Name</b>	<b>Description</b>
National Electric Vehicle Infrastructure (NEVI)	NEVI funds allow states to strategically deploy electric vehicle charging stations, per the IIJA. In the Metro region, I-5 is already compliant with national alternative fuel network provisions. I-205 is in the immediate statewide infrastructure plan.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	The IIJA sees the creation of a new program to increase the resilience of the Nation's infrastructure. PROTECT funds can be used to fund planning activities, resilience improvements, community resilience, evacuation route improvements, and at-risk coastal infrastructure.
Miscellaneous Grants	Based on historical rates of winning grants from prior authorizations and assuming that programming continues under the current Infrastructure, Investment, and Jobs Act (IIJA), this RTP assumes some level of money under miscellaneous grant programs. Examples include competitive funds under the Congestion Relief, Resilient Operations (PROTECT program), electric infrastructure, or Reconnecting Communities grant and discretionary funds.
Reduction of Truck Emissions at Port Facilities	In the Metro region, the public operator of seaport and airport infrastructure, as well as the public manager of port-supporting rail infrastructure, is the Port of Portland. While funds for the National Highway Freight Program can be used on any Federal-aid highway, this funding is specific to Port facilities.
Railway-Highway Crossings Program	This program funds improvements to safety at public railway-highway grade crossings, including protective devices and grade separation. These are usually coordinated between Class I railroads, the Port of Portland, Metro, and the affected local agency.
Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP)	The PIDP is discretionary funding that can be used to improve port and related infrastructure to ensure that the nation's ports can meet the nation's freight transportation needs and can meet anticipated growth in freight volumes.
FTA Section 5303 Metropolitan and non-Metropolitan Statewide Planning Formula Funds	Similar to the FHWA's Metropolitan and non-Metropolitan planning grants, these funds are allocated to ODOT, which portions out the funds statewide. Metro uses these funds for transit and regional planning purposes.
FTA Section 5307 Urbanized Area Formula Grant	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. As the transit agencies in the Metro region, SMART and TriMet are the users of these funds.
FTA Section 5337 State of Good Repair Grants	The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies

Fund Name	Description
	maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.
FTA Section 5339 Grants for Buses and Bus Facilities Formula Program	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs
Other funding	Certain projects are funded through discretionary funds, such as the FTA 5309 New Starts/Small Starts grants, or STBG Flex funds allowed under Section 5310. These funds are forecast based on historical levels.

**State funding** allocation programs include the following:

Fund Name	Description
Fix-It	ODOT allocates funding to various asset management activities for its facilities through its Fix-It allocation program. The Fix-It program includes several sub-categories such as the Bridge program, Pavement Preservation, and Operations. Revenues for the Fix-It programs include both federal and state sources.
Enhance	Funding allocations to projects which expand or enhance the state owned and operated transportation system
Safety	Funding to projects that are focused on reducing fatal and serious injury crashes on Oregon's roads.
Public and Active Transportation	Funding to be allocated to bicycle, pedestrian, public transportation and transportation options projects and programs.
Other Functions	Funding to be allocated to workforce development, planning and data collection and administrative programs using federal resources
Statewide Transportation Improvement Fund	The statewide transportation improvement fund (and recently incorporated Special Transportation Fund) provide state funding to local area transit service provides to support operations and small capital projects.

**Regional funding** allocation programs include:

Fund Name	Description
Regional Flexible Fund Allocation	The Regional Flexible Fund Allocation (RFFA) process is the allocation of federal urban-STBG (including TA set-aside) and CMAQ funding by Metro.
Carbon Reduction Program	Metro allocates the urban apportioned Carbon Reduction Program funding for the Metropolitan area.
Regional Trails Bond funding	Metro Parks allocates funding for regionally significant trails projects in the region in coordination with the RFFA funding process.

Local agencies, including transit agencies, that raise their own revenues and receive pass through revenues from state or federal agencies allocate those revenues to projects and activities through their capital improvement program and annual budget processes.

### **5.3.2 Forecast methods and assumptions**

The Federal Highway Administration (FHWA) requires that the RTP use “reasonably available” funds to forecast that regional transportation improvements are prudent and reasonably financed. Reasonably available funds are forecast to the best knowledge of staff and may not be indicative of actual funding levels in a future year. Values reflect current trends and are used to forecast “likely” project timelines for the region, not, for example, commitment that a project will be built in 20 years’ time. Reasonably available fund estimates are therefore not like budget estimates and are likely to reflect a higher value than local budget documents.

Federal regulations direct the revenue forecast to be developed cooperatively by the MPO with agencies involved in the regional planning process. This cooperative process began at the state level, led by the Oregon Department of Transportation (ODOT). ODOT led development of the statewide long-range revenue forecast with the participation of the Oregon MPOs. This process documented agreed upon forecast methodologies and the federal and state transportation revenues to be expected for the state to inform the long-range planning efforts led by the MPOs. The forecast was the starting point for defining federal and state revenues expected within the region over the planning period of 2023 through 2045.

All cities, counties, local parks districts, and Port agencies that generate and expend transportation revenues were asked to update their 2018 RTP local revenue worksheets. Growth rates were generally left to the local agency to determine; cities usually opted to extrapolate from historic rates of growth. Cities were allowed to change the growth rate if future conditions were expected to change, input negative growth rates, or to terminate a revenue source if for some reason it was to sunset.

Every effort has been made to separate fund sources out by type. However, some jurisdictions have more complex fund sources and agreements, and complete breakdowns by source were not compiled in time for this document. These tables were used to compile countywide summaries from each jurisdiction.

Transit agencies provided similar workbooks as the local and county agencies. However, transit agencies receive their federal dollars primarily from the FTA instead of the FHWA.



### 5.3.3 Total forecasted revenues

The forecasted transportation revenues are determined from the collaborative efforts of cities, counties, transit providers, states, and the federal government. A constrained revenue forecast for capital projects that meets federal requirements for demonstrating reasonable availability of expected future funding is summarized in Table 5.2. Table 5.3 summarizes the revenue forecast for preservation and maintenance activities.

**Table 5.2 RTP Constrained Revenue Forecast Summary for 2023 to 2045 for Capital Projects (YOE\$)**

<b>RTP Constrained Revenue Forecast Summary for 2023 to 2045 (YOE\$) – Capital Projects</b>		
	<b>Fund category</b>	<b>Millions of YOE \$</b>
Clackamas County and Cities	Local revenues and State pass through	\$1,190.70
	Federal, state and regional discretionary funding	\$340.65
	Total	\$1,531.35
Multnomah County and Cities, including city of Portland	Local revenues and state pass through	\$2,112.02
	Federal, state and regional discretionary funding	\$1,672.29
	Total	\$3,784.31
Washington County and Cities	Local revenues and State pass through	\$4,749.74
	Federal, state and regional discretionary funding	\$660.25
	Total	\$5,409.99
ODOT	Federal	\$4,302.50
	State	\$1,777.30
	Tolls	\$1,200.00
	Total	\$7,279.80
I-5 Interstate Bridge Replacement Program <sup>20</sup>	Federal	\$2,400.00
	State	\$2,000.00
	Tolls	\$1,600.00
	Total	\$6,000.00

<sup>20</sup> The I-5 IBR Replacement Program project is in an early stage of design. These estimates may be adjusted higher or lower depending on the outcome of NEPA and updated design.

<b>RTP Constrained Revenue Forecast Summary for 2023 to 2045 (YOE\$) – Capital Projects</b>		
	<b>Fund category</b>	<b>Millions of YOE \$</b>
Confederated Tribes of the Grand Ronde (CTGR)	Federal and tribal	\$6.76
SMART	Federal, state discretionary funding	\$51.45
TriMet	Federal, state	\$4,500.84
Port of Portland	Federal, State and local	\$127.86
Metro	Federal	\$386.42
<b>Total revenue sources available for capital</b>		<b>\$29,078.78</b>
<i>Federal, state, and local dedicated funding available pre-2024 not accounted for above (as reported by transportation agencies and CTGR)</i>		<i>\$774.33</i>

*These are preliminary estimates that will be finalized as part of the RTP adoption.*

Forecasted revenues shown in Table 5.2 include \$1,966,557,000 of dedicated funding, of which \$774,330,000 is available before 2024. Dedicated funding is local, regional, state, or federal revenues that are dedicated to the project as result of local, regional, state, and/or federal legislative action. Projects or project phases that have dedicated funding must be included in the financially constrained system, and the dedicated funds are not available for other projects.

**Table 5.3 RTP Constrained Revenue Forecast Summary for 2023 to 2045 for Preservation and Maintenance (YOE\$)**

<b>RTP Constrained Revenue Forecast Summary for 2023 to 2045 (YOE\$) for Preservation and Maintenance</b>		
	<b>Fund category</b>	<b>Millions of YOE \$</b>
Clackamas County and Cities	Local revenues and State pass through	\$1,952.49
Multnomah County and Cities, including city of Portland	Local revenues and state pass through	\$8,516.89
Washington County and Cities	Local revenues and State pass through	\$2,658.89
ODOT	Federal <sup>21</sup>	\$764.10
	Tolls	\$807.10
	<b>Total</b>	<b>\$1,571.20</b>
SMART	State	\$48.58

<sup>21</sup> For simplicity, assumed federal funds used for these activities. Actual spending is likely to be a blend of federal and state revenue sources.

<b>RTP Constrained Revenue Forecast Summary for 2023 to 2045 (YOE\$) for Preservation and Maintenance</b>		
	<b>Fund category</b>	<b>Millions of YOE \$</b>
	Local	\$205.34
	Total	\$253.92
TriMet	Federal	\$3,369.28
	State	\$1,476.79
	Local	\$20,971.68
	Total	\$25,817.75
<b>Total revenue sources for preservation and maintenance</b>		<b>\$40,771.14</b>

*These are preliminary estimates that will be finalized as part of the RTP adoption.*

More detailed information about the forecasting assumptions, sources of funding accounted for and process used to develop the financially constrained revenue forecast can be found in **Appendix H**.

## 5.4 TRANSPORTATION SYSTEM COSTS

Our transportation needs are wide-ranging and extensive; here are the various investment categories needed to maintain and improve our system.

This section summarizes the costs of the RTP Constrained list of projects and programs; this is the list of priority investments that the region can reasonably assume it will complete based on funding assumptions described in this chapter. The revenue forecast in the previous section provides an estimate of how much funding can be reasonably expected to be available during the life of this plan (2023-2045).

### 5.4.1 Types of transportation costs and investment categories

People living, working, and travelling in the greater Portland region get around in a diverse range of ways; in-kind, the region's transportation system is varied to meet these different needs. While roadways are a predominant type of infrastructure throughout the region, the RTP recognizes the importance of multimodal infrastructure and includes investments in all parts of the system accordingly.

**Road and bridge investments** include adequately maintaining the integrity and usability of the region's many roadways and bridges, while improving their safety and resilience to earthquakes and other natural hazards. Roadway and bridge improvements that include Complete Streets designs and other streetscape retrofits can benefit all modes of travel.

**Throughways** include the region's interstate freeways and major state highways. Throughway projects in the RTP add or reconfigure travel lanes, and improve nearby surface streets, access ramps, active transportation connections and transit facilities.

The **I-5 Interstate Bridge Replacement** project (IBR) is the only megaproject in the region. The project will replace the existing 105-year old bridge connecting Oregon and Washington State with a multimodal, seismically resilient river crossing that includes high capacity transit, auxiliary lanes, protected bikeways and tolling.

#### *Defining terms*

##### **Megaproject**

*Multimodal projects that have a total cost of over \$2 billion.*

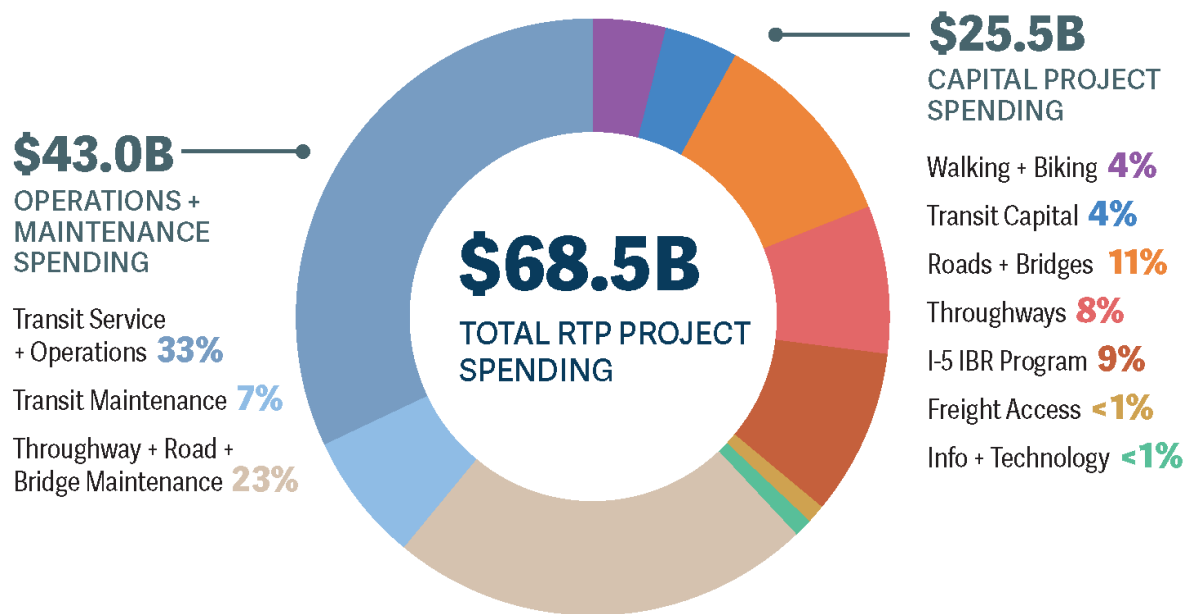
**Transit capital and operations investments** include maintaining and operating existing levels of service, as well as the planning, design, and construction of new transit infrastructure and services. This includes increased bus service coverage, speed and frequency, new MAX, streetcar, high capacity transit extensions and Better Bus investments that improve speed and reliability. Other examples include providing bus shelters and benches, passenger boarding areas, and lighting at bus stops and transit stations.

**Walking and bicycling** investments fill important gaps in sidewalks, bikeways, and trails, improve crossings of major streets, install lighting and curb ramps and other design features to make walking, rolling, and bicycling safe for all ages and abilities. The greater Portland region is known for its proximity to nature, and these investments will preserve and improve access to trails and parks and provide important connections to 2040 centers, transit and other daily destinations.

**Freight access** projects improve access and mobility for national and international rail, air, and marine freight to reach destinations within the region's industrial areas, as well as to the regional throughway system. This includes road and railroad crossing upgrades, port and marine and air terminal improvements and rail yard and rail track upgrades.

**Information and technology** investments improve the efficiency of the existing system and the way travel demand and transportation systems are managed. This includes providing programs and incentives to encourage walking, biking, use of transit, telecommuting and shared trips and using technology, such as transit priority at intersections and traffic signal coordination, to smooth traffic flow. Other examples include mobility wallets and Safe Routes to School programming.

**Figure 5.9: 2023 RTP Total Estimated Investments by Category (YOE\$)**



*Source: Metro Draft 2023 RTP Constrained Project List (7/10/23)*

*These are preliminary estimates that will be finalized as part of the RTP adoption.*

### 5.4.2 Adequately maintaining the transportation system

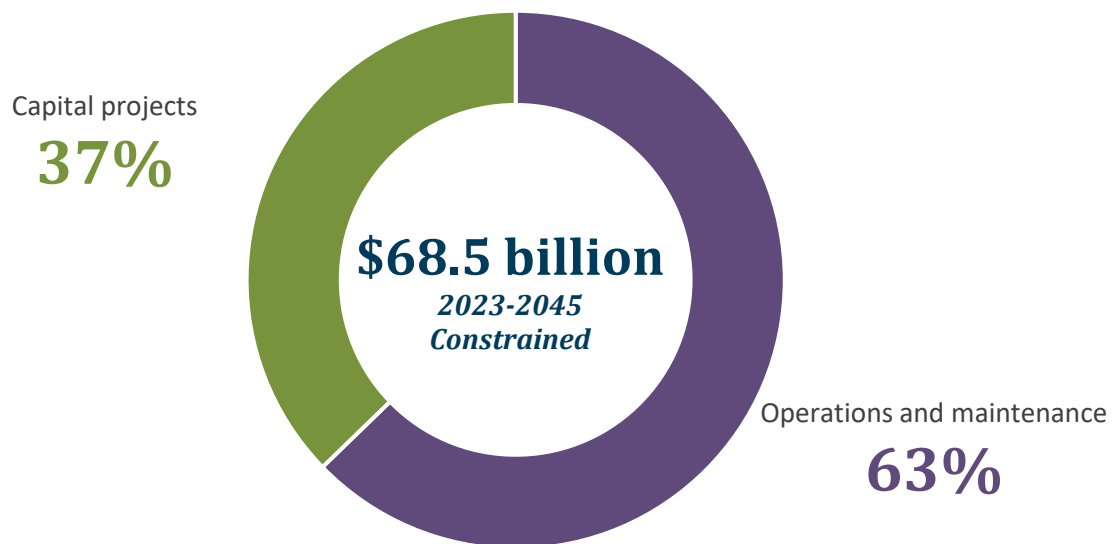
The RTP is a crucial tool to help maintain the existing transportation system; it recognizes the importance of prioritizing maintaining the system we have before building new infrastructure. Adequately operating and maintaining the transportation system means that today's transportation system remains in a state of good repair.<sup>22</sup> Operations and Maintenance (O&M) of the transportation system is the largest investment cost type; the ongoing operations, upkeep, and maintenance of public transit, roadways, bridges, and throughways will total \$11 billion, or 57 percent of total transportation spending between 2023 and 2030. The share of spending on maintenance and operations is expected to increase to be 63 percent of total spending between 2031 and 2045 as the transportation system ages and grows. Figure 5.10 shows the estimated investments towards O&M as a proportion of total estimated spending in the 2023 RTP.

#### *Defining terms*

##### **State of Good Repair**

*A capital asset in a condition sufficient to operate at a full level of performance.*

**Figure 5.10 2023 RTP Total Estimated Capital and O&M Investments (YOE\$)**



*Source: Metro Draft 2023 RTP Constrained Project List (7/10/23)*

*These are preliminary estimates that will be finalized as part of the RTP adoption.*

<sup>22</sup> [As defined in 49 CFR §625.5 "State of Good Repair \(SGR\)".](#)

The greater Portland region has many O&M priorities across different modes and types of infrastructure. They include:

- Preserving and updating aging roads, bridges, and throughways, including on-street active transportation facilities, to a state of good repair, including pavement resurfacing, street cleaning, preventative maintenance, replacement of culverts, and joint repair and seismic retrofits for bridges.
- Preventative maintenance of transit fleets and facilities, as well as replacement of aging vehicles and infrastructure to maintain a state of good repair.
- Ongoing operation of existing and new transit services such as bus, rail, shuttles, and transit vehicle purchases for new service and the supporting facilities and technologies to operate them (automatic vehicle locators, fare payment systems, dispatch).
- Providing for the security of transportation infrastructure (crowd control, security, surveillance).
- Enhancing corridors and routes for emergency services.

The next section presents the full breakdown of RTP constrained costs by each investment category and investment time period. The investment scenarios developed for this RTP are as follows:

**Near Term: 2023 – 2030**

- The *near-term constrained scenario* includes projects that the region can reasonably expect to build between 2023 and 2030 with the funds that are likely to be available during this time. The highest priority projects in the region typically end up in this scenario.

**Long Term: 2031 – 2045**

- The *long-term constrained scenario* includes projects that the region can reasonably expect to build with the funds that are likely to be available during this time. This scenario covers twice as many years as the near-term constrained scenario, and its budget is also roughly double the size.

**Total: 2023 – 2045**

- The *total constrained scenario* includes both the near- and long-term constrained scenarios, and therefore all investments that the region can reasonably expect to fund between 2023 and 2045. Table 5.4 provides a quick reference for comparing the relative cost of the short-term Constrained list and long-term Constrained list. The



total costs shown are based on the funding assumptions described in Sections 5.3 and 5.4 of this chapter.

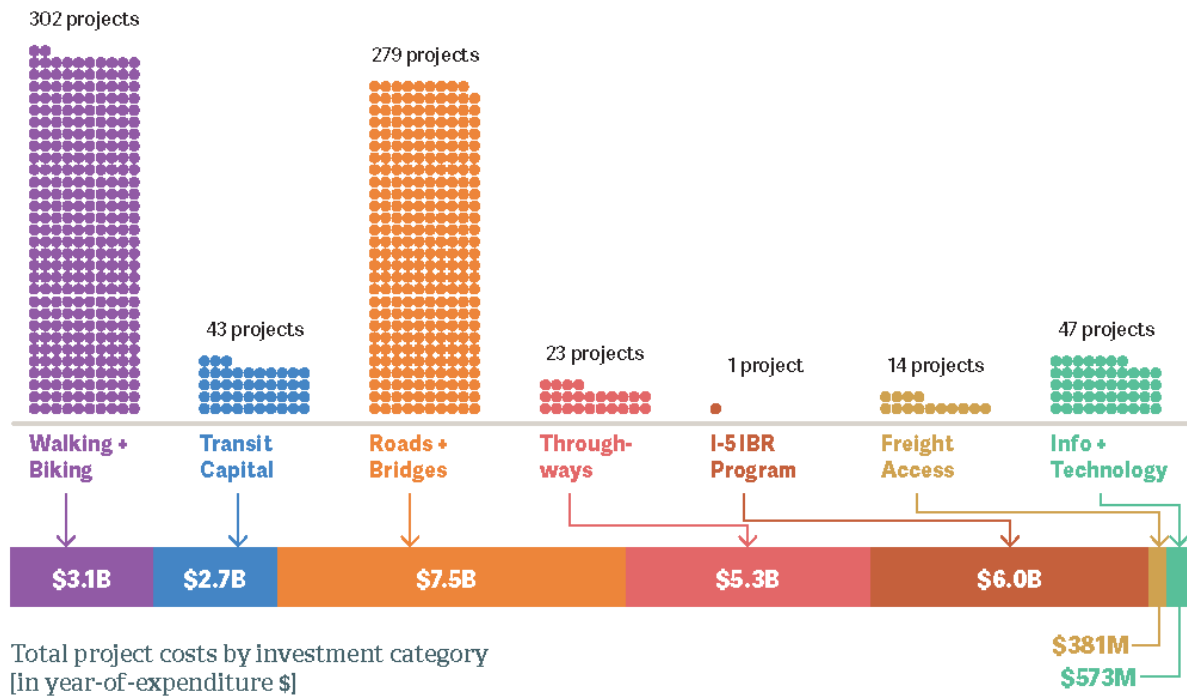
**Table 5.4 Estimated costs for Constrained RTP Investment Strategy, 2023-2045**

	Constrained RTP Project List Costs		
	Near Term 2023-2030	Long Term 2031-2045	Total 2023-2045
<b>RTP Capital Projects and Programs (YOE\$)</b>			
Transit Capital Investments	1.02 billion	1.64 billion	2.66 billion
Throughways (incl. tolling)	3.15 billion	2.13 billion	5.27 billion
Roads and Bridges	3.10 billion	4.36 billion	7.47 billion
I-5 Interstate Bridge Replacement (IBR)	-	6.00 billion	6.00 billion
Freight Access	0.07 billion	0.31 billion	0.38 billion
Active Transportation (walking + biking)	0.95 billion	2.12 billion	3.07 billion
Information and Technology	0.16 billion	0.41 billion	0.57 billion
Other Regional Activities	0.02 billion	0.05 billion	0.07 billion
<b>Total estimated RTP Capital Costs (YOE\$)</b>	<b>8.48 billion</b>	<b>17.01 billion</b>	<b>25.49 billion</b>
<b>RTP Operations and Maintenance (O&amp;M) (YOE\$)</b>			
Transit Service and Operations	5.84 billion	16.74 billion	22.58 billion
Transit Maintenance	1.26 billion	3.70 billion	4.96 billion
Throughways, Roads, Bridges O&M	3.95 billion	11.47 billion	15.42 billion
<b>Total estimated RTP O&amp;M Costs (YOE\$)</b>	<b>11.04 billion</b>	<b>31.91 billion</b>	<b>42.96 billion</b>
<b>Total estimated RTP Costs (YOE\$)</b>	<b>19.5 billion</b>	<b>48.9 billion</b>	<b>68.5 billion</b>

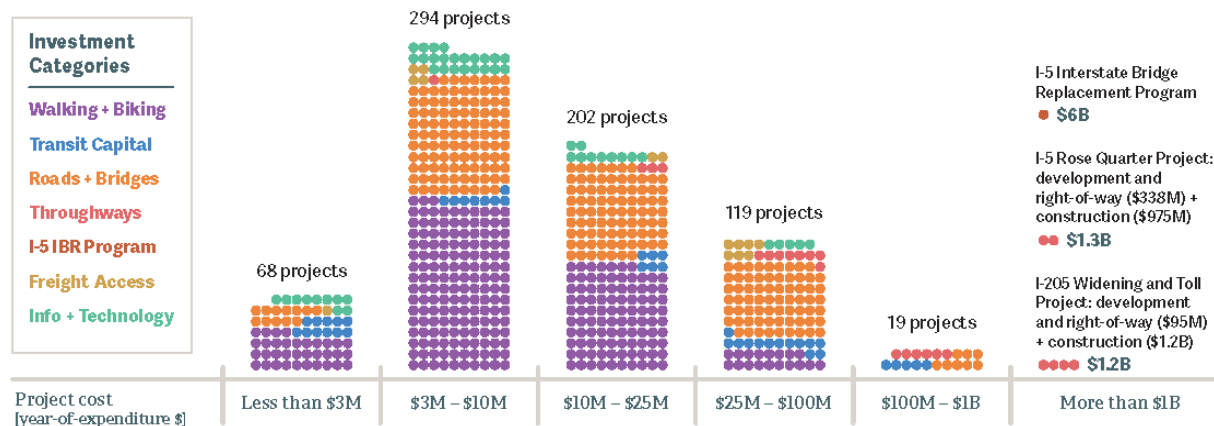
*Source: Draft 2023 RTP Constrained Project List (7/10/23)*

*These are preliminary estimates that will be finalized as part of the RTP adoption*

Figure 5.12 show RTP capital investments broken down by investment category. Roads, bridges, and walking and biking connections comprise the majority of projects in the Constrained RTP project list, though the cost of projects vary greatly.

**Figure 5.11 Cost and number of Constrained RTP capital projects by investment area (YOE\$)**

Source: Draft 2023 RTP Constrained Project List (7/10/23)

**Figure 5.12 Number and type of Constrained RTP capital projects by Project Cost (YOE\$)**

Source: Draft 2023 RTP Constrained Project List (7/10/23)

## 5.5 DEMONSTRATION OF FINANCIAL CONSTRAINT

Planned transportation spending is demonstrably balanced against reasonably anticipated funding for the region.

The project costs presented in Figure 5.4, as well as ongoing expenditures, create the cost targets for transportation investments in the region. As illustrated in Figure 5.3, transportation revenues are a mix of federal, state, regional, and local revenues. The sum of these funds creates the revenue target, which is the anticipated sum of Operations and Maintenance funds as well as funding for capital projects. Metro worked with ODOT and other partners to finalize the picture of state and federal funding that flows into the region. This work supported the creation of the capital projects lists whose costs will be constrained to the revenues forecast as available and documented in this report.

The RTP is federally required to demonstrate that the projects and programs included in the plan to address transportation system needs do not cost more than reasonably expected revenues to fund them. The RTP includes a federally constrained financial plan that demonstrates the projects and programs in the plan can be implemented using committed, available, or reasonably available revenue sources, while the existing transportation system is being adequately operated and maintained.<sup>23</sup> The following tables demonstrate fiscal constraint of the RTP project and program costs compared to the forecasted revenues available to pay for them.

To demonstrate financial constraint, Table 5.5 compares the reasonably expected revenues to the estimated costs of the capital projects included in the plan (see financially constrained list of projects contained in **Appendix A**) and the costs of operating and maintaining the transportation system in the region.

**Table 5.5 Demonstration of Financial Constraint, 2023-2045 (YOE\$)**

Category	Constrained Revenues	Constrained Costs
Capital projects	\$29,078,780,000	\$25,496,976,000
Operations and Maintenance	\$40,771,140,000	\$42,951,883,000
<b>Grand Total</b>	<b>\$69,849,920,000</b>	<b>\$68,488,859,000</b>

*These are preliminary estimates that will be finalized as part of the RTP adoption. The estimates are in year-of-expenditure dollars and rounded to the nearest \$1,000.*

<sup>23</sup> [As defined in 23 CFR §450.104 "Financially constrained or Fiscal constraint".](#)

The revenue forecast demonstrates that \$29.08 billion of funding, in year-of-expenditure dollars, will be available for capital projects in the region during the time period of the plan. This compares to \$25.5 billion in costs for projects, in year-of-expenditure dollars.

Additionally, \$40.77 billion of revenue is expected to be available for operations and maintenance of the transportation system during the time period of the plan. This compares to an estimate of \$42.95 billion to operate and maintain the region's transportation system during that time period.

**Table 5.6 and Table 5.7** break down these total revenues and costs to road-related and transit-related revenues and costs.

**Table 5.6 Road-related Revenue Forecast Compared to Total Costs, 2023 - 2045 (YOE\$)**

Category	Constrained Revenues	Constrained Costs
Capital projects	\$24,526,490,000	\$22,838,836,000
Operations and Maintenance	\$14,699,470,000	\$15,415,500,000
<b>Grand Total</b>	<b>\$39,225,960,000</b>	<b>\$38,254,336,000</b>

*These are preliminary estimates that will be finalized as part of the RTP adoption. The estimates are in year-of-expenditure dollars and rounded to the nearest \$1,000.*

**Table 5.7 Transit-related Revenue Forecast Compared to Total Costs, 2023 - 2045 (YOE\$)**

Category	Constrained Revenues	Constrained Costs
Capital projects	\$4,552,290,000	\$2,658,140,000
Operations and Maintenance	\$26,071,670,000	\$27,536,383,000
<b>Grand Total</b>	<b>\$30,623,960,000</b>	<b>\$30,194,523,000</b>

*These are preliminary estimates that will be finalized as part of the RTP adoption. The estimates are in year-of-expenditure dollars and rounded to the nearest \$1,000.*

The total revenues available for both transit capital and transit operations and maintenance exceed expected costs for the planning period. More detailed information about the forecasting assumptions, sources of funding accounted for and process used to develop the financially constrained revenue forecast can be found in **Appendix H**.

Proposed investments in the regional transportation system are summarized in more detail in Chapter 6.

## 5.6 MOVING FORWARD TOGETHER TO FUND THE TRANSPORTATION SYSTEM

More needs to be done to secure an equitable and accessible transportation system for all.

The 2023 RTP will help make the case for more investment and funding to build, operate and maintain the regional transportation system we need now and in the future. As the previous section demonstrates, resources for the greater Portland region remain limited in completing the system needed to support the area's growing economy, labor force and communities.



The above illustration lays out the region's desired outcomes from investment in the transportation system across the five RTP goal areas: equity, climate + resilience, safety, mobility, and economy.

Although there are some exceptions, many of the projects identified in the RTP are unfunded. Diminished resources mean reduced ability to improve, enhance and expand infrastructure for a safe, reliable, healthy, and equitable system. More funding will be needed to address the region's transportation challenges and build a 21st century transportation system as envisioned in community and regional plans. This is important in that the greater Portland region cannot continue to fund transportation in the ways that it has collected and allocated revenues in years past.

As shown in the 2022 Equitable Transportation Funding Research Report funded by Metro transportation funding practices today disproportionately burdens and harms Black, Indigenous, and people of color (BIPOC) communities, low-income households, and people with disabilities. Transportation funding can lead to different outcomes for different communities; therefore, it is critical for regional partners to examine the varying impacts and implications of existing and future funding strategies prior to implementation.

The systems currently in place to raise revenues for transportation have been built over many decades. The Equitable Funding Research report identified opportunities to restructure revenue collection for existing, emerging, and new sources to be more equitable. It also highlighted the need for new sources of revenues to fund the greater Portland region's growing needs and priorities, and to ensure spending decisions around these revenues are equitable.

Transportation funding for streets and highways has long been primarily a state and federal obligation, financed largely through gas taxes and other user fees such as a vehicle registration fee. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded because the gas tax is not indexed to inflation. These monies are largely dedicated to streets and highways – primarily maintenance and preservation – and, to a limited extent, building more roads. We need to complete gaps in our region's transit, walking and biking networks to help expand affordable travel options, yet active transportation currently lacks a dedicated funding source. The transit system has relied heavily on payroll taxes for operations and competitive federal funding for high capacity transit. But the region's demand for frequent and reliable transit service exceeds the capacity of local payroll tax to support it.

As we make the best use of our existing resources and work collectively to acquire new resources, our region needs to work together to ensure that new resources and investments build upon our previous ones in an equitable manner. Accordingly, we'll need to strive to align resources and leverage investments when possible to achieve the vision set out in this Regional Transportation Plan.

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## 2023 Regional Transportation Plan



### Chapter 6

## **Regional Programs and Projects to Achieve Our Vision**

## 2023 Regional Transportation Plan

July 10, 2023 Public Review Draft



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## 6.1 INTRODUCTION

The programs and projects described in this chapter support the RTP vision and goals for transportation in the region and will help achieve the six desired outcomes endorsed by the Metro Policy Advisory Committee (MPAC) and approved by the Metro Council in 2008:

- Vibrant communities
- Economic prosperity
- Safe and reliable transportation
- Leadership on climate change
- Clean air and water
- Equity

Projects and programs come from adopted local, regional or state planning efforts that provided opportunities for public input. The vision and goals identified in Chapter 2 served as the foundation for updating and evaluating the plan's project priorities.



**RTP Vision**

*Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and support equitable, resilient, healthy and economically vibrant communities and region.*

### 6.1.1 Addressing our most urgent needs through our investments

We know the transportation funding landscape is changing, and building a safe, reliable and sustainable transportation system requires directed and thoughtful, long-term investment. Within our current funding scenario we don't have the resources to invest at the levels needed to address all of the challenges the region faces. Prioritizing where and how to invest limited transportation funding is a key part of developing and implementing this plan.

Prioritization starts with understanding the challenges we need to address. Regional trends and challenges were identified through the Regional Transportation Plan (RTP) update engagement process. The RTP investment strategy was developed to address these challenges and achieve the investment priorities discussed in the next section. See Chapter 4 for more information on each of the challenges listed below.

- Aging infrastructure
- Climate change and air quality



- Congestion and reliability
- Fatal and life-changing crashes
- Earthquake vulnerability, security and emergency management
- Gaps in transit, biking and walking connections
- Social inequity and disparities
- Housing and transportation affordability and displacement
- Technological change

### 6.1.2 Chapter organization

This chapter describes how the region plans to invest in the transportation system across all modes, with expected funding, to provide a safe, reliable, healthy and affordable transportation system with travel options.

**6.1 Introduction:** This section introduces the chapter, including challenges the region is facing that the project lists address.

**6.2 What Are the Region’s Investment Priorities?** This section describes the investment priorities identified through the update of the RTP. The projects were submitted by jurisdictional partners, transportation agencies and a federally-recognized tribe to address the identified transportation needs and communities priorities, with a focus on adequately maintaining the existing transportation system, implementing the 2040 Growth Concept and advancing the RTP goals, particularly near-term regional priorities for improving safety, advancing equity, and reducing climate pollution.

**6.3 Constrained RTP Projects and Programs:** This section describes the 2023-2045 Constrained RTP project list, which are the projects and programs that fit within the constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends. These projects are referred to as the Constrained RTP list throughout this chapter, and are categorized as near-term priorities (2023-2030) and long-term priorities (2031-2045).

**6.4 Strategic RTP Projects and Programs:** This section describes the Strategic list of projects and programs, which are additional priority projects the region would pursue to address the region’s transportation needs, but for which funding has not been identified. For analysis purposes, these projects are assumed to be completed in the 2031-2045 time period.

## 6.2 WHAT ARE THE REGION'S INVESTMENT PRIORITIES?

The Regional Transportation Plan (RTP) implements the 2040 Growth Concept through an approach that views the transportation system as an integrated and interconnected system that supports planned land uses, shifting the emphasis from simply moving vehicles to moving people, goods and services, providing access to jobs and other destinations, and helping to create and connect places and people.

During the update of the RTP, regional investment priorities were identified to address the challenges listed in the previous section. These regional transportation investment priorities are described below and guided the development and refinement of the 2023 RTP investment strategy. In particular, the projects and programs in the RTP investment strategy focused on advancing near-term regional priorities for improving safety, advancing equity, and reducing climate pollution.

Technological change, housing and transportation affordability and displacement, changing demographics and an aging population, and social inequities and disparities are major societal trends and shifts which impact and are impacted by investments in the regional transportation system.

Policies, projects and programs in the RTP seek to address these regional trends and challenges in ways that help achieve the region's six desired outcomes, RTP goals and make progress on near-term regional priorities for improving safety, advancing equity, and reducing climate pollution.

### 6.2.1 Maintaining the system we have

The RTP is an important tool to help maintain a state of good repair for the existing transportation system. The RTP recognizes the importance of system maintenance before building new roadways. Maintenance of the transportation system is the largest transportation cost and continues to grow. Maintaining and updating aging infrastructure, retrofitting to address earthquake vulnerability, and providing for security and routes for efficient emergency services are growing concerns across the region.

### 6.2.2 Implementing the 2040 Growth Concept

Implementing the 2040 Growth Concept is one of the main roles of the RTP. The RTP recognizes the importance of prioritizing transportation investments in the 2040 growth areas to support the region's economic vitality and commercial activity. These are the areas where the greatest growth is planned for and where the most trips will likely be occurring:

- Portland central city, regional centers and town centers
- Station communities
- Main streets and corridors
- Industrial and employment areas
- Urban growth boundary expansion areas

Transportation investments also play an important role in placemaking, which helps achieve the 2040 Growth Concept vision for a strong economy, a healthy environment and communities that serve the needs of all. Refer to Chapter 3 for more information on the 2040 Growth Concept.

### 6.2.3 Enhancing Mobility Options

The 2023 Regional Transportation Plan is a key tool for enhancing the mobility options for all users across the region. Strategic investments ensure that People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.



### 6.2.4 Building a Safe System

The 2023 RTP aims to support the Regional Transportation Safety Strategy and achieve the region's Vision Zero target to eliminate traffic deaths and life changing injuries by 2035. The RTP prioritizes transportation investments that will move the region as quickly as possible towards Vision Zero, especially in communities of color and other marginalized communities that experience disparate impacts from traffic crashes.

### 6.2.5 Ensuring an Equitable Transportation System

Data continues to show that our current transportation unequally distributes disparities on Black, Indigenous and people of color and people with low incomes. The RTP prioritizes transportation investments that will move the region as quickly as possible towards Vision Zero, and enhance the amount of reliable, safe, and affordable transportation options for the communities who need it most.

### **6.2.6 Supporting a Thriving Economy**

In addition to ensuring residents of this region have safe, reliable, and affordable transportation options, the Regional Transportation Plan also works to ensure that the region's centers, ports, industrial areas, and employment areas are accessible through a variety of modes so that communities and businesses can thrive and prosper economically.

### **6.2.7 Implementing Climate Action and System Resilience**

The 2023 Regional Transportation Plan is a key tool for implementing the region's adopted Climate Smart Strategy. The Regional Transportation plan aims to ensure that people, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go. The RTP prioritizes transportation investments that help reduce greenhouse gas emissions from cars and small trucks while making our transportation system safe, reliable, healthy and affordable.

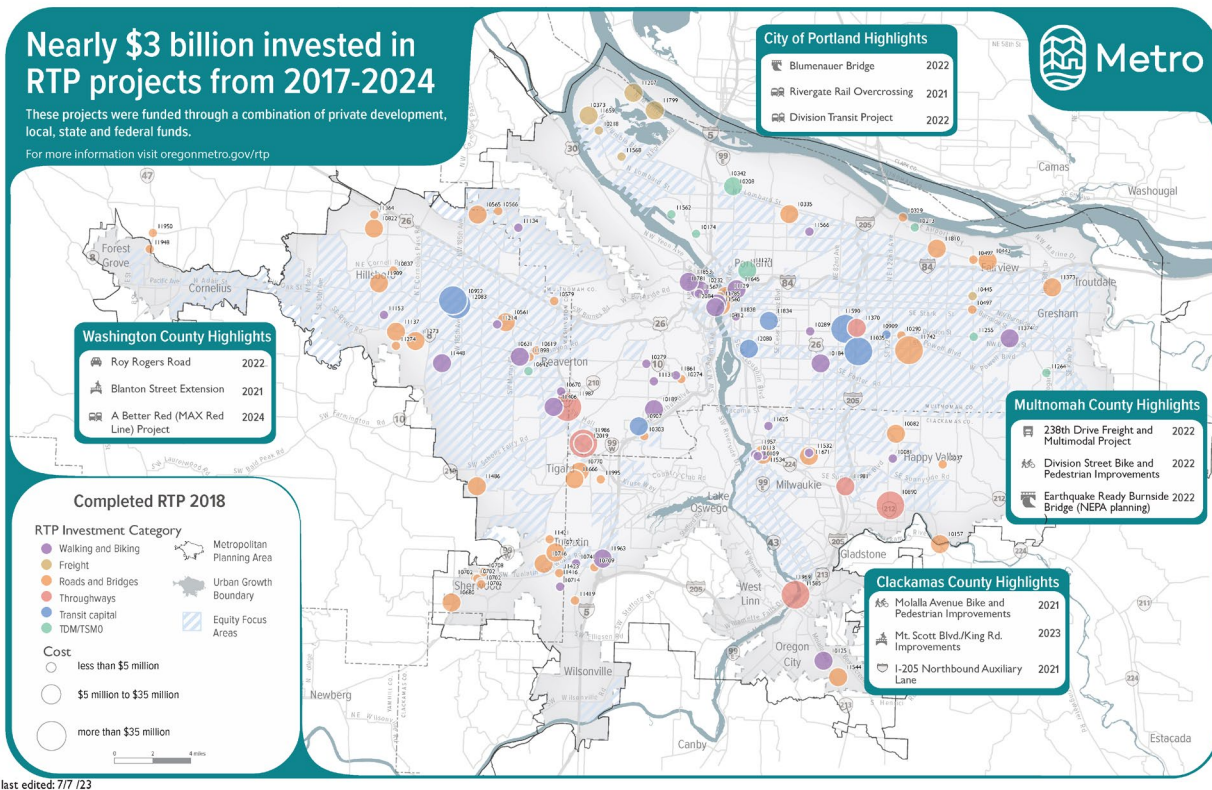
**Figure 6.1 2023 RTP Investment Strategy**

## 6.3 RTP PROJECTS AND PROGRAMS

The policy sections in Chapter 2 and Chapter 3 of the RTP set the vision, goals, objectives, performance targets and policies for the greater Portland region's system of thoroughways, arterials, bridges, bikeways, sidewalks, and transit and freight routes.

The project lists, described in this chapter and provided in **Appendices A and B**, are priority projects from local, regional or state planning efforts that provided opportunities for public input. Projects in the 2023-2030 and 2031-2045 Constrained RTP investment strategies are eligible for federal or state transportation funding and must be part of the planned regional transportation system.

**Figure 6.2 RTP Projects Investments, 2017-2024**



Since the last update of the RTP in 2018, of the 1,123 projects listed in the RTP, 170 have been built or will be completed by 2024 – a total of nearly \$3 billion invested in the regional transportation system.

### 6.3.1 Developing the project lists

The update to the plan brings together the input of thousands of people who live, work and travel across the greater Portland region. Members of the public from across the



region shared their transportation needs and priorities through a series of online surveys, forums, and events hosted by community-based organizations and Metro. Engagement activities centered historically underrepresented communities, including people of color, youth, and people with limited English proficiency. This input shaped the updated vision and goals identified in **Chapter 2** to serve as the foundation for updating and evaluating the plan's project priorities. The needs and priorities are described in **Chapter 4**.

Metro staff also worked in cooperation with staff from cities, counties and transportation agencies to develop a forecast of revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP. Described in **Chapter 5**, the draft forecast provides an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system. As a result, the revenue forecast serves as a budget for the updated financially constrained RTP project list. This means the total cost of the updated financially constrained RTP project list must not exceed the revenues forecasted to be available through 2045.

In January 2023, Metro issued a call for projects and coordinated with local, regional and state partners to begin updating the region's transportation investment priorities into three separate project lists, shown in Table 6.1.

**Table 6.1 2023 RTP Project Lists**

<b>Near-term Constrained</b>	The 2030 Constrained Project List identifies the highest priority projects and programs that the greater Portland region can reasonably expect to fund in the near-term – (2023-2030).
<b>Long-term Constrained</b>	The 2045 Constrained Project List includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect to fund in the long-term (2031-2045).
<b>Long-term Strategic</b>	The 2045 Strategic Project List includes additional priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources. These projects are not anticipated to be completed unless new, as of yet identified funding becomes available. For analysis purposes, these projects are assumed to be implemented in the 2031 to 2045 time period.



Considering the RTP policy framework and working within financially constrained budget and funding targets, Clackamas, Multnomah and Washington counties and the cities within each county recommended priority projects for their jurisdictions at county coordinating committees. The Oregon Department of Transportation (ODOT), the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees.

These projects were submitted to Metro by jurisdictional partners in February 2023 to build the draft project lists for technical evaluation and public review in Spring 2023. Metro also consulted with the Confederated Tribes of the Grand Ronde. The consultation process resulted in the Tribe nominating a complete streets project to the draft constrained project list.

Following the first round of technical analysis, Metro engaged the public, regional policymakers and agencies responsible for developing the project lists in review and discussion of the project list assessment and system-level evaluation findings described **in Chapter 7**, and public feedback on the draft project list.

Common themes heard during the Spring 2023 engagement<sup>1</sup> and throughout the process included:

- Safety is the top priority.
- Climate and equitable transportation are also important outcomes to focus on in the near-term.
- Investments in biking and walking, transit and roads and bridges are top priorities.
- Maintenance is a top community priority.

Considering analysis findings described in Chapter 7 and subsequent public and stakeholder input, Metro staff identified opportunities for agencies to refine their respective draft list of projects to better meet safety, equity and climate goals in the near-term. **Table 6.2** summarizes opportunities identified by Metro staff to inform refinement of the Constrained RTP project lists to accelerate projects that improve safety, reduce climate emissions – particularly in equity focus areas and on the regional high injury corridors.

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<sup>1</sup> Summary reports of all engagement activities are available on the project website at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement>.

**Table 6.2 Opportunities for jurisdictional partners to further advance RTP goals in the near-term**

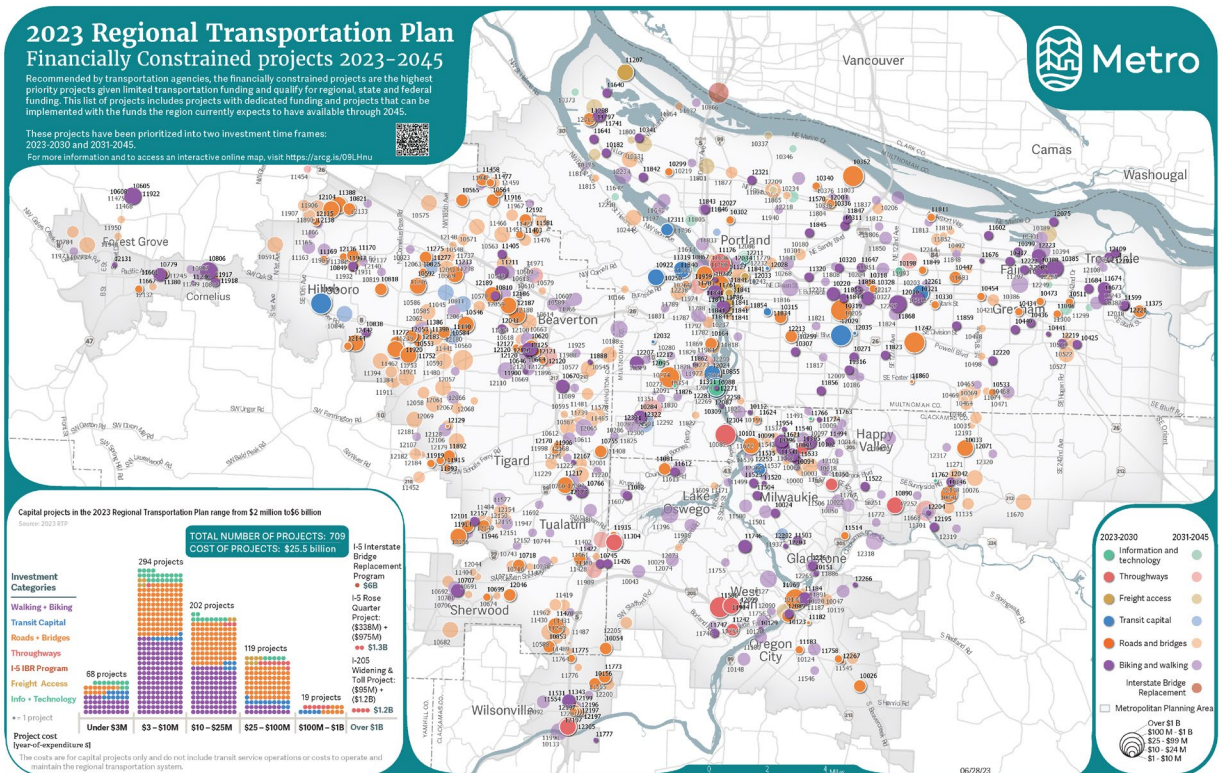
<b>1</b>	Update descriptions to specify project features that will advance RTP goals, particularly the safety, climate and equity goals.
<b>2</b>	Re-prioritize or shift project timing to accelerate projects to the near-term list that: <ul style="list-style-type: none"> <li>• invest in safety on and around transit</li> <li>• ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all travelers</li> <li>• complete regional network gaps, particularly biking, walking and transit networks</li> <li>• fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers</li> <li>• invest in Equity Focus Areas</li> </ul>
<b>3</b>	Accelerate transit service expansion. Increase transit service as much as possible, focusing new and enhanced transit service to connect transit to underserved communities to jobs and community places, in major travel corridors and in areas with more jobs and housing.
<b>4</b>	Specify locations of bundled safety and active transportation projects on urban arterials so they can be evaluated against regional goals. This includes projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers.

In Spring 2023, Metro staff presented these opportunities for consideration by cities, counties and transportation agencies. A small number of project list updates were submitted in May 2023 that are reflected in the plan. Additional refinements may be identified by partners as part of finalizing the plan for consideration by JPACT and the Metro Council in Fall 2023, as they consider public feedback in Spring 2023 and during the public comment period.

### 6.3.2 RTP Constrained projects and programs

This section describes the RTP Constrained list of projects and programs – the list of priority investments that the region can reasonably assume it will complete based on funding assumptions described in Chapter 5. **Figure 6.3** shows the general location of projects on the RTP Constrained list of projects region-wide. For an interactive map of the projects visit [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

Figure 6.3 Greater Portland region: Map of Constrained RTP Projects



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**Table 6.3** shows the breakdown of RTP projects in the constrained lists by investment category, and provides a quick reference for comparing the relative cost of the near-term and long-term Constrained investment strategies. The 2023-2045 Constrained costs shown in Table 6.3 include the 2023-2030 Constrained RTP project costs plus estimated costs for additional projects that could be implemented from 2031 to 2045 based on the funding assumptions described in Chapter 5.

**Table 6.3 Estimated costs for Constrained RTP Investment Strategy**

<b>RTP Capital Costs</b>	<b>Near-term Constrained 2023-2030</b>	<b>Long-term Constrained 2031-2045</b>	<b>Total Constrained 2023-2045</b>
I-5 Interstate Bridge Replacement (IBR) Program	--	\$6.0 billion	\$6.0 billion
Transit capital	\$1.0 billion	\$1.6 billion	\$2.7 billion
Throughways capital (includes tolling)	\$3.2 billion	\$2.1 billion	\$5.3 billion
Roads and bridges capital	\$3.1 billion	\$4.4 billion	\$7.5 billion
Freight access	\$74 million	\$307million	\$381 million
Walking and biking	\$955 million	\$2.1 billion	\$3.1 billion
Information and technology	\$165 million	\$408 million	\$573 million
<b>RTP Operations and Maintenance Costs*</b>	<b>Near-term 2023-2030</b>	<b>Long-term 2031-2045</b>	<b>Total 2023-2045</b>
Transit operations and maintenance	\$5.8 billion	\$16.7 billion	\$22.6 billion
Transit maintenance	\$1.3 billion	\$3.7 billion	\$5.0 billion
Roads and throughways operations and maintenance	\$4.0 billion	\$11.5 billion	\$15.4 billion
<b>Total estimated costs (in year-of-expenditure dollars)</b>	<b>\$19.53 billion</b>	<b>\$48.92 billion</b>	<b>\$68.45 billion</b>

*Source: Draft 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded.*

*\*Operations and maintenance costs are pending further review and subject to refinement.*

Projects and programs identified in the 2031-2045 Strategic list are not described in this section because funding has not been identified. Refer to **Section 6.4** for costs by project type associated with the strategic list. The 2045 Strategic list of projects can be viewed in **Appendix B**.

### **Why the Constrained project list matters**

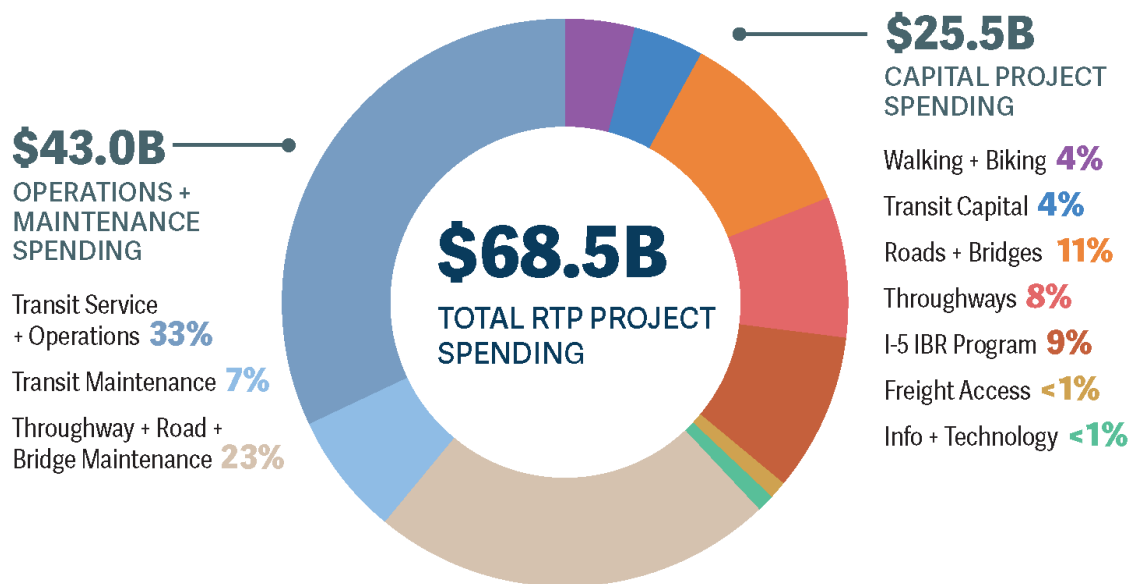
In order to be eligible for federal or state transportation funding, a project must be included on the “Constrained” list and must be part of the planned regional transportation system.

The region’s operations and maintenance commitments are significant and consume most federal, state, and local revenues identified for the greater Portland region through 2045

estimated \$43 billion. The RTP Constrained list of capital projects represents another \$25.5 billion in capital investment in the region's transportation system. A well-maintained, complete and efficient transportation system must meet multiple needs and offer options for people, goods and services to get around.

**Figure 6.4** shows the total estimated cost of the RTP Constrained list of capital projects and estimated operations and maintenance of the transportation system by investment category for the period 2023-2045.

**Figure 6.4 Total estimated investment by 2045 (YOE\$)**



*Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. Operations and maintenance costs are pending further review and subject to refinement.*

Notes for Figure 6.4

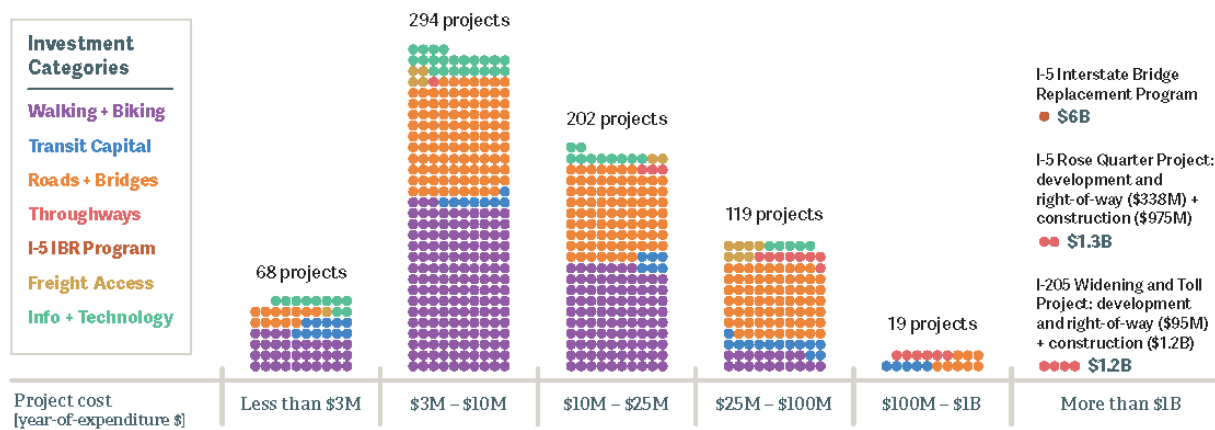
1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
2. Totals and percentages may not add up due to rounding.
3. Road and bridge projects include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
4. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
5. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA, add walking and biking facilities and implement variable rate tolling.

The figures that follow show the breakdown of capital projects by cost and number for each investment category, for the region, for the City of Portland and for each of the three counties. A map of the location of all RTP constrained capital projects is also provided for the region, the City of Portland and each county.

### Greater Portland region

**Figures 6.5** and Figure 6.6 show RTP investments broken down by investment category. Roads, bridges, and walking and biking connections comprise most projects in the Constrained RTP project list, though the cost of projects vary greatly.

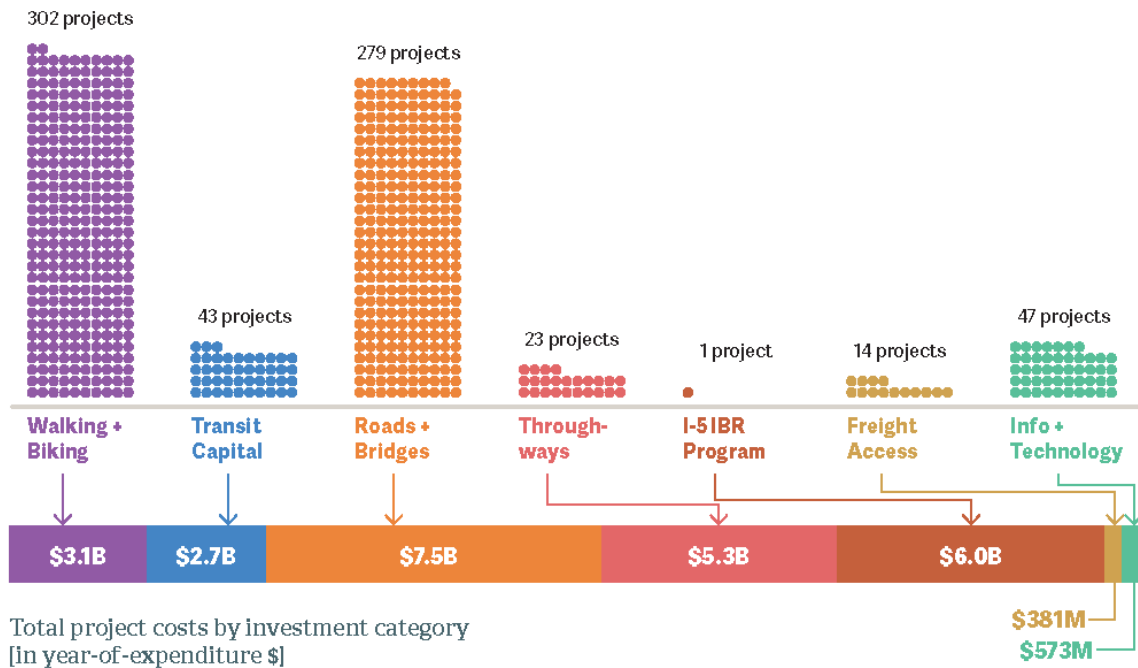
**Figure 6.5 Greater Portland region: Cost range of Constrained RTP projects by investment category**



*Costs are in year of expenditure dollars and have been rounded. Road and transit operations and maintenance costs are not included in the information presented here.*



**Figure 6.6 Greater Portland region: Cost and number of Constrained RTP projects by investment category**


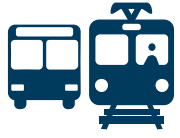



Source: 2023 RTP Financially Constrained Project List. Costs are in year of expenditure dollars and have been rounded to the nearest hundred million. Road and transit operations and maintenance costs are not included in the information presented here.

Road and bridge projects often include “complete street” reconstructions, arterial street connectivity and widening, and highway overcrossings provide mobility and access for all modes of travel. Some projects are also focused on improving access and mobility for national and international rail, air and marine freight to reach destinations within the region’s industrial areas and to the regional throughway system. These projects are categorized as freight access investments. Strategic throughway capacity was added to maintain statewide mobility and access to industrial areas and intermodal facilities. Transit capital projects include high-capacity transit extensions and implementing regional, corridor or spot-specific projects to improve speed and reliability of bus and streetcar service. Walking and biking projects fill important gaps in sidewalks, bikeways and trails to make biking and walking safe, convenient and accessible for all ages and abilities. Technology continues to play a critical role in transportation system improvements. More projects are focused entirely around implementing new technology or maximizing existing technology to improve system efficiency in the region’s major travel corridors.

**Table 6.4** identifies the major throughway and transit projects in the RTP.

**Table 6.4 Summary of major planned throughway and transit investments**

	2030 Constrained	2045 Constrained (2030 Constrained, plus)	2045 Strategic (2045 Constrained, plus)
<b>Throughway</b>  	<ul style="list-style-type: none"> <li>• I-5 IBR, pre-construction tolling (10866)</li> <li>• I-5/Rose Quarter Improvement Project (10867, 11176)</li> <li>• I-205/Abernethy Bridge (11969, under construction)</li> <li>• I-205 widening and I-205 Toll Project (11586, 11904, 12099)</li> <li>• I-5 and I-205: Regional Mobility Pricing Project (12304)</li> <li>• OR 212/224 Sunrise Project Ph. 2 (PE, RW) (10890)</li> <li>• OR 224 WB widening (11350)</li> <li>• I-5 Boone Bridge and Seismic Improvement Project (PE, RW) (12305)</li> </ul>	<ul style="list-style-type: none"> <li>• I-5/Interstate Bridge Replacement Program (10866)</li> <li>• OR 212/224 Sunrise Project Ph. 2 (CON) (11301)</li> <li>• I-5 Boone Bridge and Seismic Improvement Project (CON) (11990)</li> <li>• I-5 NB braided ramps (11989)</li> <li>• I-5 NB auxiliary lane extension Ph. 2 (11402)</li> <li>• I-5 SB truck climbing lane (11984)</li> <li>• OR 217 SB braided ramps (11988)</li> <li>• US 26/185th Avenue on-ramp widening (12148)</li> </ul>	<ul style="list-style-type: none"> <li>• Sunrise Project Ph. 3 (12020)</li> <li>• I-5 NB auxiliary lane extension Ph. 3 (11583)</li> <li>• I-5/OR 217 Interchange Ph. 2 (11302)</li> <li>• OR 217 capacity improvements (11582)</li> <li>• OR 217 NB auxiliary lane extension (11976)</li> <li>• US 26 widening (11393)</li> </ul>
<b>High Capacity Transit</b>  	<ul style="list-style-type: none"> <li>• MAX Red Line Improvements (10922, under construction)</li> <li>• Southwest Corridor (PD) (12322, 12301)</li> <li>• 82nd Avenue Transit Project (12029)</li> <li>• Tualatin Valley Highway Transit Project (11589)</li> <li>• Montgomery Park Streetcar (11319)</li> </ul>	<ul style="list-style-type: none"> <li>• I-5/Interstate Bridge Replacement Program (10866)</li> <li>• Southwest Corridor (PD, PE, RW) (12292, 12300)</li> <li>• Steel Bridge Transit Bottleneck (PD) (12050)</li> </ul>	<ul style="list-style-type: none"> <li>• Southwest Corridor (CON) (11587)</li> <li>• Steel Bridge Transit Bottleneck (CON) (10921)</li> <li>• Beaverton-Hillsdale Highway Corridor HCT (12290)</li> <li>• Burnside/Stark Corridor HCT (12286)</li> <li>• Lombard/Cesar Chavez Corridor HCT (12288)</li> <li>• Martin Luther King Jr. Corridor HCT (12287)</li> <li>• SW 185th Corridor HCT (12289)</li> <li>• Sunset Highway Corridor HCT (11912)</li> <li>• Forest Grove HCT (10771)</li> <li>• AmberGlen/N. Hillsboro Streetcar (11278, 11573)</li> <li>• Johns Landing Streetcar (11639)</li> <li>• WES expansion to Salem (11751)</li> </ul>

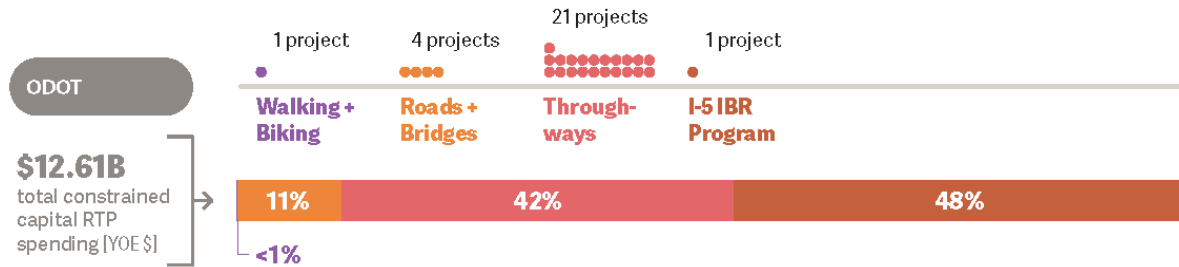
	2030 Constrained	2045 Constrained (2030 Constrained, plus)	2045 Strategic (2045 Constrained, plus)
<b>Better Bus</b>  	<ul style="list-style-type: none"> <li>• East Burnside/SE Stark Enhanced Transit Project (12030)</li> <li>• Lombard/Cesar Chavez Enhanced Transit Project (12034)</li> <li>• NE MLK Jr Blvd Enhanced Transit Project (12027)</li> <li>• NE Sandy Blvd Enhanced Transit Project (12028)</li> <li>• SE Belmont Enhanced Transit Project (12033)</li> <li>• SE Hawthorne/Foster Ave Enhanced Transit Project (11834)</li> <li>• Portland Central City Portals Enhanced Transit (11761)</li> <li>• SE Powell Blvd Enhanced Transit Project (12035)</li> <li>• SW Beaverton-Hillsdale Hwy Enhanced Transit Project (12032)</li> <li>• 122nd Avenue Corridor Transit Improvements (11868)</li> <li>• Additional transit supportive projects region-wide (including 10779 and 11440)</li> </ul>	<ul style="list-style-type: none"> <li>• Cornell/Barnes/ Line 48 Enhanced Transit Project (12063)</li> <li>• 185th and Farmington/Line 52 Enhanced Transit Project (12064)</li> <li>• Inner North Portland (Vancouver/Williams/ Mississippi/Albina) Enhanced Transit Project (11833)</li> <li>• ETC/Rose Lanes Transit Improvement Fund (12232)</li> <li>• Additional transit supportive projects region-wide (including 11441, 10805 and 10846)</li> </ul>	<ul style="list-style-type: none"> <li>• 99W Enhanced Transit Project (12176)</li> <li>• Additional transit supportive projects region-wide</li> </ul>

Note: Projects shown in **blue text** have completed NEPA work (or NEPA work is underway). *RTP IDs are shown in italics*. See Chapter 8 (Section 8.3) for a summary of completed and current major project development activities in the region.

## ODOT Projects

**Figure 6.7** shows the cost of RTP investments submitted by ODOT broken down by investment category. The I-5 IBR Program comprises nearly half of ODOT's \$12.61 billion constrained project list with less than 1% being allocated towards walking and biking. See Section 6.3.14 for more information on region-wide road operations, maintenance and preservation costs.

**Figure 6.7 ODOT: Cost and number of Constrained RTP capital projects by investment category**

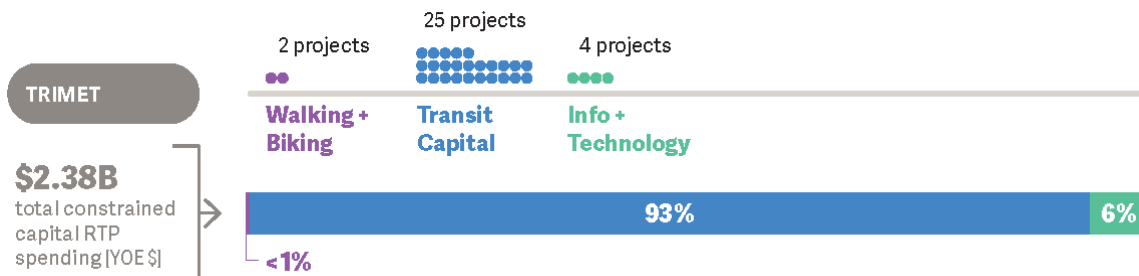


Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by ODOT. Road, bridge and throughway operations and maintenance costs are not included.

## TriMet Projects

**Figure 6.8** shows the cost of RTP transit capital investments submitted by the TriMet broken down by investment category. TriMet transit capital projects comprise the majority of TriMet's capital project costs in the Constrained RTP project list. See Section 6.3.13 for more information on region-wide transit operations and maintenance costs.

**Figure 6.8 TriMet: Cost and number of Constrained RTP capital projects by investment category**

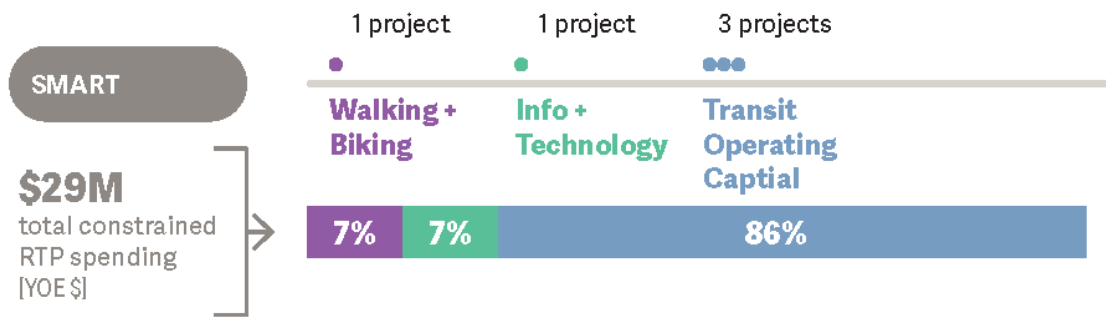


Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by TriMet. Transit capital projects submitted by cities and counties and transit operations and maintenance costs are not included.

## SMART Projects

**Figure 6.9** shows the cost of RTP investments submitted by SMART broken down by investment category. SMART transit service and operations comprise the majority of SMART's projects in the Constrained RTP project list. See Section 6.X.XX for more information on region-wide transit operations and maintenance costs.

**Figure 6.9 SMART: Cost and number of Constrained RTP capital projects by investment category**

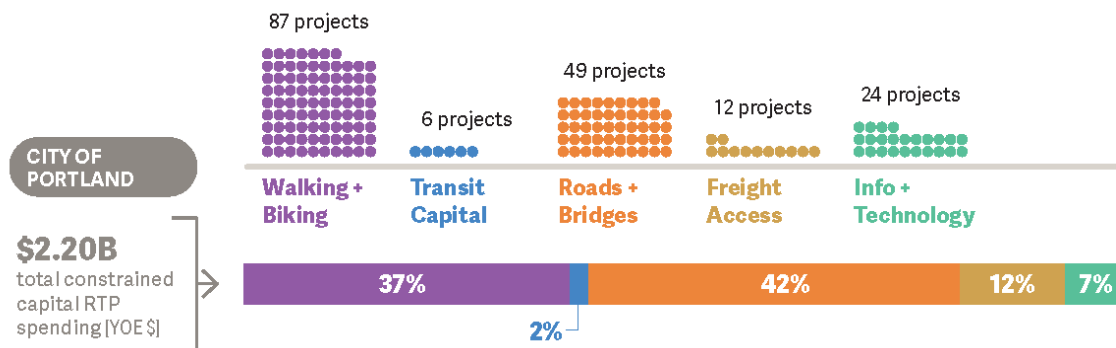


Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by SMART. Transit operations and maintenance costs are not included.

### City of Portland and Port of Portland Projects

Figures 6.10 shows the cost and number of RTP investments submitted by the City of Portland and Port of Portland broken down by investment category. Roads, bridges, and walking and biking connections comprise the majority of projects in the Constrained RTP project list.

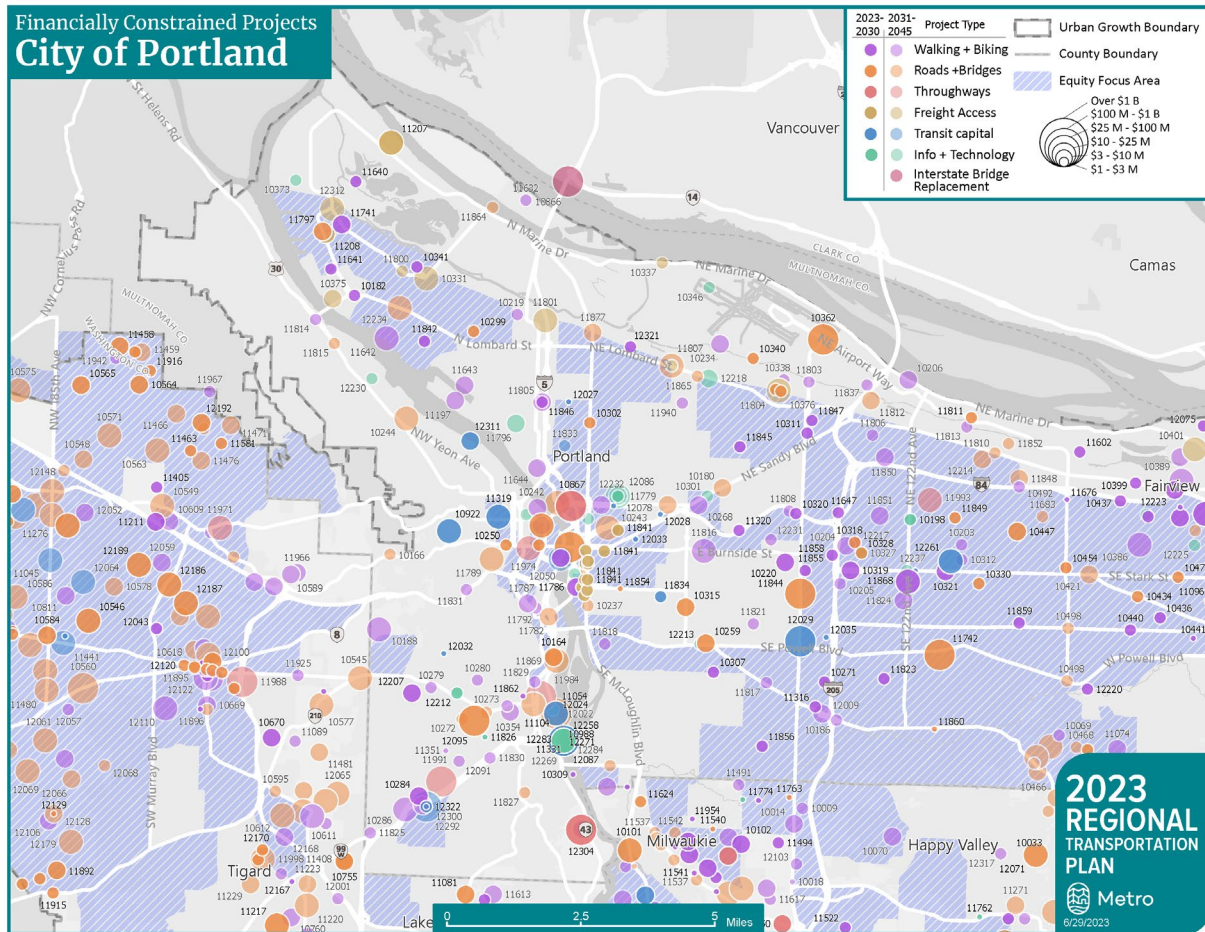
**Figure 6.10 City of Portland and Port of Portland: Cost of Constrained RTP capital projects by investment category**



Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by the City of Portland and the Port of Portland. Capital projects submitted by ODOT, TriMet and SMART as well as road and transit operations and maintenance costs are not included.

Figure 6.11 includes all projects that fall within City of Portland boundary, including projects submitted by other jurisdictions and agencies.

**Figure 6.11 Map of all Constrained RTP capital projects within the City of Portland**

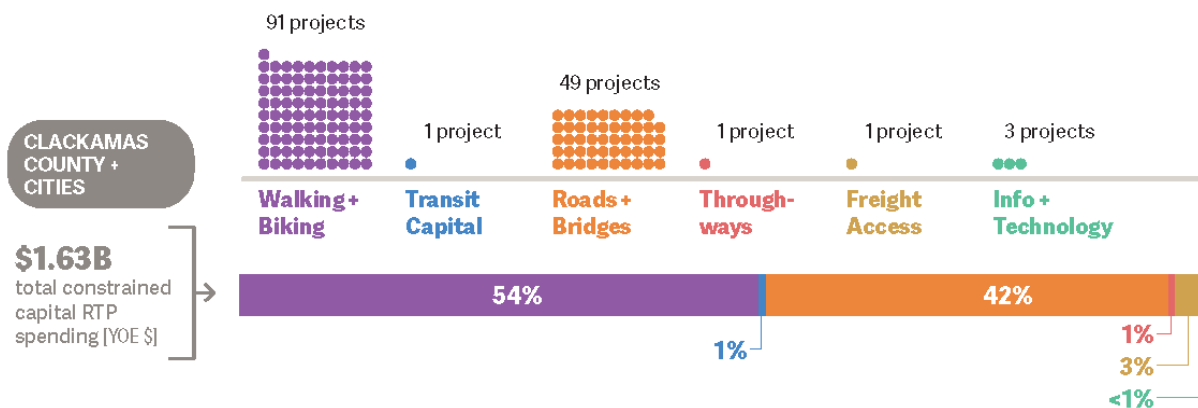




## Urban Clackamas County and Cities of Clackamas County Projects

Figure 6.12 shows the cost and number of RTP investments submitted by Clackamas County and its cities broken down by investment category. Roads, bridges, and walking and biking connections comprise the majority of projects in the Constrained RTP project list.

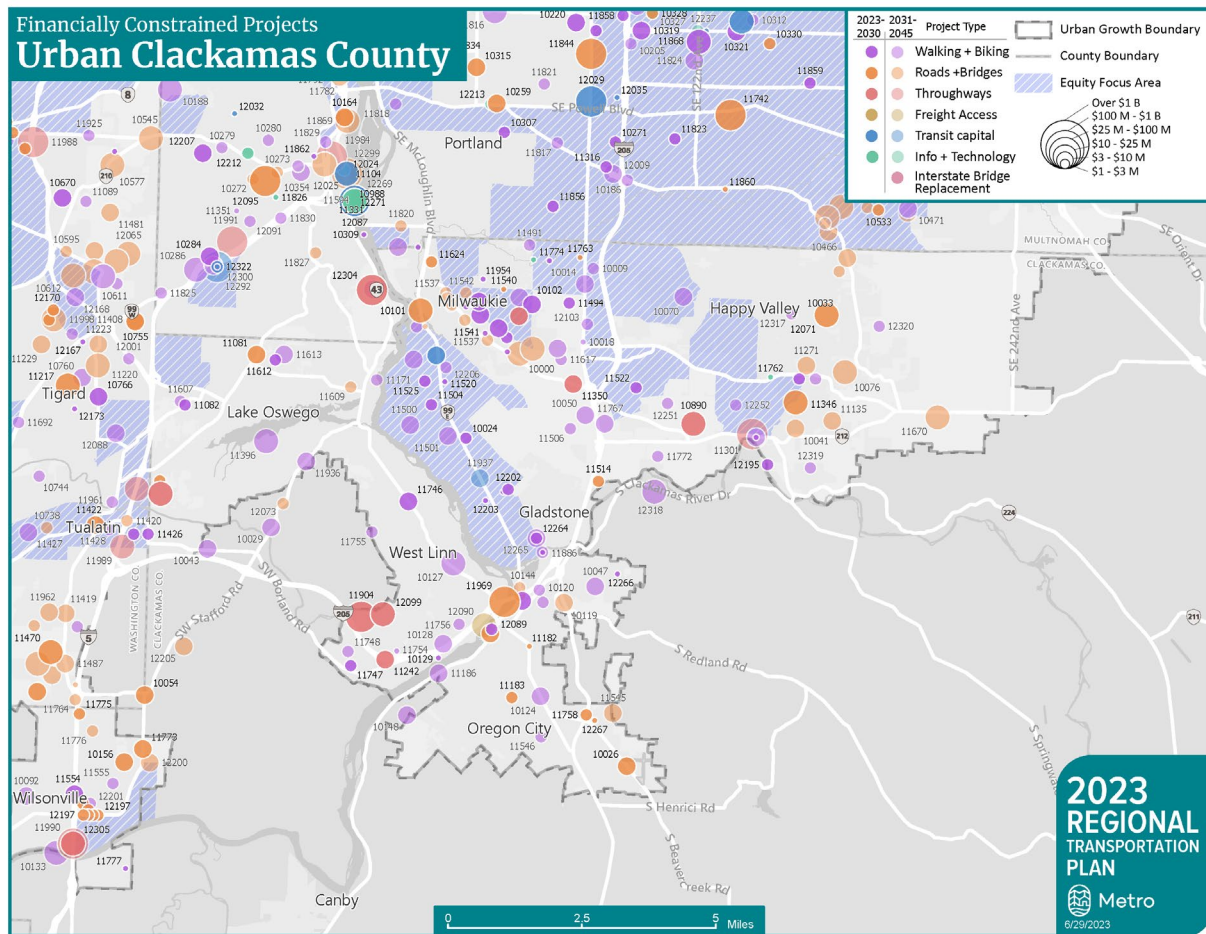
**Figure 6.12 Clackamas County and Cities: Cost of Constrained RTP capital projects by investment category**



Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by Clackamas County and cities in Clackamas County. Capital projects submitted by ODOT, TriMet and SMART as well as road and transit operations and maintenance costs are not included.

**Figure 6.13** shows the general location of all Constrained RTP projects located in Clackamas County. The map includes all capital projects submitted, including projects submitted by other jurisdictions and agencies.

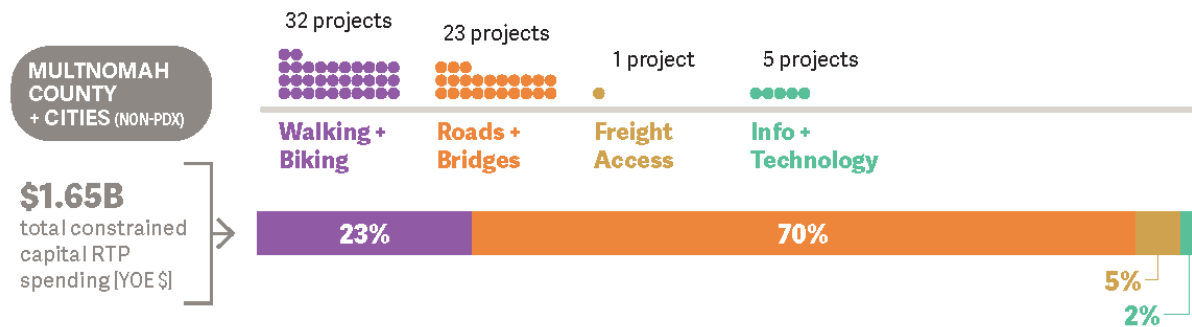


**Figure 6.13 Map of Constrained RTP Capital Projects in Urban Clackamas County**

### Multnomah County and Cities in East Multnomah County Projects

**Figures 6.14** shows the cost and number of RTP investments submitted by Multnomah County and its cities (except Portland) broken down by investment category. Roads and bridges projects comprise a majority of costs and number of projects due in large part to the County's six Willamette River bridges.

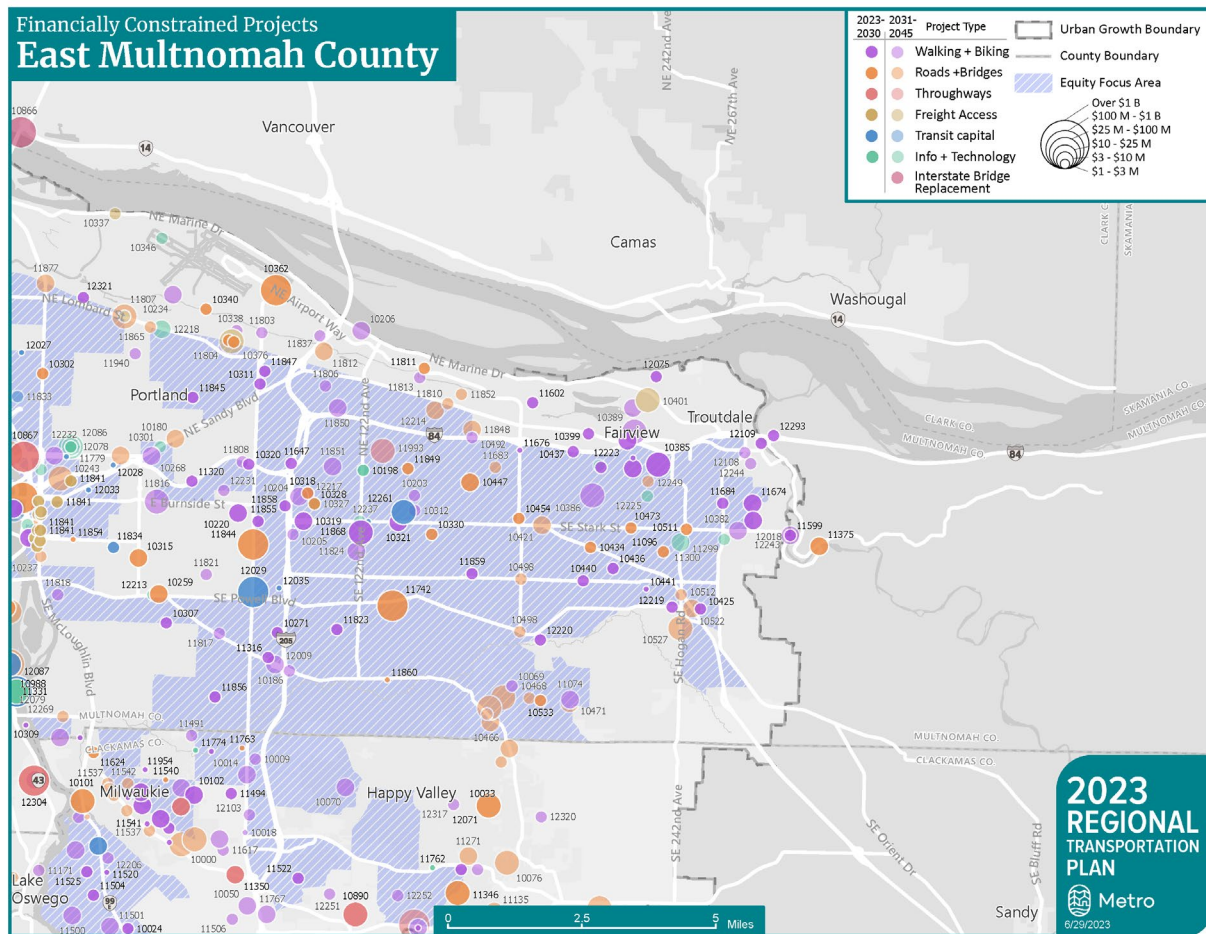
**Figure 6.14 East Multnomah County and Cities: Cost of Constrained RTP capital projects by investment category**



Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by Multnomah County and cities in Multnomah County (except for the city of Portland). Capital projects submitted by ODOT, TriMet and SMART as well as road and transit operations and maintenance costs are not included.

**Figure 6.15** shows the general location of all Constrained RTP projects located in Multnomah County. The map includes all capital projects submitted, including projects submitted by other jurisdictions and agencies.

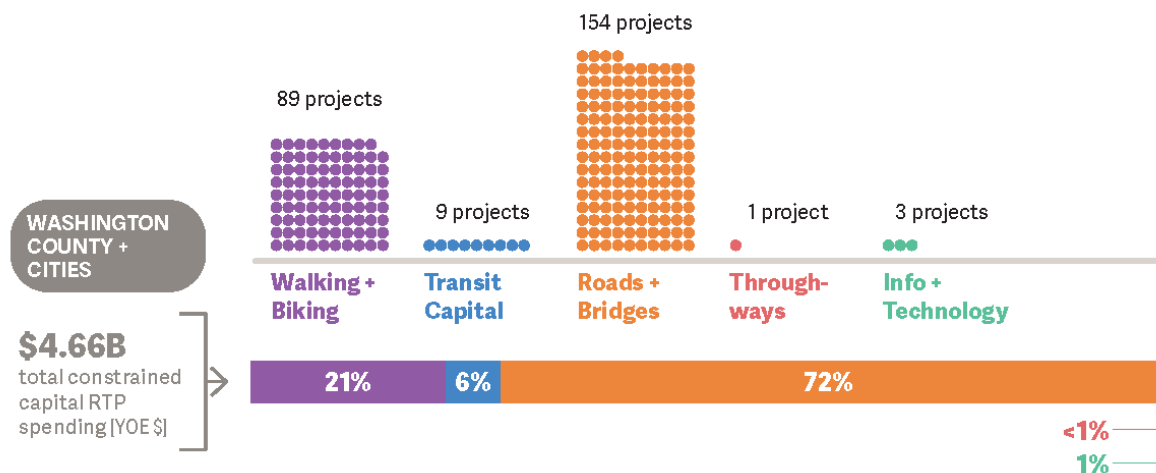
Figure 6.15 East Multnomah County: Map of all Constrained RTP projects



## Urban Washington County and Cities in Washington County Projects

**Figures 6.16** shows the cost and number of RTP investments submitted by Washington County and its cities broken down by investment category. Roads, bridges, and walking and biking connections comprise the majority of projects in the Constrained RTP project list.

**Figure 6.16 Urban Washington County and Cities: Cost of Constrained RTP capital projects by investment category**

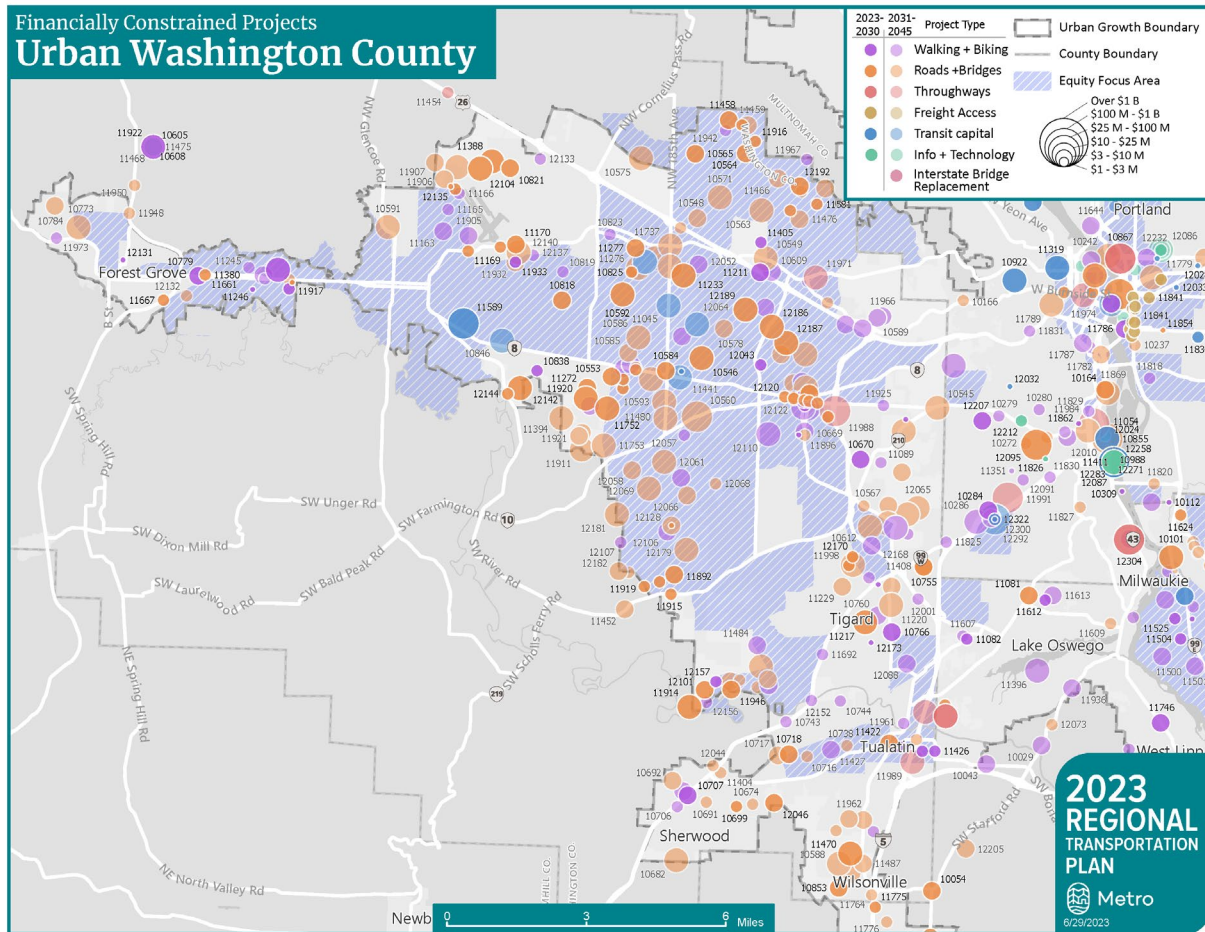


Source: 2023 RTP Financially Constrained Project List. Costs are in year-of-expenditure dollars and have been rounded. Costs are in year-of-expenditure dollars and have been rounded. The information includes capital projects submitted by Washington County and cities in Washington County. Capital projects submitted by ODOT, TriMet and SMART as well as road and transit operations and maintenance costs are not included.

**Figure 6.17** shows the general location of all Constrained RTP projects located in Washington County. The map includes all capital projects submitted, including projects submitted by other jurisdictions and agencies.



Figure 6.17 Urban Washington County: Map of all Constrained RTP projects



### 6.3.3 Transit capital projects and planned service

Transit investments make up about 40 percent of the total cost of the Constrained RTP project list. As shown in **Table 6.5**, transit capital projects in the 2045 Constrained project list include several enhanced transit corridors and high-capacity transit projects. See **Table 6.5** for a listing of major transit capital projects in the RTP.

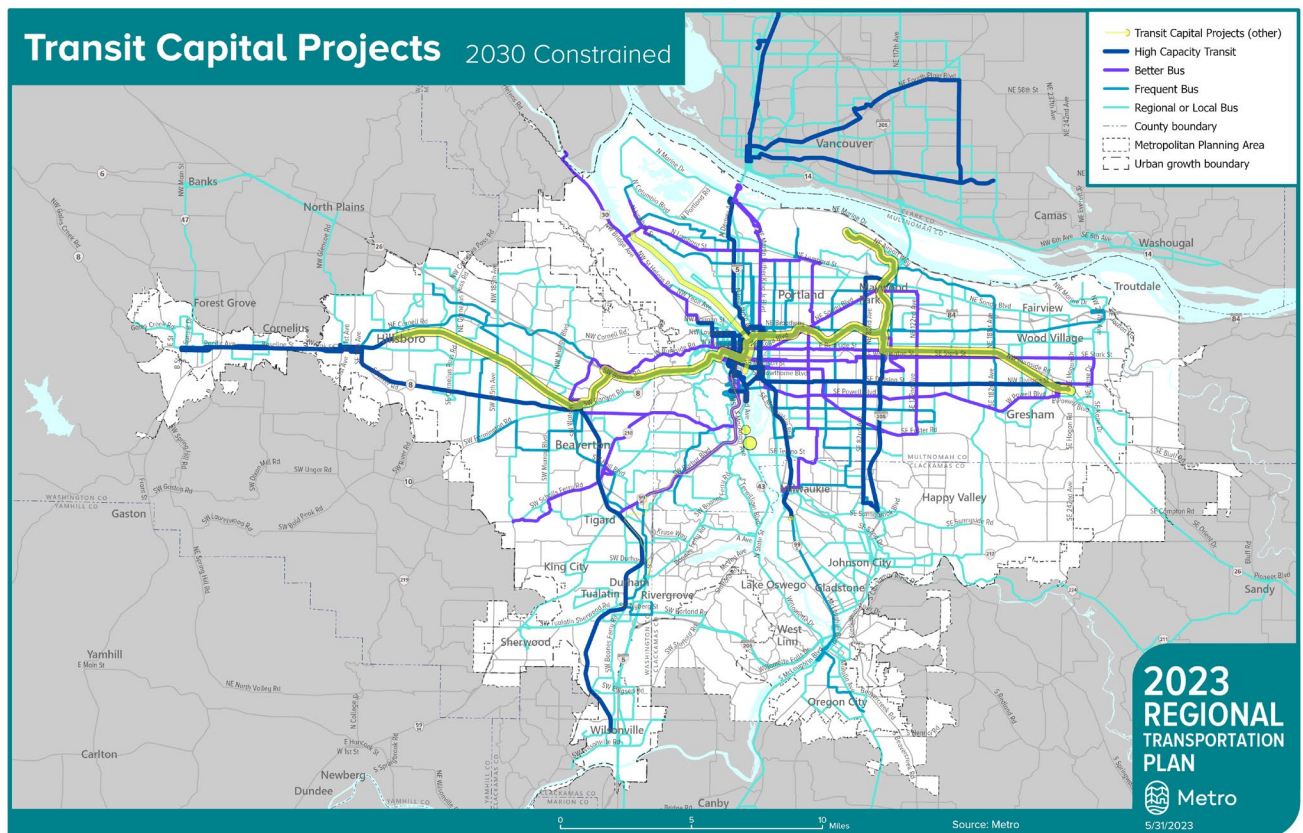
**Table 6.5 Summary of Constrained RTP transit capital projects and planned service**

Transit Capital Projects	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Number of transit capital projects	25	18
Number of transit capital projects on a high injury corridor	16	9
Daily revenue hours (TriMet and SMART only; excludes C-TRAN)	7,996	9,531
Service Expansion	38% increase from 2020	60% increase from 2020
New High Capacity Transit Connections	4 HCT projects, including MAX Red Line Improvements (under construction), 82nd Avenue Transit Project, Tualatin Valley Highway Transit Project and Montgomery Park streetcar extension and additional station improvements supporting operating reliability	3 additional HCT projects (from 2030 Constrained): Interstate Bridge Replacement Program HCT, Southwest Corridor, and project development for the Steel Bridge Transit Bottleneck project, plus additional station improvements supporting operating reliability
Other service enhancements	8 Better Bus projects and, additional transit supportive projects region-wide, new and improved facilities to support service expansion and electrification	4 additional Better Bus projects (from 2030 Constrained) and an ETC/Rose Lanes Transit Improvement Fund, plus additional transit supportive projects region-wide, new and improved facilities to support service expansion and electrification
Public and private shuttles	More local jurisdictions operate shuttles and some major employers and/or community-based organizations work with transportation service providers to operate shuttles	More local jurisdictions operate shuttles and some major employers and/or community-based organizations work with transportation service providers to operate shuttles
Stations and station access	More enhancements at and near transit stops and stations, including sidewalk, bicycle, crossing, and ADA improvements	More enhancements at and near transit stops and stations, including sidewalk, bicycle crossing, and ADA improvements
Safety	More enhancements to safety and security for transit users	More enhancements to safety and security for transit users
Fares	Reduced fares provided to youth, older adults, people with disabilities and low-income families	Reduced fares provided to youth, older adults, people with disabilities and low-income families

Transit Capital Projects	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
<i>Estimated capital cost in YOE dollars</i>	<b>\$1.0 billion</b>	<b>\$1.6 billion</b>

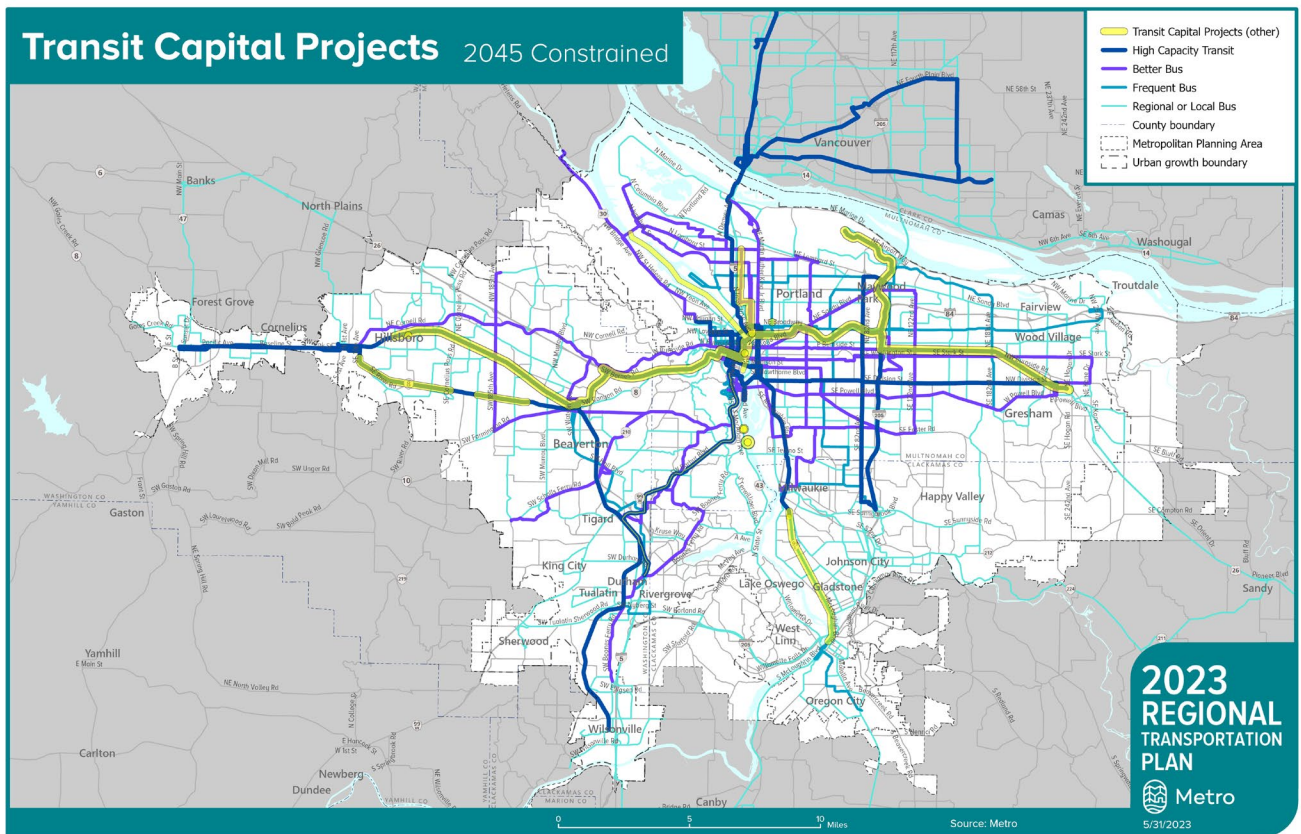
**Figure 6.18** shows the general location of Constrained RTP transit capital projects and planned service.

**Figure 6.18 Greater Portland region: Map of 2030 Constrained RTP transit capital projects and planned service**





**Figure 6.19 Greater Portland region: Map of 2045 Constrained RTP transit capital projects and planned service**



Note: The 2045 Transit Capital Project Map includes all the transit capital that is assumed in 2030 plus additional capital investments added through 2045

#### 6.3.4 Interstate Bridge Replacement Program and Throughway projects

Maintenance and efficient operation of the existing throughway system is critical. Keeping throughways in good repair and using information and technology to manage travel demand and traffic flow help improve safety and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. Building a connected roadway network will also preserve the throughway system for longer-distance, freight and transit trips.

Adding lane miles to relieve congestion is an expensive approach and will not solve congestion on its own. However, targeted widening of roads and throughways, along with connectivity and system and demand management strategies, can help connect goods to market and support travel across the region. Strategic throughway capacity seeks to maintain regional mobility and enhance access to industrial areas and intermodal facilities where goods move from one transportation mode to another.

Throughway projects comprise about 7 percent of the total number of **capital** projects in the Constrained RTP list of projects, and about 21 percent of capital spending in the plan. The Interstate Bridge Replacement Project is the single largest project in the plan and represents nearly 25 percent of capital spending in the plan. **Table 6.6** lists some of the major throughway capital projects in the 2030 and 2045 constrained lists.

**Table 6.6 Summary of Constrained RTP throughway projects, including Interstate Bridge Replacement Program**

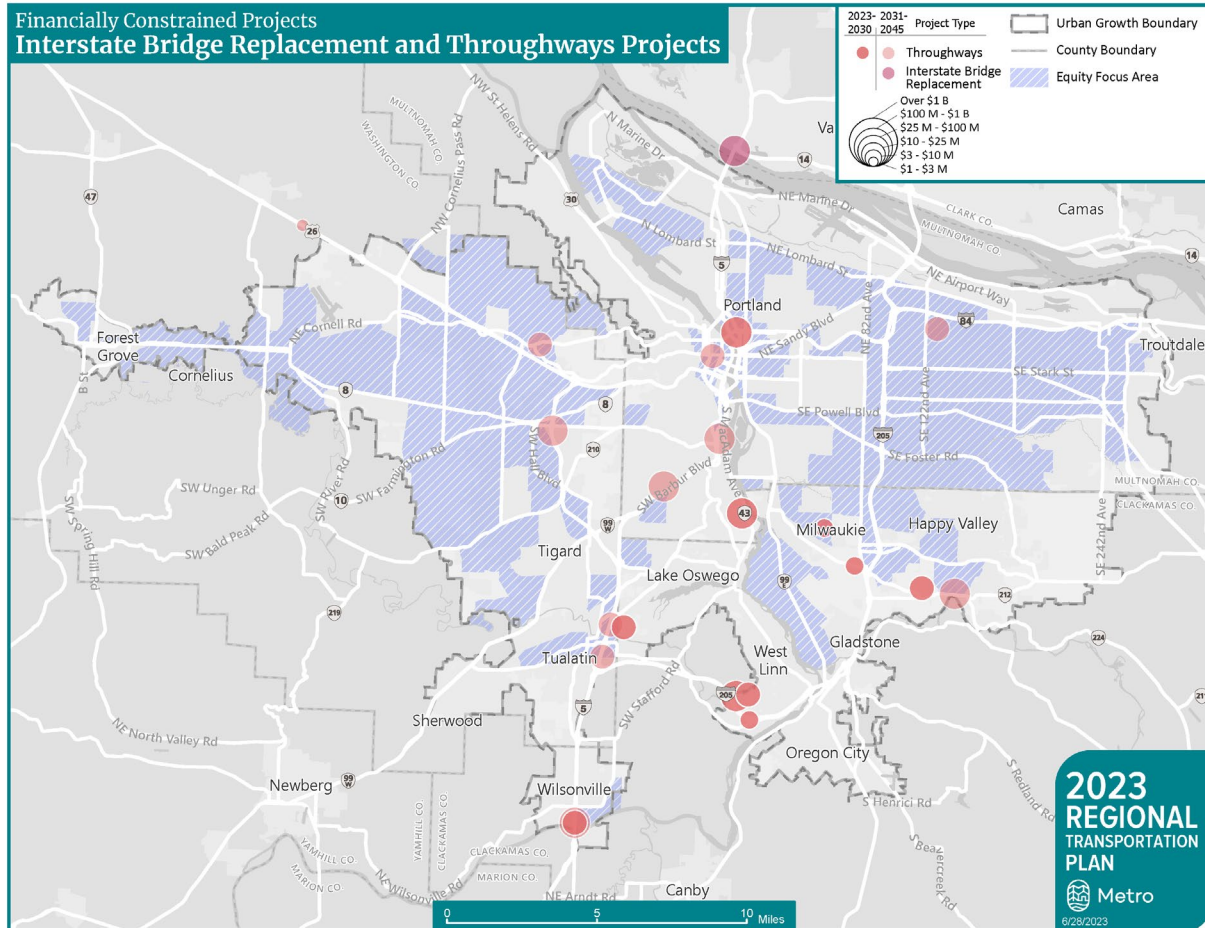
<b>Throughway Projects and Interstate Bridge Replacement Program</b>	<b>Near-term Constrained (2023-2030)</b>	<b>Long-term Constrained (2031-2045)</b>
Number of throughway projects or project phases*	13	11
Number of throughway projects or project phases with safety benefit	7	1
Number of throughway projects or project phases on high injury corridor	5	4
Throughway capacity (including new auxiliary lanes), change from 2020 base network	18 new lane miles	35 new lane miles
Throughway Tolling Programs	I-5 Interstate Bridge Replacement pre-construction tolling, I-205 Toll Program, Regional Mobility Pricing Project	I-5 Interstate Bridge Replacement Program
New throughway capacity, (including new auxiliary lanes)	I-5/Rose Quarter, I-205/Abernethy Bridge, I-205 widening and Toll Project, OR 224	I-5 Interstate Bridge Replacement Program, OR 212/224 Sunrise Project Phase 2, I-5 Boone Bridge and seismic improvement project, auxiliary lanes and braided ramps on I-5 northbound and southbound and on OR 217
<b>Throughway Projects</b> <i>Estimated capital cost in YOE dollars</i>	<b>\$3.1 billion</b>	<b>\$2.1 billion</b>
<b>Interstate Bridge Replacement Program</b> <i>Estimated capital cost in YOE dollars</i>	-	<b>\$6.0 billion</b>

\*Note: Does not include I-5 IBR Program. Some throughway projects reflect discrete phases of a throughway project.

See Appendix A and Appendix M for more information about these projects.

Figure 6.20 shows the general location of Constrained RTP throughway projects.

**Figure 6.20 Greater Portland region: Map of Constrained RTP throughway projects and the Interstate Bridge Replacement Program**



### 6.3.5 Roads and bridges projects

Nearly 45 percent of all trips in the region made by car are less than three miles, and 15 percent are less than one mile, based on the 2011 Oregon Household Activity Survey. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make roads and bridges safe, reliable and connected for people walking, driving, biking and taking transit:

1. **Maintenance and efficient operation of the existing road system.** Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety and boost efficiency of the existing

system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. Seismic retrofit projects, shown in Figure 6.22, are critical to reduce vulnerability of the transportation system to earthquakes.

2. **Street connectivity and complete streets.** Building a well-connected network of complete streets including new local and major street connections shortens trips, improves overall network efficiency, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.
3. **Network expansion.** Adding lane miles to relieve congestion is an expensive approach and will not address growing congestion on its own. However, targeted widening of roads and throughways, along with connectivity and system and demand management strategies, can help connect goods to market and support travel in growing areas and across the region.

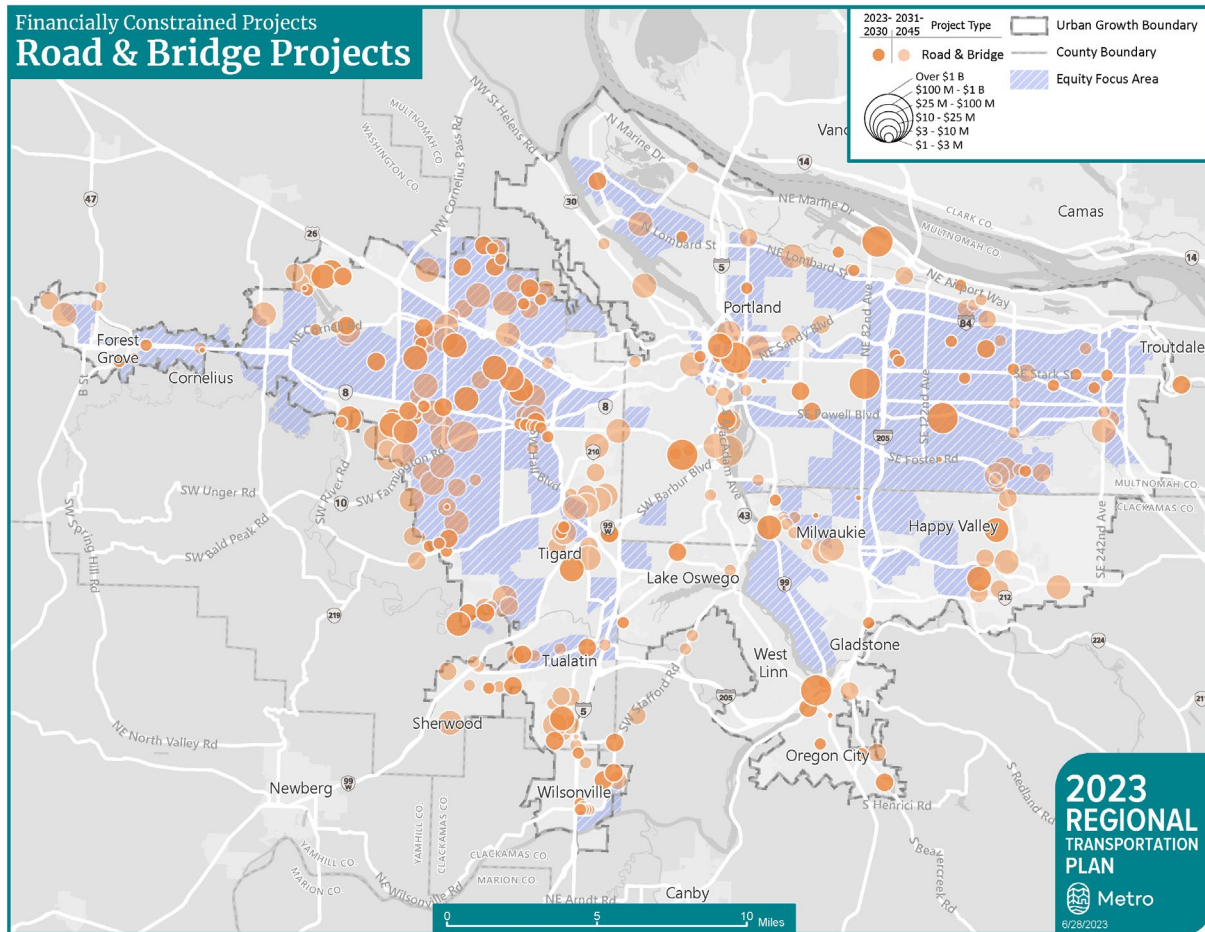
As shown in **Table 6.7**, road and bridges projects comprise about 36 percent of the total number of capital projects in the Constrained RTP list of projects. Road and bridge capital projects include arterial street expansions, “complete street” reconstructions that are complemented by new arterial connections, seismic retrofits and highway overcrossings to provide mobility and access for all modes of travel.

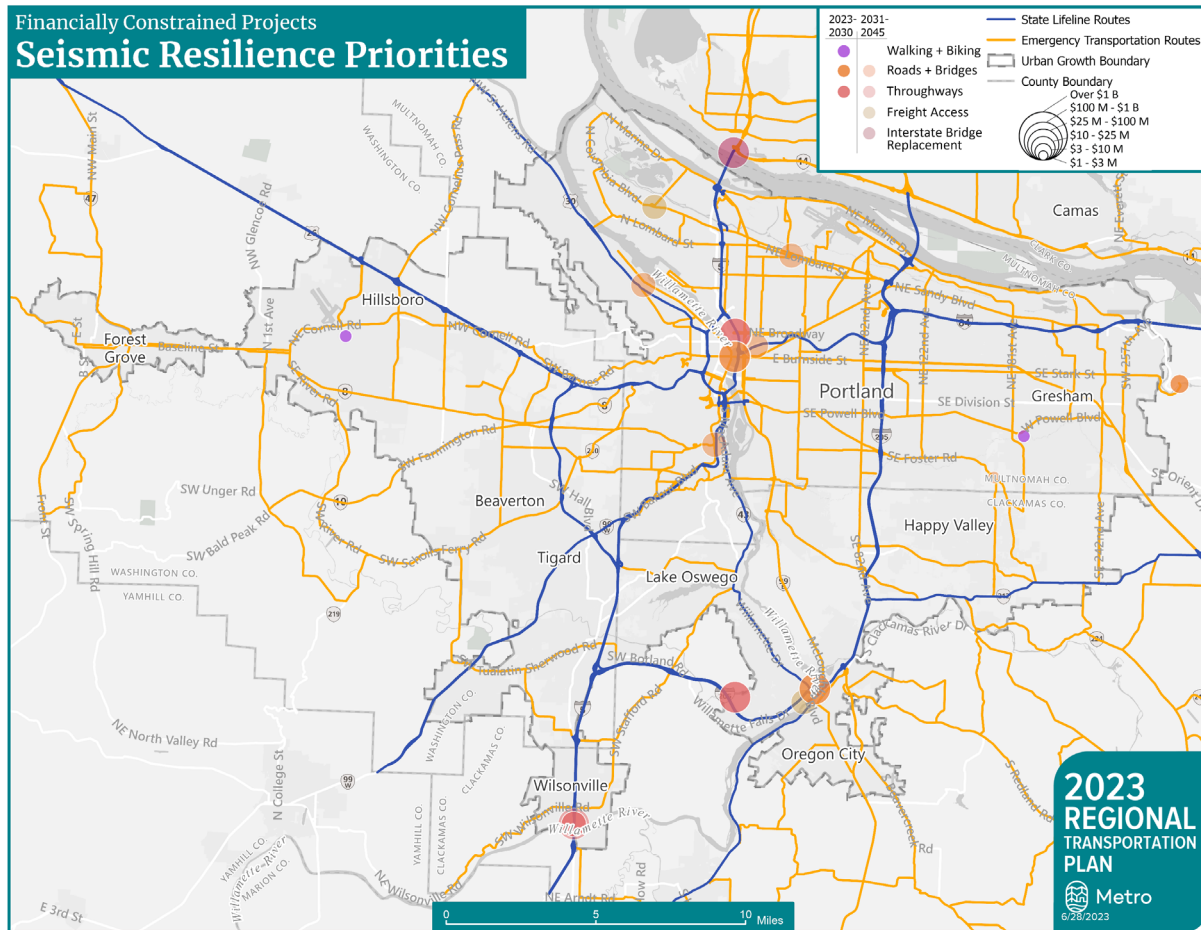
**Table 6.7 Summary of Constrained RTP roads and bridges projects**

Roads and bridges capital projects	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Number of roads and bridges capital projects	118	160
Number of roads and bridges projects with a safety benefit	60	80
Number of roads and bridges projects on a high injury corridor	53	67
Arterial roadway capacity	112	230
Examples of bridge and new major arterial capacity projects	Earthquake Ready Burnside Bridge (Phases 2 and 3), 82nd Avenue Corridor Improvements, Outer Powell Multimodal Project, 82nd Avenue/Airport Way grade separation, Basalt Creek Parkway, 172nd Avenue (Phase 2)	Farmington Road Multimodal Improvements, Century Boulevard Improvements, Sunnyside Road Extension, seismic retrofitting of bridges throughout region
<i>Estimated capital cost in YOE dollars</i>	<b>\$3.1 billion</b>	<b>\$4.4 billion</b>



Figure 6.21 Greater Portland region: Map of Constrained RTP roads and bridges projects



**Figure 6.22 Greater Portland region: Map of Constrained RTP Seismic Resilience Priorities**

Shown in Figure 6.22, several major projects in the RTP are planned to improve the region's readiness for major natural disasters, including earthquake-ready bridges across the Willamette (Abernethy Bridge and Earthquake Ready Burnside Bridge) and Columbia (Interstate Bridge Replacement Program) rivers, and improvements along Regional Emergency Transportation Routes and Statewide Seismic Lifeline Routes. These investments will help ensure that essential infrastructure will be here to serve us for generations. Future work is needed to identify and address the vulnerability of critical transportation infrastructure to other hazards, including extreme heat, flooding, and landslides.

### 6.3.6 Freight access projects

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses. Our prosperity is directly tied to the investments we make in our transportation system, including the

region's freight infrastructure. These investments make consumer goods readily available to us; provide air, ship, rail and road systems that help our businesses efficiently reach global and domestic marketplaces; and create family-wage jobs across the region.

Freight access projects in the Constrained RTP project list are focused on:

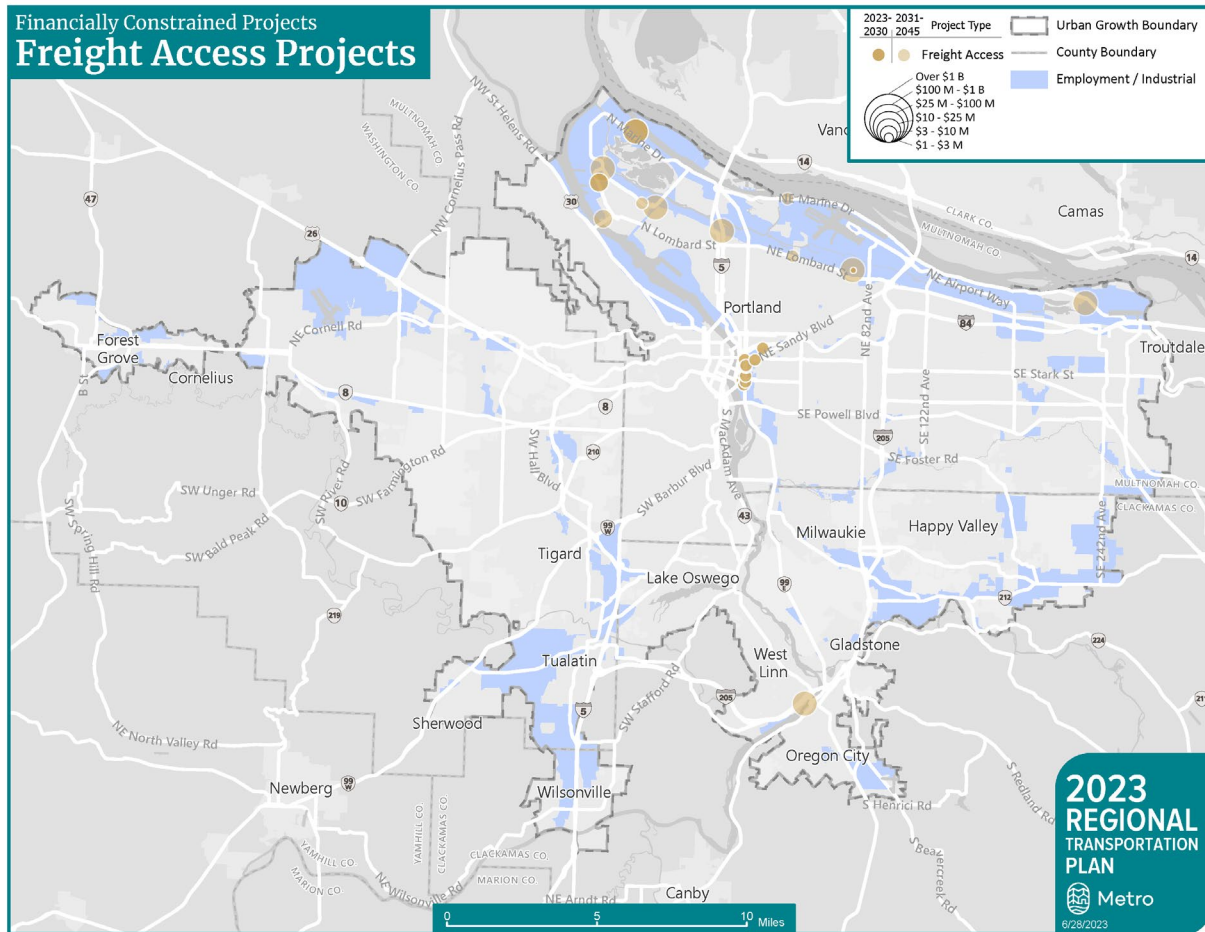
- **Freight reliability and safety.** Facilitate the safe, reliable and efficient movement of goods by better utilizing existing road and freight rail infrastructure and capacity, separating freight traffic from other modes to increase safety and minimize conflicts, and strategically investing in the regional freight network to eliminate road and rail bottlenecks that create serious freight congestion.
- **Freight network connectivity.** Provide shippers with the ability to transfer freight seamlessly between different modes of transportation, as well as efficient access to local freight clusters and delivery points and regional, domestic and global markets.
- **Intermodal freight facilities and connectors.** Invest in intermodal facilities and freight intermodal connectors (e.g., reload facilities, marine ports, rail yards, freight access roads, etc.) that reduce highway demand for freight.
- **Smart technology.** Make use of intelligent transportation systems and emerging technologies to improve traffic flow along goods movement corridors.

As shown in **Table 6.8**, freight access projects comprise less than 2 percent of the total number of capital projects in the Constrained RTP list of projects. Additionally, none of the freight projects in the short-term constrained project list propose safety benefits.

**Table 6.8 Summary of Constrained RTP freight access projects**

Freight access capital projects	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Number of freight access projects	4	10
Number of freight access projects with a safety benefit	0	5
Number of freight access projects on a high injury corridor	2	4
New major freight access capacity projects	Airport Way and 82nd Avenue grade separation, Rivergate Blvd. overcrossing, T6 modernization, Marine Drive Improvement Phase 2	Cully Blvd. Grade separation, Columbia Blvd Rail Bridge, Going/Greeley Interchange
<i>Estimated capital cost in YOY dollars</i>	<b>\$74 million</b>	<b>\$307 million</b>



**Figure 6.23 Greater Portland region: Map of Constrained RTP freight access projects**

### 6.3.7 Active transportation projects

Active transportation investments have become a growing focus around the region. Active transportation is considered non-motorized forms of transportation including walking and biking. Making it safe and convenient to walk, ride a bicycle and get to public transit benefits people and the environment in multiple ways. Active transportation is good for business, household pocketbooks, clean air and water, public health and safe streets.

Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile, according to the 2011 Oregon Household Activity Survey. With complete walking and biking routes supported by education and incentives, many of the short trips made by car today could be replaced by walking and biking.

RTP active transportation projects focus on four key ways to make biking and walking safe and convenient for people of all ages and abilities in our region:

1. **Fill the gaps.** Completing missing sidewalks, pedestrian crossings, bikeways and multi-use paths creates complete streets and better connectivity; removes barriers; adds routes across highways, railroads and waterways; makes high injury locations safer; and shortens trip distances and travel time. Access to transit
2. **Design for safety.** Designing bikeways and walking routes with greater separation and buffers from traffic increases safety and reduces the risk of traffic deaths. Making it safer for people walking and biking makes travel safer for all modes.
3. **Meet the demand.** Upgrading high demand bikeways and walking routes and prioritizing active travel in high demand areas provides reliable travel options in congested corridors, reduces the need to drive and increases livability.
4. **Safe Routes to School.** Providing programs and safe walking and biking routes to schools is proven to reduce driving trips and create healthy options for kids.

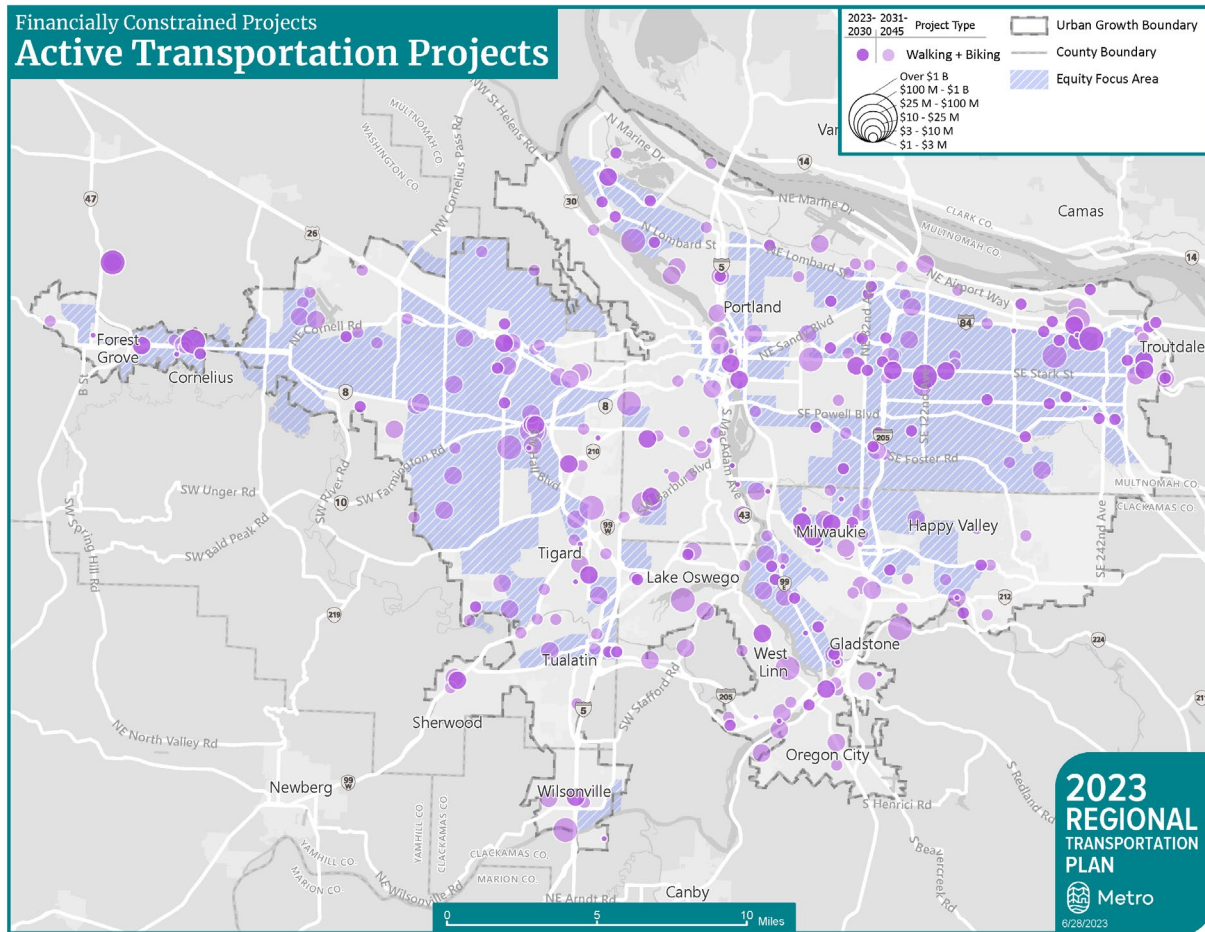
As shown in **Table 6.9**, active transportation investments comprise about 40 percent of the total number of capital projects in the Constrained RTP list of projects.

**Table 6.9 Summary of Constrained RTP active transportation projects**

Active transportation capital projects	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Number of active transportation projects	124	178
Number of active transportation projects with a safety benefit	113	157
Number of active transportation projects on a high injury corridor	50	65
Active transportation miles added along planned regional networks by sidewalk, bikeway and trail projects*	22 sidewalk miles added 30 bikeway miles added 24 trail miles added	38 sidewalk miles added 36 bikeway miles added 56 trail miles added
Examples of active transportation projects	Aloha-Reedville pedestrian Improvements, Council Creek Regional Trail, Division-Midway Connected Centers project, Westside Trail US 26 bridge crossing, Milwaukie Monroe Street Neighborhood Greenway	Lake Oswego to Portland Trail, Reedway bike/pedestrian overcrossing, Washington County pedestrian arterial crossings, East-Buttes Loop Trail
<i>Estimated capital cost in YOE dollars</i>	<b>\$955 million</b>	<b>\$2.1 billion</b>

\* This does not include miles of sidewalk and bikeways added to regional networks by projects in other investment categories.

**Figure 6.24 Greater Portland region: Map of Constrained RTP active transportation projects**



### 6.3.8 Transportation system management and operations projects

Using technology to actively manage the greater Portland region's transportation system means using intelligent transportation systems and services to reduce vehicle idling associated with delay and help improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement transportation system technologies. Agreements between agencies guide sharing of data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

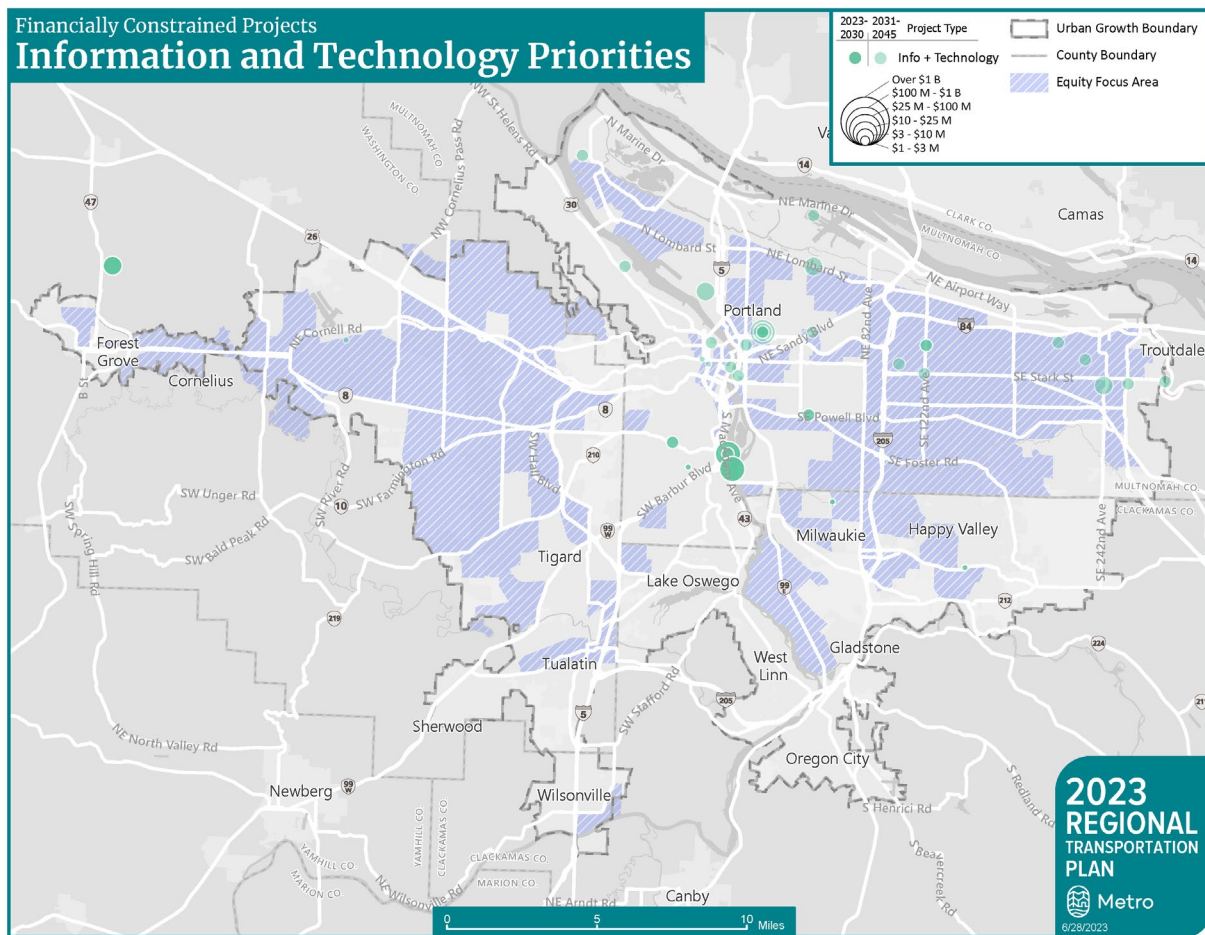
RTP transportation system management and operations projects are focused on:

- **Arterial corridor management.** Advanced technology at each intersection actively manages traffic flow. This includes coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system.
- **Freeway corridor management.** Advanced technology manages access to the freeways, detects traffic levels and weather conditions, provides information with message signs and variable speed limit signs, and deploys incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.
- **Traveler information.** Variable message and speed limit signs and 511 internet and phone services provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction and special events.

**Table 6.10 Summary of Constrained RTP transportation system management and operations projects**

Information and Technology Projects and Programs	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Transportation System Management and Operations Projects	10	24
Provide for real-time and forecasted traveler information	Information on current travel conditions and alerts are available to the public and third party developers	Current Conditions data is used by operators to forecast changing travel conditions
Multimodal integrated corridor management	Agencies integrate operations strategies in a few of the region's major travel corridors	Agencies integrate operations strategies in some of the region's major travel corridors
Advanced traffic signal operations	Traffic signals are interconnected in some industrial areas and major travel corridors	Traffic signals are interconnected in some industrial areas and major travel corridors
Transit signal priority	Some frequent bus routes	Most frequent bus routes
Freeway ramp meters	All urban interchanges	All urban interchanges
Freeway variable speed signs	Some high incident locations	Most freeways
Incident response vehicles	Incident response vehicles monitor some high incident locations	Incident response vehicles monitor all area freeways and major arterials adjacent to freeways
<i>Estimated capital cost in YOE dollars</i>	<b>\$62 million</b>	<b>\$213 million</b>

**Figure 6.25 Greater Portland region: Map of Constrained RTP information and technology priorities**



### 6.3.9 Transportation demand management projects

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes and manages grant funding.

RTP Transportation demand management (TDM) projects are focused on:

- **Public awareness strategies** Events and other outreach strategies provide information about and encourage the public's use of travel options.



- **Commuter programs.** Employer-based commuter outreach efforts include: financial incentives, such as transit pass programs and offering cash instead of parking subsidies; facilities and services, such as carpooling programs, bicycle parking, emergency rides home and work-place competitions; and flexible scheduling such as working from home or compressed work weeks.
- **Individualized marketing.** Focused outreach encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. This outreach can be part of a comprehensive commuter program.
- **Travel options support tools** Reduce barriers to travel options and support continued use with tools, such as online rideshare matching, trip planning tools, wayfinding signage, bike racks and carsharing.

As shown in **Table 6.11**, Transportation demand management (TDM) projects comprise less than 2 percent of the total number of capital projects in the Constrained RTP list of projects.

**Table 6.11 Summary of Constrained RTP transportation demand management projects**

Information/TDM Projects and Programs	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
TDM projects	6	7
Individualized marketing participation	No forecast data is available; Current program reaches about 3% of households	No forecast data is available
Commuter program participation	No forecast data is available; Oregon Employee Commute Options Rule requires work sites with more than 100 employees to have workplace programs	No forecast data is available
Public awareness marketing campaign	Existing ongoing and short-term campaigns increase awareness of <i>Get There Oregon</i>	Additional resources promote new travel tools, regional efforts and safety education
Provisions of travel options support tools	2020 program funding levels allow for completion of several new wayfinding signage and bike rack projects	Additional resources allow for public-private partnerships to create new online, print and on-street travel tools
<i>Estimated capital cost in YOE dollars</i>	<b>\$102 million</b>	<b>\$195 million</b>

### 6.3.10 Other projects and programs to leverage capital investments

The RTP Constrained investment strategy includes regional planning activities and corridor investment area refinement and planning activities (\$71 million).

### 6.3.11 Transportation equity projects

The RTP reflects a regional commitment to plan and invest in the region's transportation system to reduce transportation-related disparities and barriers faced by communities of color and other marginalized communities, regardless of race, language proficiency, income, age or ability, while maintaining affordability and preventing displacement is necessary.

Shown in Figure 6.26, out of the 771 projects in the Constrained RTP investment strategy, 450 capital projects are within an Equity Focus Area (58 percent). The Constrained RTP investment strategy shows the combined investment of transit capital projects and active transportation projects in equity focus areas reaches over \$1.5 billion by 2030 and totals over \$4.0 billion by 2045. These comprise about \$3.9 billion in 2030 and \$6.5 billion by 2045. These types of investments are projects that underserved people have identified as a priority through regional community engagement. Refer to Chapter 7 for information on how the investment strategies of the RTP impact marginalized communities in the greater Portland region.



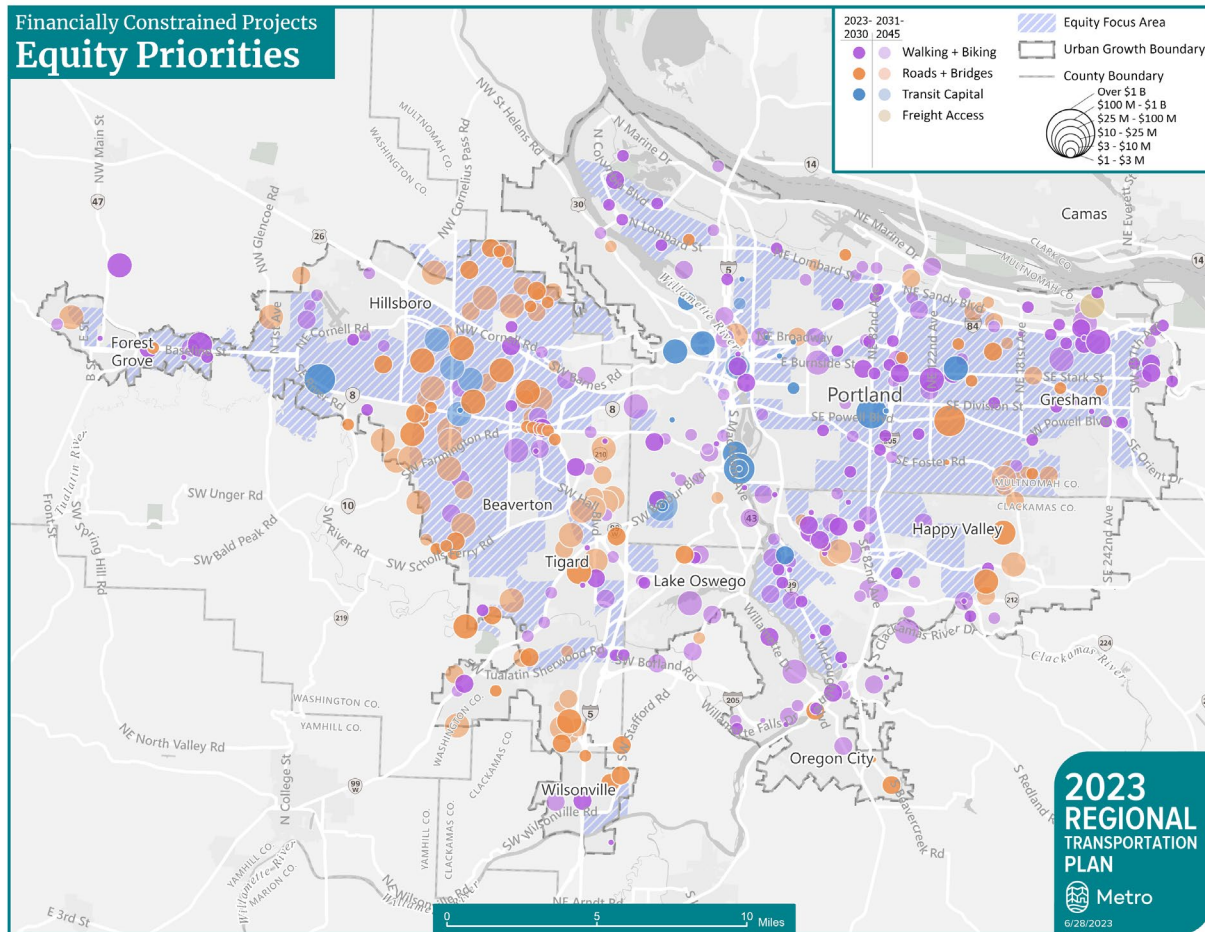
**Figure 6.26 Greater Portland region: Map of Constrained RTP Equity Priority Projects**

Figure 6.25 includes projects outside EFAs that have equity benefits as a primary project outcome.

### 6.3.12 Safety projects and safety benefit projects

Eliminating traffic related deaths and life-changing injuries and increasing transportation safety is a priority of the RTP. To address safety and reduce serious crashes, the RTP project list identifies projects that provide an overall safety benefit, as well as projects that have the primary purpose of reducing fatal and severe injury crashes, or minor/non-injury crashes at a documented high injury or high-risk location. These projects are shown in Figure 6.27.

Safety projects and safety benefit projects are targeted towards the Regional High Injury Corridors and Intersections and in race and income marginalized communities (equity focus areas).

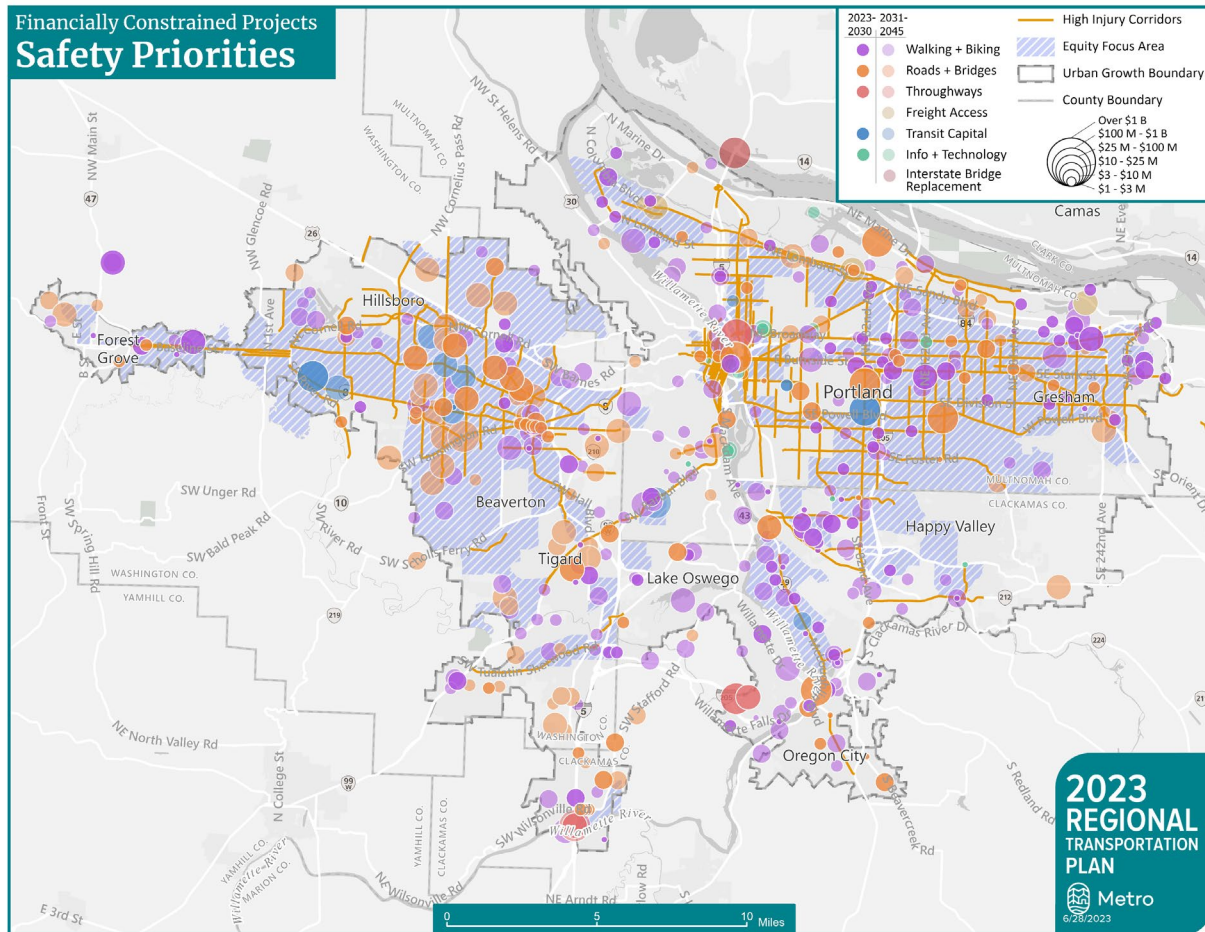
As shown in **Table 6.12**, of the 771 capital projects on the Constrained list:

- **Safety Projects.** Across the short-term and long-term constrained project lists, 451 projects are identified as safety benefit projects. Those projects identify reducing fatal and severe injury crashes or reducing minor/non-injury crashes as the primary purpose of the project. Nearly 50 percent of these safety benefit projects are located on a high injury corridor or intersection.
- **Programs that impact safety.** In addition to capital projects, the regional Safe Routes to School, Transit Oriented Development and Transportation System Management and Operations programs provide safety benefits.

**Table 6.12 Summary of Constrained RTP safety benefit projects**

Information and Technology Projects and Programs	Near-term Constrained (2023-2030)	Long-term Constrained (2031-2045)
Projects that help reduce serious traffic crashes or address other safety issues	190	261
Number of <b>safety benefit projects</b> on a High Injury Corridor*	132	164
Number of <b>safety benefit projects</b> in Equity Focus Areas*	125	173
<i>Estimated capital cost</i> in YOE dollars	<b>\$6.0 billion</b>	<b>\$11.8 billion</b>

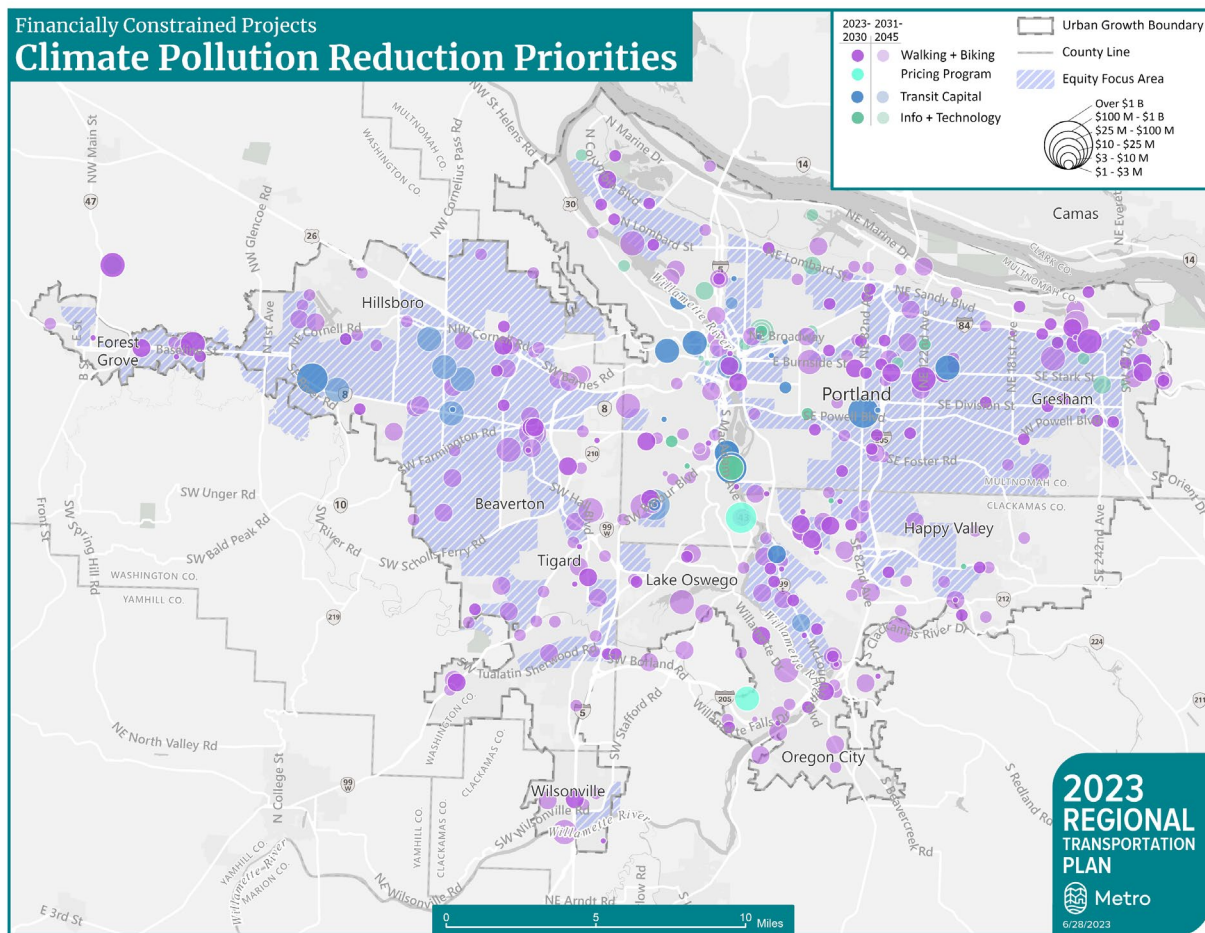
\*Does not include projects that are programmatic or are not geographically specific.

**Figure 6.27 Greater Portland region: Map of Constrained RTP Priorities with Safety Benefit**

### 6.3.13 Climate pollution reduction priorities

The RTP reflects a regional commitment to meet state mandated greenhouse gas emissions reduction targets that ensure the region helps Oregon reach ambitious goals to cut transportation emissions. The capital projects identified in **Figure 6.28** implement high- or medium-impact climate pollution reduction adopted in the region's Climate Smart Strategy, including improving transit and active transportation connections to destinations and investing in transportation system management and operations (TSMO) and transportation demand management (TDM) programs described earlier. The 2023 RTP is first to include roadway pricing, a state-led action identified in the Oregon Statewide Transportation Strategy for reducing greenhouse gas emissions. The pricing projects in the RTP aim to manage demand and help finance new transportation projects.

**Figure 6.28 Greater Portland region: Map of Constrained RTP Climate Pollution Reduction Priorities**

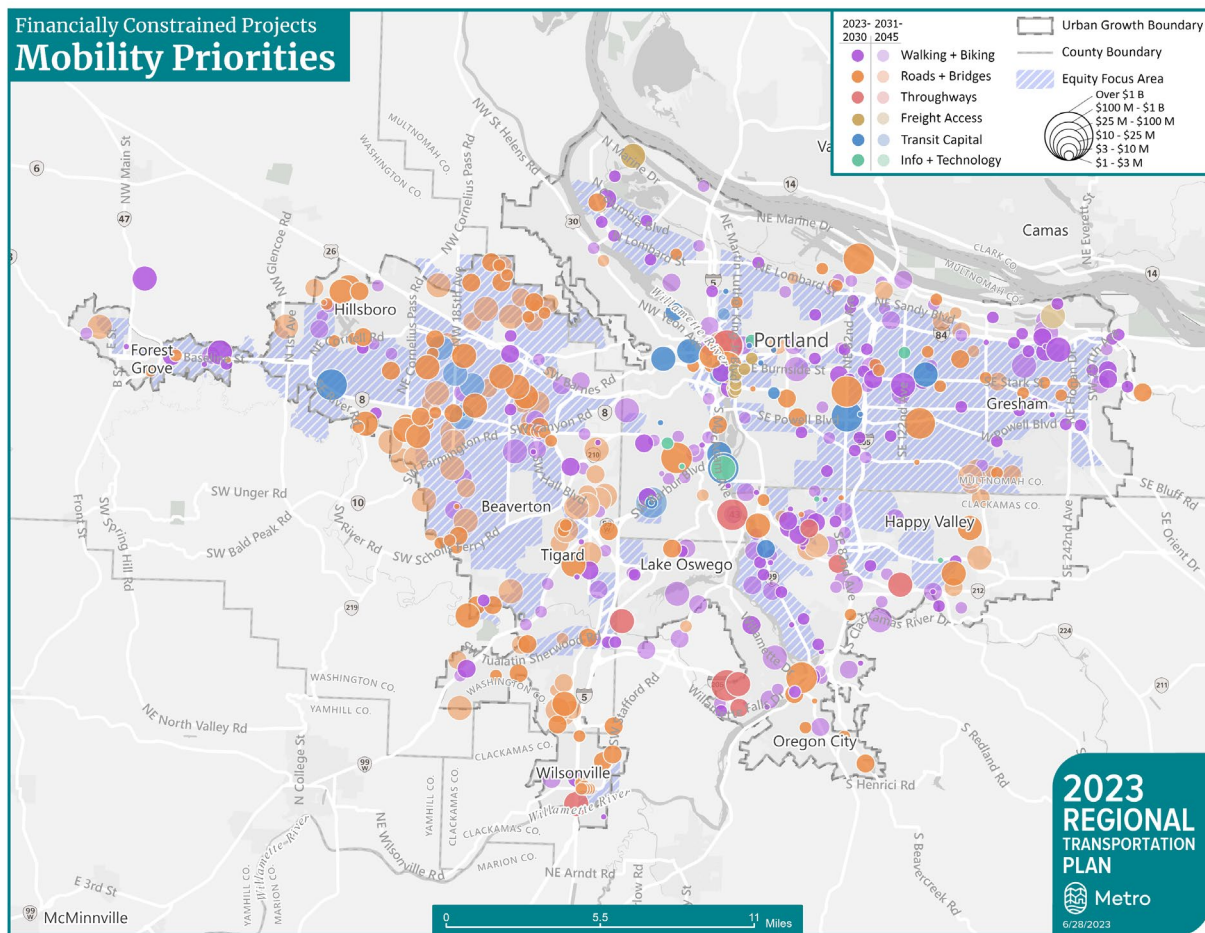


### 6.3.14 Mobility priorities

The RTP aims to provide people and businesses with affordable, convenient, sustainable, and safe connections to destinations. This includes completing gaps in regional walking, biking, transit, motor vehicle and TSMO networks and project designs that include TSMO elements or ADA- pedestrian-, bicycle-, or transit-supportive design elements. Projects that complete regional network gaps described earlier and include priority multimodal design elements are shown in **Figure 6.29**.



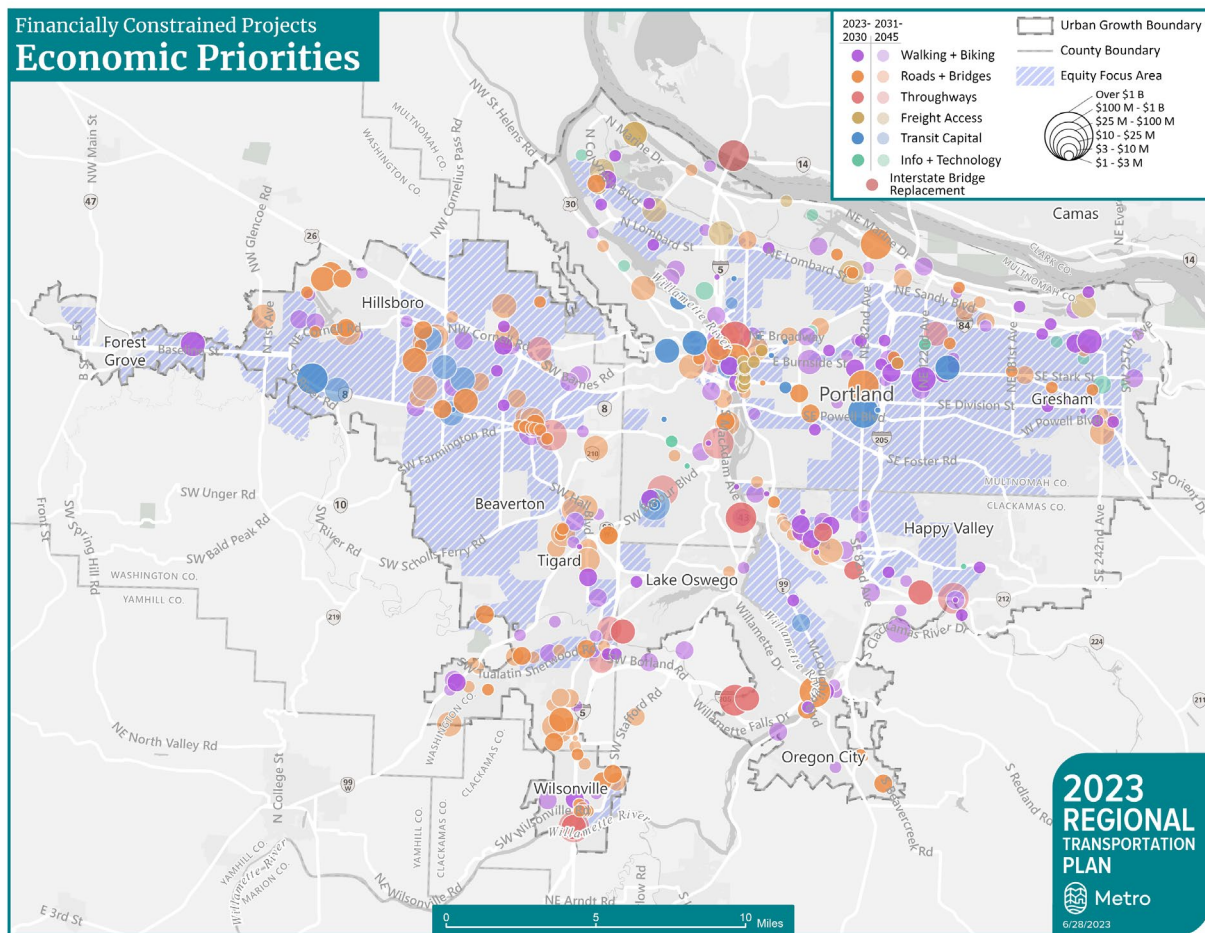
**Figure 6.29 Greater Portland region: Map of Constrained RTP priorities that complete network gaps and include priority multimodal design elements**



### 6.3.15 Economic development priorities

The RTP supports the economy by connecting workers to jobs, connecting employers to the talent that they need and moving goods around the region. Projects that are located in areas planned for future growth, including the region's 2040 centers, station communities, industrial areas, employment areas and urban growth boundary expansion areas and that have higher than average job activity are shown in **Figure 6.30**.

**Figure 6.30 Greater Portland region: Map of Constrained Priorities that Support Economic Development**



### 6.3.16 Transit operations and maintenance costs

**Table 6.13 Summary of Constrained RTP transit operations and maintenance projects**

Transit operations and maintenance	(2023-2030) Constrained	(2031-2045) Constrained
Examples of operating services	SMART Service to Clackamas Town Center and Oregon City	New bus service Columbia to Clackamas
Examples of maintenance projects	Preventative maintenance for fleet and vehicles, bus replacements, etc. to keep system in good repair	Preventative maintenance for fleet and vehicles, bus replacements, etc. to keep system in good repair
<i>Estimated cost*</i> in YOE dollars	<b>\$7.1 billion</b>	<b>\$20.4 billion</b>

*Note: See **Appendix A** for the list of programmatic buckets in the Constrained RTP project list.*

\*Operations and maintenance costs are pending further review and subject to further refinement.

### 6.3.17 Throughway, roads and bridges operations and maintenance costs

**Table 6.14 Summary of Constrained RTP throughway, roads and bridges operations and maintenance projects**

Throughway, roads and bridges maintenance	(2023-2030) Constrained	(2031-2045) Constrained
Level of maintenance	Some maintenance backlogs grow	Adequately meet maintenance and preservation needs
Types of maintenance projects	Bridge and road pavement resurfacing, preventative maintenance, preservation and rehabilitation that do not add motor vehicle capacity	Bridge and road pavement resurfacing, preventative maintenance, preservation and rehabilitation that do not add motor vehicle capacity
<i>Estimated cost*</i> in YOE dollars	\$4.0 billion	\$11.5 billion

*Note: See **Appendix A** for the list of programmatic buckets in the Constrained RTP project list.*

*\*Operations and maintenance costs are pending further review and subject to further refinement.*



## 6.4 STRATEGIC PROJECT LIST

The strategic list of projects reflects additional policy-driven needs and project priorities that exceed the region's projected funding. The 2045 Strategic costs shown in **Table 6.15** include the Constrained RTP project costs plus estimated costs for additional projects that could be implemented with additional resources. Estimated transit operations and maintenance costs for the strategic project list are still under development.

**Table 6.15 Estimated costs for RTP Constrained and Strategic Project Lists**

RTP Capital Costs	(2023-2030) Constrained	(2031-2045) Constrained	(2031-2045) Strategic
Transit capital	\$1.0 billion	\$1.6 billion	\$11.8 billion
Throughways	\$3.2 billion	\$2.1 billion	\$2.3 billion
Roads and bridges	\$3.1 billion	\$4.4 billion	\$4.1 billion
Freight access	\$74 million	\$307 million	\$155 million
Walking + Biking	\$955 million	\$2.1 billion	\$3.2 billion
Information and Technology	\$165 million	\$408 million	\$132 million
RTP Operations and Maintenance Costs*	(2023-2030) Constrained	(2031-2045) Constrained	(2031-2045) Strategic
Transit operations and maintenance	\$7.1 billion	\$20.4 billion	Under development
Roads and throughways operations and maintenance	\$4 billion	\$11.5 billion	\$4.1 billion
Total estimated cost in YOE dollars	\$19.5 billion	\$48.9 billion	Under development

Costs have been rounded and are in year-of-expenditure dollars.

*\*Operations and maintenance costs are pending further review and subject to refinement.*

See **Appendix A** for the list of projects included in the Constrained RTP Project List. See **Appendix B** for the list of projects included in the Strategic RTP project list.

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## 2023 Regional Transportation Plan



## Chapter 7

# Measuring Outcomes

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT

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## 7.0 INTRODUCTION

### Purpose

This chapter presents the results of the RTP system analysis conducted on the draft financially constrained project list in Chapter 6. The analysis assesses the RTP's impact on the five RTP goal areas: mobility, safety, equity, climate and economy. The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets described in Chapter 2. The targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The system analysis uses Metro's travel model and other analytical tools. The analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

### Chapter organization

This chapter consists of five sections, each of which summarizes the RTP's performance with respect to the five RTP goals: mobility, safety, equity, economy, and climate. These sections all follow the same structure. Each begins with a table that summarizes the results for performance measures related to the goal in question. For each measure, the tables include a sentence describing the measure followed by rows with numbers showing the associated target and data on results and targets for the years 2020, 2030, and 2045. The tables use **blue text to indicate where the RTP meets targets**, **orange text to indicate where it doesn't**, and **purple text to indicate mixed results**. The text below the tables **highlights key findings in bold**, provides additional context to help interpret results, and discusses any performance measures or analyses that are still pending.

Metro sometimes cannot estimate results for certain years, and targets sometimes do not apply to all years for which the tables below show data. Blank cells in a table mean that a result or target is not available for a particular year for the measure in question.

The draft system analysis results are described alongside key takeaways from the high-level project list assessment completed as part of the evaluation process. The high-level project list assessment takes a simple, yes-or-no approach to reviewing whether individual projects in the draft RTP project list have certain features that support RTP goals and considers the share of the RTP spending devoted to different types of projects. The high-level project list assessment and system analysis in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft RTP and projects lists for adoption in Fall 2023.



## 7.1 OUR GROWING REGION

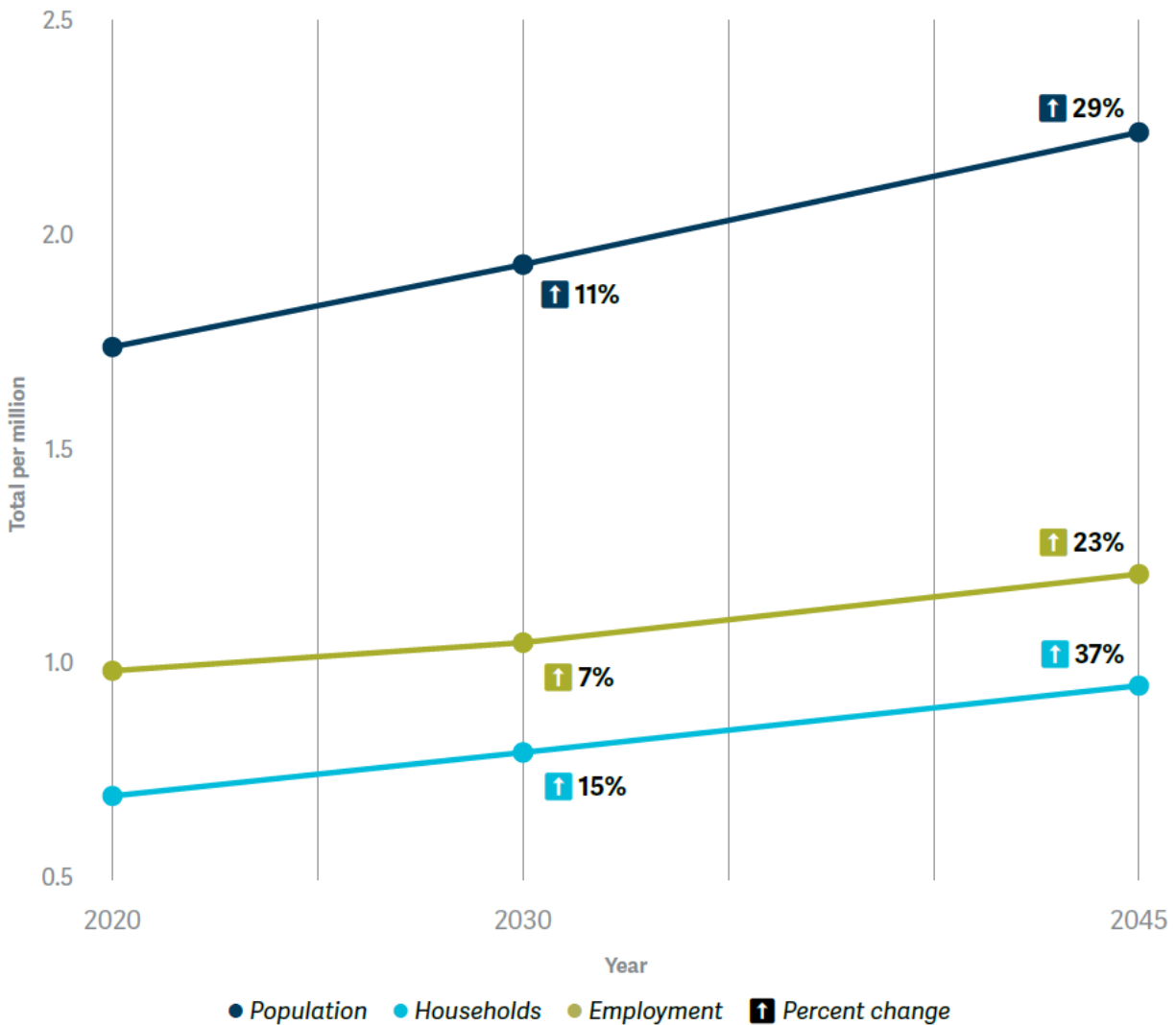
The system analysis focuses on how the RTP advances the region toward meeting its transportation goals. That said, other factors like regional population and employment growth and the historical development of the region's transportation system, also influence progress toward these goals. Table 7.1 summarizes how the region and its travel network are growing and changing.

**Table 7.1: Forecasted changes in regional growth and the travel network, 2020-2045**

	2020	2030	2045
<i>Population and employment</i>			
Total population	1,740,943	1,933,475	2,242,128
% change in population vs. 2020		11%	29%
Total households	693,123	794,613	950,634
% change in households vs. 2020		15%	37%
Total employment	985,260	1,050,958	1,210,997
% change in employment vs. 2020		7%	23%
<i>Travel network</i>			
Total road miles	3,723	3,754	3,789
% change in road miles vs. 2020		1%	2%
Total arterial miles	3,491	3,525	3,556
% change in arterial miles vs. 2020		1%	2%
Total lane miles	5,510	5,640	5,776
% change in lane miles vs. 2020		2%	5%
Total throughway lane miles	627	645	663
% change in throughway lane miles vs. 2020		3%	6%
Total transit network miles	1,240	1,275	1,294
% change in transit network miles vs. 2020		3%	4%
Total regional pedestrian network miles	597	646	724
% change in regional pedestrian network miles vs. 2020		8%	21%
Total regional bicycle network miles	626	691	756
% change in regional bicycle network miles vs. 2020		10%	21%
Total regional trail network miles	247	273	330
% change in regional trail network miles vs. 2020		11%	34%

Figure 7.1 visualizes forecasted population, household, and employment growth.

**Figure 7.1: Forecasted regional population, employment, and household growth (Metro Regional Forecast Distribution)**



This information – which comes from the regional growth distribution adopted by the Metro Council for the RTP and other local and regional planning efforts, and from the project information that agency partners submit to the RTP – forms part of the background assumptions that Metro uses to analyze the impact of the RTP on regional goals. It highlights how the region is growing and changing and provides additional context for interpreting some of the results described in this section.

**The region is forecasted to grow significantly between now and 2045.** During that time, more than one-half million people are expected to move to the region, growing its population by 29 percent, while employment grows by 23 percent. Though the COVID-19 pandemic slowed population and job growth in the Portland region and in many other major metro areas, this growth is expected to pick up again in the future. Population and employment growth has a strong

influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region's goals are to improve access to jobs and reduce travel times on key corridors regardless of how much growth occurs, but all other things being equal these goals are harder to achieve when the region is growing more rapidly. Comparing the change in these performance measures to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes shown in the system analysis.

**The motor vehicle network is much more extensive than other networks.** The system analysis focuses on measuring system completion for different networks and in different communities where RTP policies prioritize investment. This is an important way of understanding the RTP's progress toward the region's vision for the transportation network, but those visions always build on the existing network, which was developed over several decades during which transportation agencies primarily focused on moving vehicles. Table 7.1 summarizes the current extent of different networks and the planned growth of those networks under the RTP. It illustrates why so many of the goals described above focus on completing the transit and active transportation networks – as of 2020, all those networks are less than a third of the size of the region's road network, and that is still the case in 2045 even with the RTP prioritizing transit and active transportation investments.

## 7.2 MOBILITY

**Table 7.2: Summary of draft system analysis results: mobility**

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.</i>						
Transit mode share	4.1%		4.5%		5.4%	12.2%
Pedestrian mode share	7.5%		7.5%		7.8%	22.6%
Bicycle mode share	3.7%		3.8%		3.9%	11.1%
<i>The RTP prioritizes improving access to jobs via driving and transit relative to the base year.<sup>1</sup></i>						
% of regional jobs accessible by transit	7%		8%	7%	8%	7%
% of regional jobs accessible by driving	41%		42%	41%	37%	41%
<i>The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.</i>						
% of regional jobs accessible by transit	7%	41%	8%	42%	8%	37%
<i>The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks by 2035.</i>						
% of the motor vehicle network that is complete	98%	100%	99%	100%	99%	100%
% of the transit network that is complete	70%	100%	72%	100%	73%	100%
% of the pedestrian network that is complete	57%	100%	62%	100%	69%	100%
% of the bicycle network that is complete	55%	100%	60%	100%	66%	100%
% of the trail network that is complete	43%	100%	48%	100%	58%	100%
<i>The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.</i>						
% of the pedestrian network near transit that is complete	63%	57%	68%	62%	74%	69%
% of the bicycle network near transit that is complete	60%	55%	66%	60%	71%	66%
<i>The RTP aims to have no more than four hours in a day when average travel speeds fall below 35 miles per hour on the region's controlled-access throughways and below 20 miles per hour on other designated throughways with traffic signals so that the region's throughways are reliable.</i>						
% of controlled-access throughway miles that fall below 35 MPH for more than 4 hours per day	15%	0%	10%	0%	16%	0%
% of other designated throughway miles with traffic signals that fall below 20 MPH travel speeds for more than 4 hours per day	0%	0%	0%	0%	0%	0%

<sup>1</sup> Access to jobs analysis involves measuring the average number of jobs that are accessible via 45 minutes via transit and 30 minutes via driving during peak travel hours across all of the travel analysis zones used in Metro's travel model. See the equity section below for more detail on the type of jobs and destinations that are captured in this analysis.

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to increase the share of households and jobs that are located within walking distance of frequent transit service<sup>2</sup> relative to the base year.</i>						
% of households located within walking distance of a frequent transit station	54%		56%	54%	54%	54%
% of jobs located within walking distance of a frequent transit station	64%		67%	64%	67%	64%
<i>The RTP seeks to improve mobility by filling gaps in the transportation network and by designing the transportation system for multimodal travel.</i>						
% of the capital RTP spending invested in projects that fill gaps in the transportation network			30%		29%	
% of the capital RTP spending invested in projects that include multimodal design elements			95%		91%	
% of the capital RTP spending invested in projects that fill gaps and include multimodal design elements			29%		28%	

Since the RTP is a transportation plan, it has many different performance measures related to mobility, including three new measures to support the regional mobility policy – system completeness, throughway reliability, and vehicle miles traveled (discussed in the climate section). For some of these measures the RTP meets performance targets, whereas for other measures it falls short.

### 7.2.1 Mode share

**The RTP increases transit use and multimodal travel, but does not meet the region’s targets to triple transit, walking and bicycling mode share.** Metro’s travel models forecast that the investments in the RTP help to increase the share of trips that people make using these modes, but only by small amounts. Transit mode share is forecast to grow by 1.3% between 2020 and 2045 – a relative increase of over 30% – which is significant, but still far short of adopted targets. Walking and bicycling mode shares increase by much smaller amounts than transit mode shares.

### 7.2.2 Access to jobs

**The RTP generally improves access to jobs.** The percentage of the region’s jobs that are accessible by transit increases between 2020 and 2045. Access to jobs by transit also increases between 2020 and 2030, but then it declines between 2030 and 2045. Generally, the investments

<sup>2</sup> “Frequent transit service” refers to service with headways of 15 minutes or less. Metro uses different walking distances to analyze proximity to different types of transit service, consistent with research that shows people are willing to walk longer to reach higher-quality service. This analysis defines “walking distance” as ¼ mile for bus, 1/3-mile for streetcar, and ½ mile for rail.

in the RTP help to keep both roads and transit vehicles moving more efficiently, which increases access to jobs. Increasing congestion near some job centers appears to be contributing to declining motor vehicle access to jobs in the later years of the plan.

**Driving currently offers much better access to jobs than transit does, and the RTP does not change this even though it improves access to jobs via transit.** The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destinations as transit does depending on when you are traveling, where you want to go, and where within the region you are starting from, and the RTP does not change the fact that driving offers much better access than transit does. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to offer the same level of access as driving does. Providing equal access via transit and driving is an aspirational goal for the greater Portland region – and almost any other U.S. city – due to a decades-long history of auto-oriented development, but closing the gap between transit and driving access has far-reaching benefits for the region.

### 7.2.3 System completeness

**None of the region's transportation networks are complete, but the motor vehicle network is much closer than others.** A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks. Completing all networks in the RTP is important to meeting goals, but the fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Additional work is being completed by Metro staff to develop approaches for defining system completeness for transportation system management and operations (TSMO) network and transportation demand management programs.

**The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority.** The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

**The RTP generally improves access to frequent transit, if only slightly.** In order for the transit system to be useful, stops and stations have to be located near common origins and destinations, particularly for the frequent service that gets riders where they need to go efficiently. The RTP slightly increases the share of jobs that are near transit, and in the short term, the share of households that are located near transit as well. However, the share of households that are projected to be within walking distance of transit in 2045 is similar to the base year share. Though the RTP expands the transit system, this planned growth may not be keeping pace with new development.



Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps in regional transportation networks. Increasing this share could help the RTP better complete the transportation system.

#### 7.2.4 Throughway reliability

**The RTP meets the throughway reliability thresholds for throughways with traffic signals, but not for some limited-access throughways. The plan is expected to maintain current levels of reliability.** The throughway performance measure and thresholds aim to identify future transportation needs on region's throughways using travel speed as a proxy for reliability. The draft policy proposes a minimum throughway performance threshold of no more than four hours per weekday with travel speeds below 35 miles per hour on controlled access freeways (e.g., I-5, I-84, I-205, I-405, US 26 and OR 217) or 20 miles per hour on non-freeways with traffic signals (e.g., OR 99E, US 30, OR 212). If average speeds fall below the relevant speed threshold for more than a total of four hours in a day, it indicates the system is failing at that location and a transportation need exists.

All signalized throughways in the region are projected to meet this threshold, but a portion of the limited-access throughways are not. In spite of the fact that some throughways do not meet regional mobility threshold, the RTP generally maintains current levels of reliability through 2045, with some notable exceptions along OR 217, US 26, and I-84. Reliability is generally projected to improve between now and 2030 as the region invests in projects that improve reliability, including strategic projects to address bottlenecks, pricing strategies, and multimodal investments such as high capacity transit and system management strategies that help to slow growth in travel on the region's throughway system. Reliability then declines back to 2020 levels in 2045 due to continued population and employment growth. Figure 7.2, Figure 7.3, and Figure 7.4 show how throughway reliability changes over time under the RTP and locations that do not meet the throughway reliability thresholds.

**Figure 7.2: 2020 Base Year Throughway Travel Speed Reliability Performance (Metro travel model)**

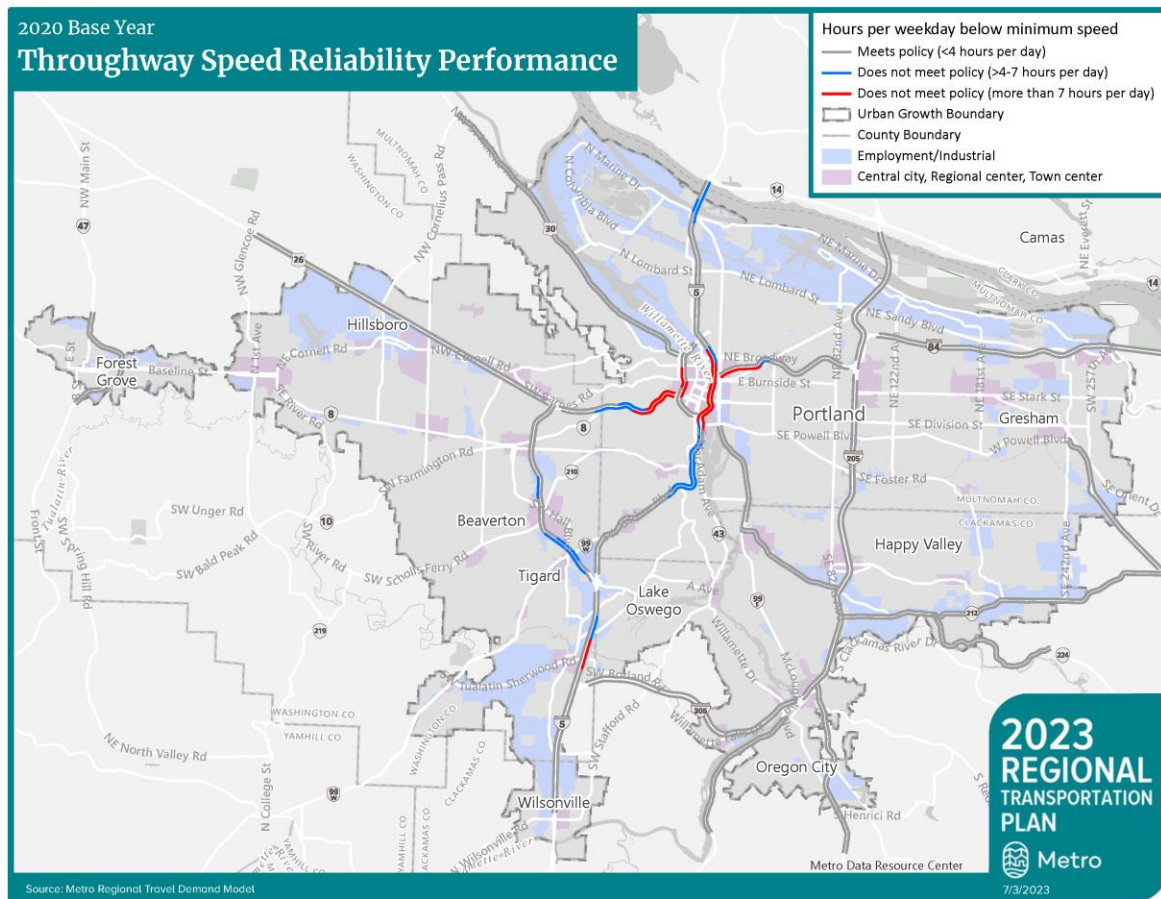
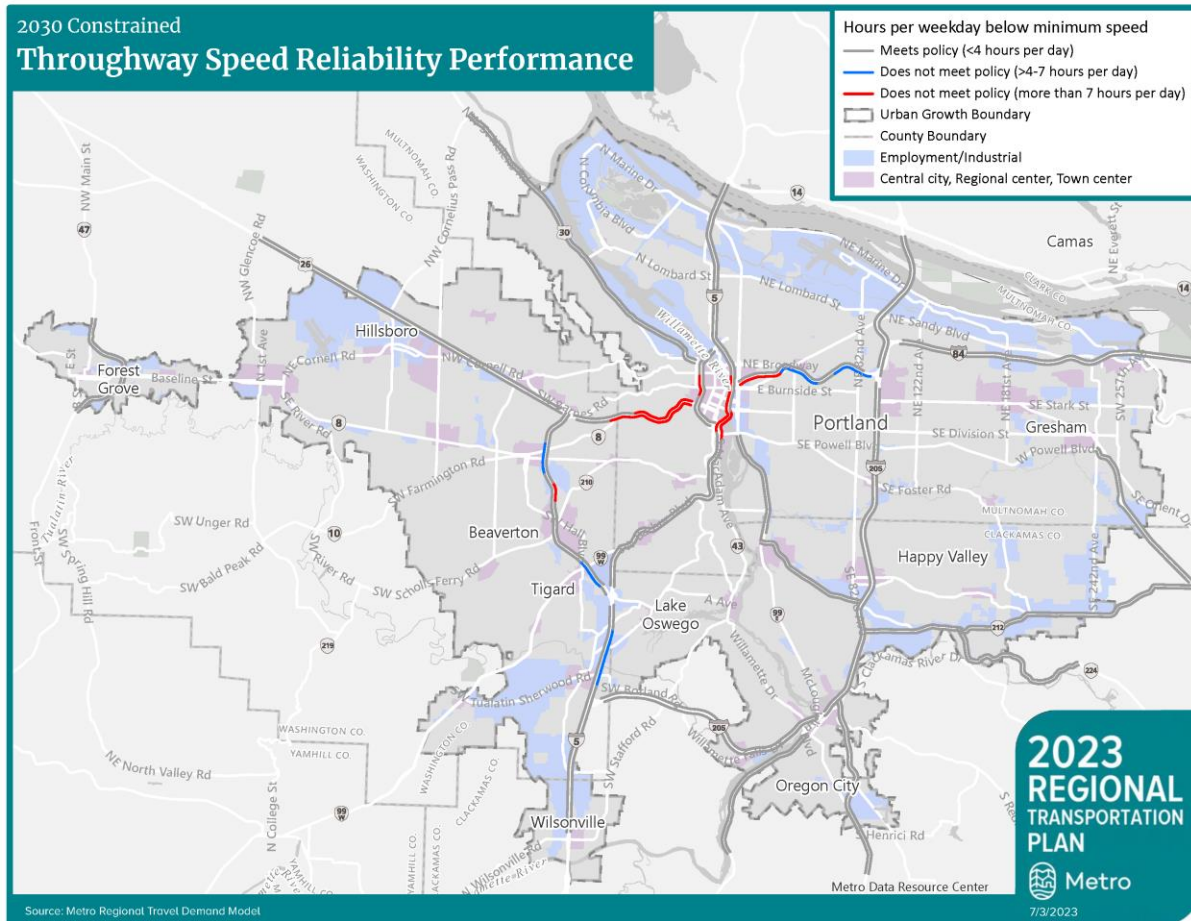
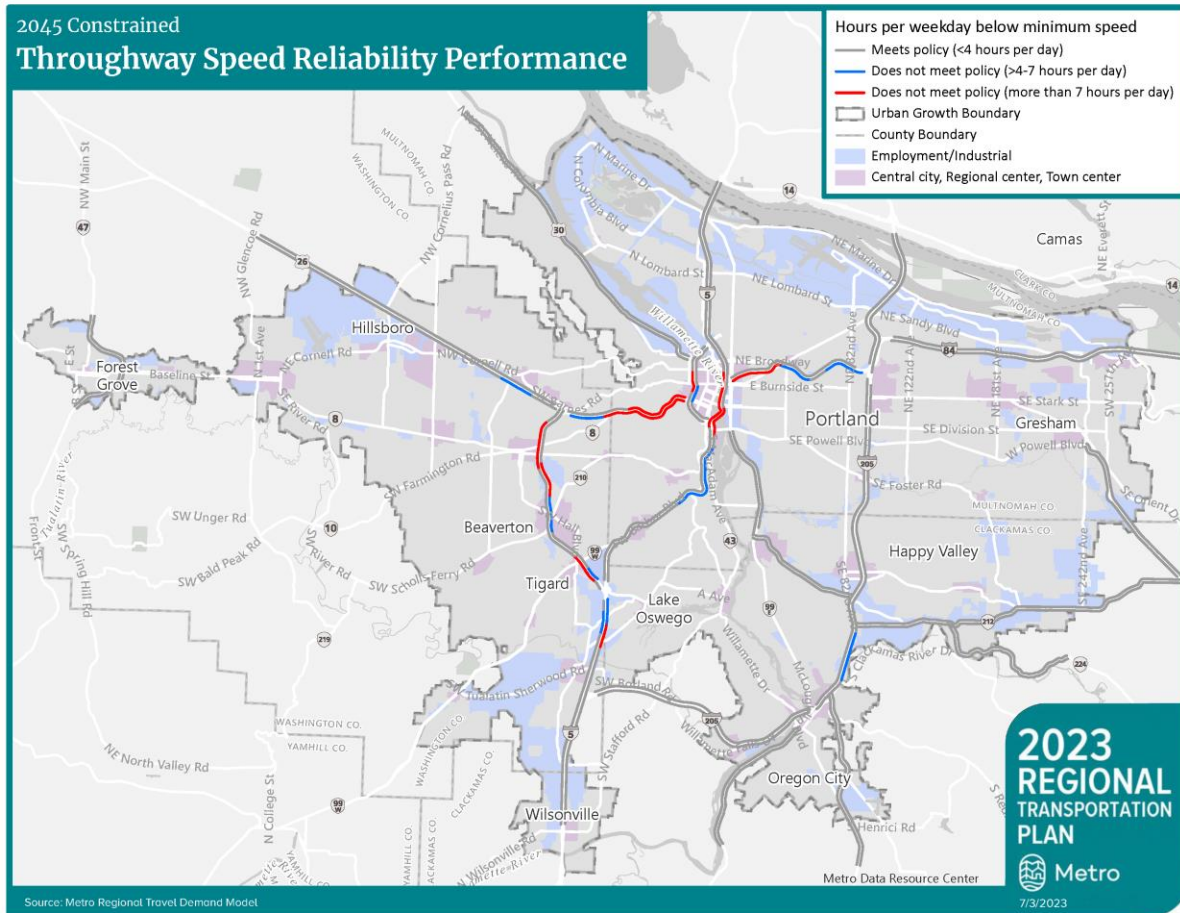


Figure 7.3: 2030 Throughway Travel Speed Reliability Performance (Metro travel model)



**Figure 7.4: 2045 Throughway Travel Speed Reliability Performance (Metro travel model)**

The investments in the RTP help to preserve future throughway capacity for longer-distance movement of goods, services and people, and enhance access to the region's industrial areas, ports and intermodal facilities. However, more evaluation of future pricing strategies is needed to better understand their effect on the region's parallel arterials, low-income households and land use patterns to ensure any unintended consequences are identified and addressed in design and implementation. Corridor-level evaluation is also needed upon completion of the 2023 RTP update to address deficiencies and specific investment needs identified in this analysis. See Appendix I for more details on the throughway reliability analysis and results for individual throughway segments.

### 7.2.5 Transit investments and performance

The RTP relies on a thriving, affordable and efficient transit system to achieve regional mobility, equity and climate goals. Currently, the transit system is facing significant challenges, including recovering from severe service and ridership declines due to the COVID-19 pandemic, ongoing challenges hiring drivers, concerns about riders' and drivers' safety, and inflationary increases in the cost of new infrastructure and service. The RTP makes significant investments in transit,



including \$2.8 billion in transit capital projects and \$28 billion for transit service and operations. These investments still deliver significant benefits for the region, even when accounting for the challenges that transit has faced recently.

Chapter 3 contains maps showing how the transit system evolves over the course of the RTP as new projects are delivered. These projects include major near-term regional investments such as new high-capacity transit lines along TV Highway, 82nd Avenue, and the Montgomery Park streetcar line, Better Red and Division FX frequent bus service, and Better Bus improvements throughout the region that help buses move more quickly through traffic, all of which are anticipated to be built by 2030. The 2045 network includes light rail on the I-5 Interstate Bridge and along Southwest Corridor; concentrated Better Bus investments in key corridors including Lombard, Cesar Chavez and SW 185th; and additional high-capacity transit projects.

The RTP accounts for several recent changes to the transit system when evaluating the impact of these projects on regional goals:

**The pandemic changed riders' behavior, and transit agencies are adjusting service accordingly.** The region's transit system has historically been designed to connect workers to job centers, particularly during peak commuting hours, but commute trips fell dramatically during the pandemic, and given the persistence of working from home it seems likely that a lower share of workers will be using transit for their commutes going forward. TriMet's Forward Together service concept<sup>3</sup> increases service in equity focus areas and focuses more on providing good service throughout the day and less on providing frequent transit during peak hours compared to previous plans. These changes are included in the RTP transit network along with the projects listed above.

**The cost of building and operating transit has gone up.** Inflation has increased the cost of most of the investments included in the RTP, which means that the region's transportation dollars do not stretch as far. This is particularly true for transit because the RTP is required to account for not only the cost of building new transit facilities, but also the cost of operating new transit projects. This increases the cost of building out the regional transit network, and delays progress toward completing that network.

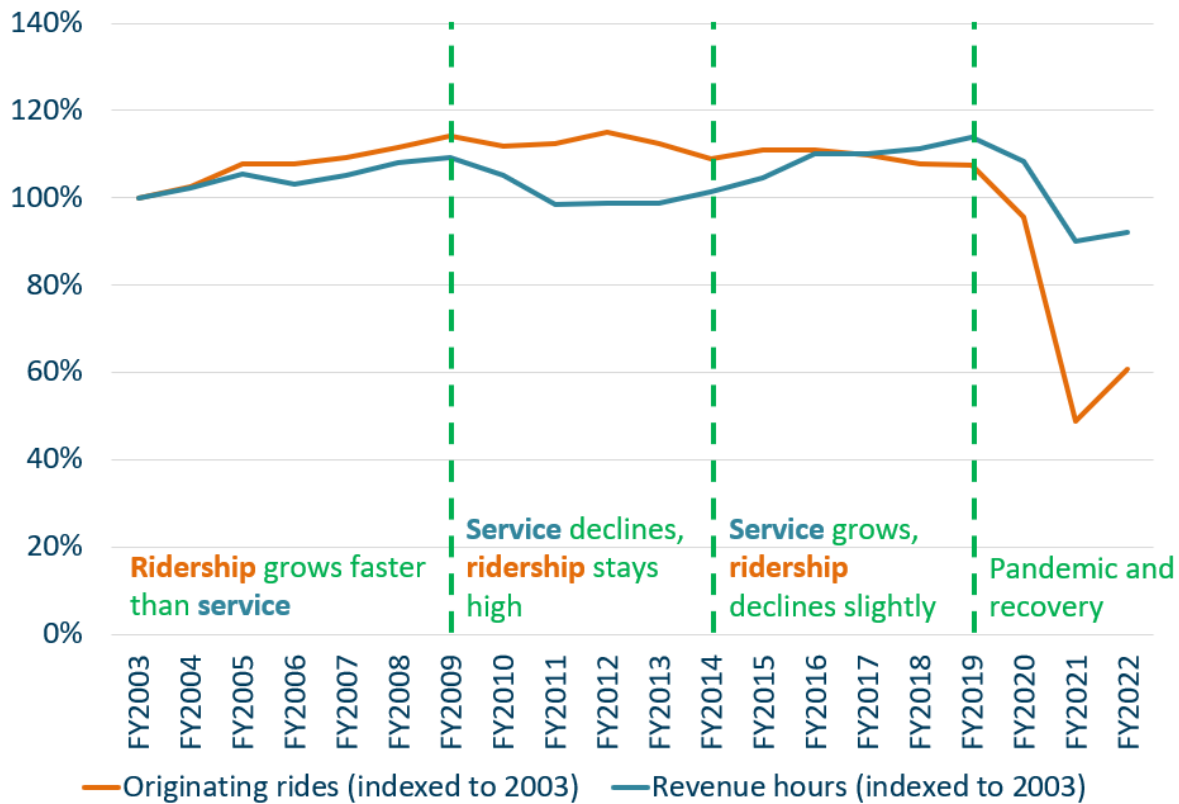
**Recent transit investments have been less effective at drawing new riders.** Figure 7.5 shows how TriMet service and ridership<sup>4</sup> has changed since 2003. Service and ridership are both indexed to 2003 levels, which means that the graph focuses on how those variables have changed over the past two decades.

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<sup>3</sup> <https://trimet.org/forward/>

<sup>4</sup> TriMet annual performance report, 2003-22, <https://trimet.org/about/performance.htm>. This data does not include all transit services in the region, but since TriMet serves over 90 percent of transit rides in the region its data typically reflects regional trends, and the way that TriMet reports this data makes it easy to use this data to track those trends over time.

**Figure 7.5: Transit service and ridership, indexed to 2003 levels, 2003-22 (source: TriMet ridership data)**



The past two decades of transit performance can be broken down into four phases:

- From 2003 to 2009, ridership grew faster than service (14% vs. 9%). New investments in transit were relatively effective at drawing new riders during this period.
- From 2010 to 2013, service declined, but ridership remained at high levels.
- From 2014 to 2019, service increased significantly while ridership declined slightly. This suggests that new transit service was not very effective at drawing new riders.<sup>5</sup>

<sup>5</sup> Transit agencies in cities across the U.S. observed similar trends during this period, during which total U.S. non-rail transit trips fell by almost nine percent and rail trips fell by roughly two percent. (See Federal Transit Administration, National Transit Database: 2019 National Transit Summaries and Trends, <https://www.transit.dot.gov/ntd/2019-national-transit-summaries-and-trends-ntst>.) Analyses pointed to several potential explanations for this decline, including an increased preference among travelers for (and, as the economy strengthened, ability to afford) private vehicles, declining gas prices, competition from transportation network companies and other emerging modes, and declining housing affordability, which may have led many lower-income people who are more likely to rely on transit to move to communities where transit was not accessible. (See TransitCenter, Who's on Board 2019: How to Win Back America's Transit Riders, <https://transitcenter.org/publication/whos-on-board-2019/>.)

- From 2020 to 2022, transit ridership and service both suffered severe declines and then recovered slowly.

During every RTP update, Metro calibrates its travel model that is used in the RTP system analysis to existing data to capture changing dynamics in how people travel. The 2023 RTP update uses a travel model that is calibrated to data from 2014-19, whereas the previous RTP update used data from 2013 and before. **This leads the 2023 RTP to make more modest assumptions about how many riders will use new transit service.**

In spite of the challenges discussed above, transit service, ridership and mode share still increase significantly under the 2023 RTP, as shown in Table 7.3.

**Table 7.3: 2023 RTP transit performance results**

Measure	2020	2030 Constrained	2045 Constrained
Total daily transit revenue hours	7,390	8,856	10,192
Increase in total daily revenue hours	0%	20%	38%
Total daily transit trips	255,159	313,925	440,270
Increase in total daily trips	N/A	23%	73%
Transit mode share (all trips)	4.1%	4.5%	5.4%
Transit mode share (work)	7.2%	8.1%	9.5%
Transit mode share (non-work)	2.9%	3.2%	3.9%

**Transit mode share is forecast to increase from 4.1% to 5.4% over the lifetime of the RTP – a relative increase of over 30 percent.** This is short of the RTP’s ambitious target to increase transit, bike, walk and mode share by 200 percent, but it is nonetheless a significant increase. Even though some workers will replace transit commutes with working from home on some days, transit will likely continue to serve commutes because commutes tend to be long-distance trips for which transit is a particularly useful alternative to driving.

In spite of signs that new transit service has recently been less effective at attracting riders, the RTP still expects that growth in ridership will outpace growth in transit service. This is because **the RTP contains accounts for several other changes that support transit service, including population growth, land use changes that locate more people and jobs near transit, and new tolls and parking pricing** (see the Climate section for further discussion), which encourage some drivers to shift to using transit.

Much has changed about transit, but transit’s importance to the region has not changed, and neither has the evidence about what makes transit service effective at drawing riders. All other things being equal, transit services tend to draw more riders – which means that they also support progress toward the region’s mobility and climate goals – when they:

- Serve areas that are plentiful with housing and jobs.
- Serve areas where high concentrations of people of color and people with low incomes live and work, such as equity focus areas.
- Arrive frequently.



- Connect origins and destinations quickly.

These principles continue to guide transit planning efforts in the region, including the High-Capacity Transit Strategy that is included in the 2023 RTP update.

## 7.3 SAFETY

**Table 7.4: Summary of draft system analysis results: Safety**

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system by 2035, and to maintain progress toward this goal in interim years.</i>						
Number of fatalities	93	52				
Fatalities per 100 million vehicle miles traveled	0.9	0.5				
Number of serious injuries	512	384				
Serious injuries per 100 million vehicle miles traveled	4.8	3.6				
Number of non-motorized fatalities and serious injuries	129	95				
<i>The RTP seeks to advance safety by funding projects that benefit safety in the most dangerous locations on the region's transportation network.</i>						
% of the capital RTP spending invested in projects identified as safety projects			74%		73%	
% of the capital RTP spending invested in projects located on high injury corridors or intersections			46%		59%	
% of the capital RTP spending invested in safety projects that are located on high injury corridors or intersections			38%		51%	

**The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035.** Table 7.4 shows baseline 2020 results for several different indicators that examine different types of crashes (fatal crashes, serious injuries, and non-motorized crashes involving vulnerable users) using different indicators (both rates and absolute values) and compares them to 2020 targets that represent a sixteen percent reduction in crashes compared to 2014, when the region adopted these safety targets, and a fifty percent reduction by 2025. By every **safety measure that the RTP tracks, the region's streets are getting less safe**, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

The needs assessment and Urban Arterials Brief prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the results above.<sup>6</sup> Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.

<sup>6</sup> <https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf> and

<https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.<sup>7</sup>

More than two thirds of capital funding in the RTP goes to projects that lead agencies identified as safety projects, and over half of the capital budget goes toward projects that are on the high-injury network, which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. However, a smaller share of the near-term (2023-30) RTP spending is devoted to these projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety. See Chapter 3 for a map of the high injury network that is used in these safety analyses.

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<sup>7</sup> Tyndall, Justin. "Pedestrian Deaths and Large Vehicles." *Economics of Transportation*, Volumes 26–27, June–September 2021. <https://www.sciencedirect.com/science/article/abs/pii/S2212012221000241?via%3Dihub>, and Monfort, Samuel S.; Mueller, Becky C. "Pedestrian injuries from cars and SUVs: updated crash outcomes from the Vulnerable Road User Injury Prevention Alliance (VIPA)." *Traffic Injury Prevention (TIP)*, Insurance Institute for Highway Safety, May 2020. <https://www.iihs.org/topics/bibliography/ref/2203>.

## 7.4 EQUITY

**Table 7.5: Summary of draft system analysis results: equity**

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>Safety is a critical issue in equity focus areas. The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, particularly in equity focus areas, which experience higher rates of serious crashes.</i>						
Serious crashes in Equity Focus Areas (EFAs)	65%	35%				
Pedestrian- and bicyclist-involved crashes in Equity Focus Areas (EFAs)	75%	25%				
<i>The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.</i>						
% of the pedestrian network that is complete within EFAs	70%	45%	76%	49%	81%	58%
% of the pedestrian network near transit that is complete within EFAs	73%	53%	78%	56%	83%	64%
% of the bicycle network that is complete within EFAs	61%	49%	68%	53%	75%	58%
% of the bicycle network near transit that is complete within EFAs	64%	55%	72%	60%	77%	65%
<i>The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).<sup>8</sup></i>						
% of regional jobs accessible by transit in equity focus areas	8%	5%	9%	5%	11%	5%
% of regional jobs accessible by driving in equity focus areas	42%	40%	43%	40%	40%	33%
<i>The RTP seeks to advance equity by funding projects that benefit equity in the communities that have the greatest needs.</i>						
% of the capital RTP spending invested in equity projects (transit or walk/bike investments)			68%		75%	
% of the capital RTP spending invested in projects located in equity focus areas			36%		36%	
% of the capital RTP spending invested in equity projects that are located in equity focus areas			27%		26%	

<sup>8</sup> The results shown here measure access to all jobs during peak hours. Community feedback has emphasized that marginalized people particularly prioritize access to community places such as schools, grocery stores and community services and access to jobs that they are qualified for, and that marginalized people are less likely to commute during peak hours and more likely to need to travel throughout the day. Metro staff analyzed access to jobs by wage level and access to community places, and also access during off-peak periods. All of these analyses show the same basic patterns as the results in Table 7.5 – access to destinations via transit and auto is slightly better in equity focus areas than in other communities, and access to destinations via auto is much higher than access via transit – and this memorandum does not reproduce those results in order to conserve space. The final RTP will include complete results of the accessibility analysis.

**The RTP achieves mixed results on equity – it invests equitably, but these investments do not undo longstanding transportation inequities in safety and access to jobs.** The region's bicycle and pedestrian networks are currently more complete in many Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated, and the RTP continues to invest in completing those networks. However, recent data shows that these areas continue to experience three times the number of crashes that involve people walking and biking – who are particularly vulnerable to death and injury during crashes – and almost twice as many fatal and serious injury crashes as other parts of the region.

Similarly, **people living in some EFAs currently have significantly better access to jobs via transit and driving than people living in non-EFAs, and the RTP continues to improve access to jobs in these communities relative to others.** However, despite continued efforts to grow transit service during this and previous RTP cycles, **driving in general continues to offer much more efficient and convenient access to jobs than transit does.** Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit. This suggests that an equitable transportation system is one in which transit offers the same level of access to jobs as driving – and even with the investments in the RTP the region still falls short of providing equal access via driving and transit.

Over two thirds of RTP capital spending goes toward projects that invest in the transportation equity needs identified by EFA residents, and over one third goes toward projects in EFAs, with a slightly higher share of long-term funding than near-term funding devoted to these priorities. See Chapter 3 for a map of the equity focus areas that are used in these analyses.

## 7.5 ECONOMY

**Table 7.6: Summary of draft system analysis results: economy**

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to decrease driving and transit travel times along regional mobility corridors relative to the base year.</i>						
% change in average mid-day corridor <sup>9</sup> travel times vs. 2020 - driving			0.7%	0%	3.7%	0%
% change in average evening peak corridor travel times vs. 2020 - driving			1.5%	0%	3.8%	0%
% change in average off-peak corridor travel times vs. 2020 - transit			- 3.4%	0%	- 3.8%	0%
% change in average evening peak corridor travel times vs. 2020 - transit			- 1.2%	0%	- 1.6%	0%
<i>The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.</i>						
% of the pedestrian network that is complete within centers, station communities, and mixed-use areas	74%	57%	77%	62%	80%	69%
% of the bicycle network that is complete within centers, station communities, and mixed-use areas	63%	55%	69%	60%	74%	66%
% of the pedestrian network that is complete within employment and industrial areas	39%	57%	44%	62%	52%	69%
% of the bicycle network that is complete within employment and industrial areas	55%	55%	58%	60%	64%	66%
<i>The RTP supports the economy by prioritizing by filling gaps in the transportation network and by designing the transportation system for multimodal travel.</i>						
% of the capital RTP spending invested in projects located in planned job centers and growth areas			89%		88%	
% of the capital RTP spending invested in projects located in areas that currently have higher-than-average concentrations of jobs			84%		80%	

**The RTP achieves mixed results on regional economic goals.** It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase, particularly in 2045, due to increased congestion. However, travel times increase at a much slower pace than the region's population and employment grows (under 4% by 2045, compared to 29% growth in population and 23% growth in jobs), which suggests that the RTP

<sup>9</sup> Metro uses mobility corridors that link different regional centers for the purposes of travel analysis (<https://www.oregonmetro.gov/mobility-corridors-atlas>) and forecasts driving and transit times between key destinations along each corridor using its travel model. The averages presented for this metric are based on the longest-distance route along each corridor for which forecasted both driving and transit travel times are available, and, in the case of peak-hour results, the route corresponding with the direction of peak travel.

helps traffic move more efficiently along these corridors than it would otherwise given the pressure that new growth and new trips put on the transportation system.

**In order to help workers take advantage of the faster and more frequent transit connections that the RTP provides, the RTP must also complete the bicycle and pedestrian networks in the communities where jobs are located.** Doing so gives transit commuters safe and convenient connections from transit stations to their places of work. The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas where many of the region's office, service, and other jobs are located, and the RTP continues to prioritize investment in these areas. However, even with the investments planned in the RTP, the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment and industrial areas that are home to many of the region's manufacturing and transportation jobs as it is in the rest of the region. Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments, and new transit options, particularly smaller and more flexible service that can serve routes with many dispersed stops, are needed to give people a car-free option that connects within walking or biking distance of their jobs. However, completing these networks, especially the pedestrian network, can help transit riders safely and conveniently complete the last mile of their commutes.

**The RTP invests heavily in projects that are located both in planned job centers and in the places where jobs are currently concentrated, which reflects a continued emphasis on investing in transportation facilities that support current and planned growth.**



## 7.6 CLIMATE AND ENVIRONMENT

**Table 7.7: Summary of draft system analysis results: climate and environment**

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to reduce <b>greenhouse gas emissions and vehicle miles traveled</b> in order to meet regional climate targets set by the state which are to reduce vehicle miles traveled per person by 35% by 2050, with a 30 percent reduction by 2045 and a 25% reduction by 2040, compared to 2005.</i>						
% reduction in VMT per capita (relative to 2005)					22-40% <sup>10</sup>	30%
% reduction in GHG emissions per capita (relative to 2005)					22-40% <sup>10</sup>	30%
<i>The RTP aims to reduce total <b>greenhouse gas emissions</b> in order to meet State goals.</i>						
Total GHG reductions (metric tons)	10,831		9,109	10,831	9,300	10,831
<i>The RTP aims to keep <b>criteria pollutants</b> from mobile sources below thresholds set by the federal government.</i>						
Total summer carbon monoxide emissions (lbs)	261,097		111,508	261,097	77,805	261,097
Total winter carbon monoxide emissions (lbs)	206,410		85,266	206,410	71,579	206,410
Total summer volatile organic compound emissions (lbs)	11,734		2,836	11,734	2,374	11,734
Total winter particulate matter 10 exhaust (lbs)	375		125	375	62	375
Total winter particulate matter 2.5 exhaust (lbs)	336		111	336	55	336
<i>The RTP aims to keep <b>air toxics</b> from mobile sources below current levels.</i>						
Diesel particulate matter (pounds)	404		132	404	63	404
Acrolein (pounds)	7		1	7	1	7
Benzene (pounds)	306		53	306	39	306
1,3-butadiene (pounds)	37		2	37	1	37
Formaldehyde (pounds)	126		19	126	10	126
Arsenic (grams)	66		72	66	82	66
Chromium 6 (grams)	0		0	0	0	0
Naphthalene gas (grams)	8		2	8	1	8
<i>The RTP seeks to advance climate and resilience by funding high-impact greenhouse gas reduction strategies and projects on key emergency routes.</i>						
% of the capital RTP budget invested in high- or moderate-impact Climate Smart Strategies			32%		28%	
% of the capital RTP budget invested in projects located on Emergency Transportation / Seismic Lifeline routes			73%		72%	

<sup>10</sup>Metro reports a range of results for per capita VMT and GHG reductions in order to account for the uncertainty surrounding the state's plans to implement the changes to transportation pricing assumed in the Statewide Transportation Strategy (see discussion later in this section). According to the state rules governing regional climate targets, the RTP meets its targets as long as the targets are within this range of uncertainty.

**The RTP meets its targets to reduce criteria pollutant and air toxic emissions.** These emissions are known to cause health and respiratory issues for people and damage the environment, so meeting this goal also supports public health and the general health of the region's ecosystem. Progress toward this target is largely driven by the fact that the next generation of vehicles is expected to produce less pollution than the cars that are currently on the road. The region's success in reducing per capita VMT also helps to ensure that increases in driving don't counteract the benefits of cleaner vehicles.

**The RTP meets state-mandated regional climate targets by implementing the projects and programs in the constrained RTP project list in combination with state-led actions identified in the Oregon Statewide Transportation Strategy (STS),** which is Oregon's strategy to reduce transportation-sector GHG emissions. The STS includes state-led pricing actions, in addition to implementation of clean vehicle and fuel programs and regulations at the state and federal level. The fleet and technology actions cover variables such as the share of zero-emission vehicles, the carbon intensity of fuels, the balance of cars and trucks in the passenger fleet, and vehicle turnover. The state-led pricing-actions assumed in the STS assume that the state will implement extensive changes to how transportation revenues are collected in Oregon, both to replace the gas tax, which is not producing enough revenue to meet Oregon's transportation needs, and to reduce GHG emissions by managing demand for driving and encouraging the use of cleaner modes and vehicles. The following subsection provides more detail about how the transportation investments in the RTP work alongside the technology and pricing assumptions in the STS – particularly the latter – to meet the region's climate targets.

### 7.6.1 Pricing impacts the region's progress toward climate goals

The RTP climate targets are designed to ensure that the region and state work together to meet Oregon's transportation-sector GHG reduction goals. The climate analysis must reflect both the transportation investments and policies in the RTP and the impact of state vehicle and fuel regulations as reflected in the Statewide Transportation Strategy (STS). **More discussion of the role of state-led pricing actions in meeting the region's climate targets and mobility goals is recommended,** because the RTP climate analysis reveals that these actions have a significant impact on VMT and GHG emissions, and the mobility analysis shows how pricing helps to maintain reliable travel times on throughways.

The STS contemplates several additional revenue mechanisms, including a road user charge that levies per-mile fees on drivers, carbon taxes, and additional road pricing beyond what is currently included in the 2023 RTP. These changes are not reflected in the RTP because they are not yet adopted in state policies or regulations, but the climate analysis for the RTP is allowed to include

them because these state-led pricing actions are identified in STS and were assumed when the state set the region's climate targets.<sup>11</sup>

In order to illustrate the impact that the pricing envisioned in the STS has on progress toward the region's climate targets, Metro staff developed four scenarios that represent different assumptions regarding the implementation of the pricing actions included in the STS:

- **RTP23 + adopted plans (AP):** Includes all RTP investments and throughway pricing, as well as currently adopted plans and policies assumed in the STS, and excludes the pricing and revenue mechanisms described as “additional” under the scenarios below.
- **RTP23 + STS:** Includes RTP investments and throughway pricing as well as all additional pricing and revenue mechanisms included in the STS. These consist of a combination of fees and taxes that are modeled as per-mile fees.
- **Target 1:** Includes RTP23 investments and throughway pricing as well as the amount of additional pricing and revenue mechanisms from the STS that are necessary to meet regional climate targets by using pricing to manage travel demand.
- **Target 2:** Includes RTP23 investments and throughway pricing as well as the amount of additional pricing and revenue mechanisms from the STS that are necessary to meet regional climate targets by using pricing to manage travel demand – assuming that all revenues from these new pricing mechanisms generated within the region are reinvested in increasing transit service.<sup>12</sup> To create this scenario, the consulting team supporting this analysis tested several different levels of pricing and corresponding increases in transit service until they identified the scenario that meets regional climate targets using the smallest amount of additional pricing.

Table 7.8 describes the assumptions behind these two scenarios, and Figure 7.6 illustrates the VMT reductions that each scenario achieves.

**Table 7.8: Climate scenarios and associated assumptions**

	<b>RTP23 + AP</b>	<b>RTP23 + STS</b>	<b>Target 1 (pricing)</b>	<b>Target 2 (pricing + transit)</b>
Throughway pricing	RTP pricing on portions of I-5 and I-205 averaging \$0.11/mi.	STS pricing on the entire throughway and arterial network averaging \$0.13/mi. (\$0.17/mi. on	\$0.09/mi. on the entire throughway network.	\$0.07/mi. on the entire throughway network.

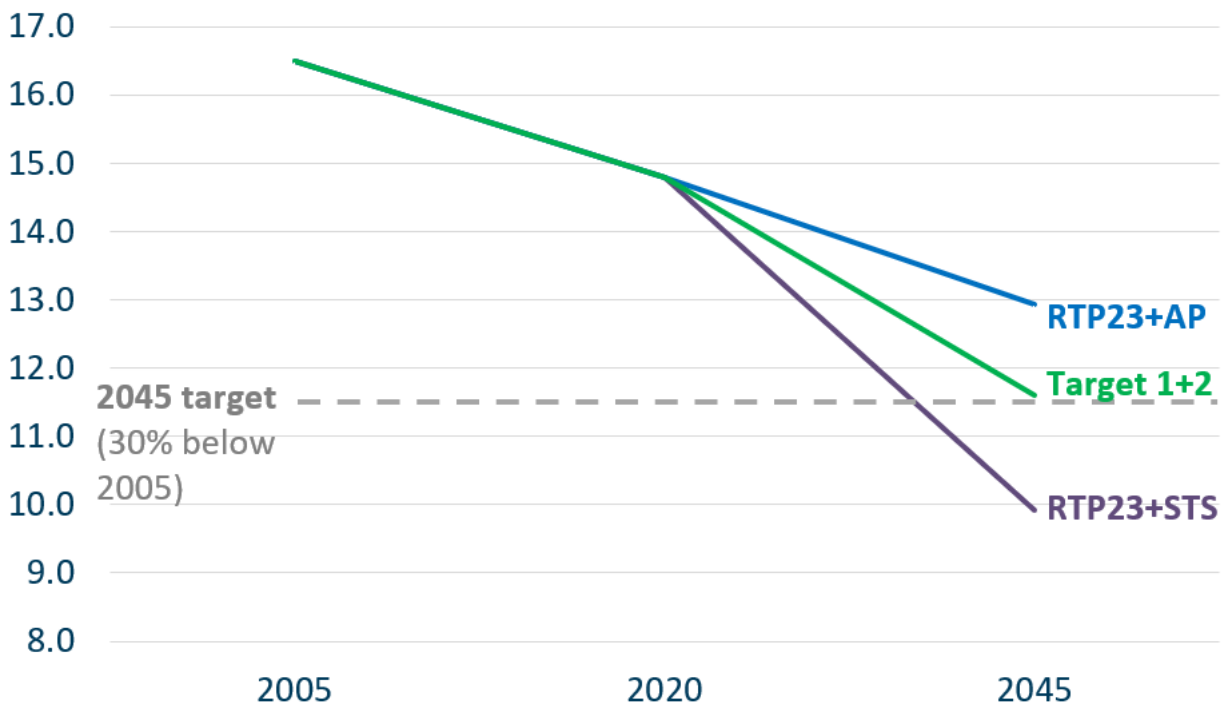
<sup>11</sup> OAR 660-044-0030(4)(a):

[https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID\\_OARD=Pk5WeLsr40n1ZMdFGJr943D9KeHyA7LSgdLuG\\_bsnXZJvNrXnl8xl-286176765?ruleVrsnRsn=293065](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=Pk5WeLsr40n1ZMdFGJr943D9KeHyA7LSgdLuG_bsnXZJvNrXnl8xl-286176765?ruleVrsnRsn=293065)

<sup>12</sup> This scenario assumes that 50 percent of revenues from the STS pricing and revenue mechanisms for toward funding increases in transit service, and that investments in transit service would be consistent with the mix of transit modes (e.g., local bus, frequent bus, light rail) and transit service costs reflected in the 2023 RTP constrained investments. See the appendix for a technical discussion of the development of the Target 2 scenario.

RTP23 + AP		RTP23 + STS	Target 1 (pricing)	Target 2 (pricing + transit)
		throughways and (averaging \$0.17/mi.		
Per-mile fees	None	Maximum allowable STS levels, roughly \$0.10/mi.	\$0.06/mi.	\$0.05/mi.
Transit service	RTP levels of transit service	RTP levels of transit service	RTP levels of transit service	77% increase above RTP levels of transit service
VMT reductions (vs. 2005 levels)	22%	40%	30%	30%
Meets targets?	No	Yes (exceeds)	Yes (meets)	Yes (meets)

**Figure 7.6: Daily VMT per capita by scenario vs. regional climate target (source: Metro/RSG VisionEval analysis)**



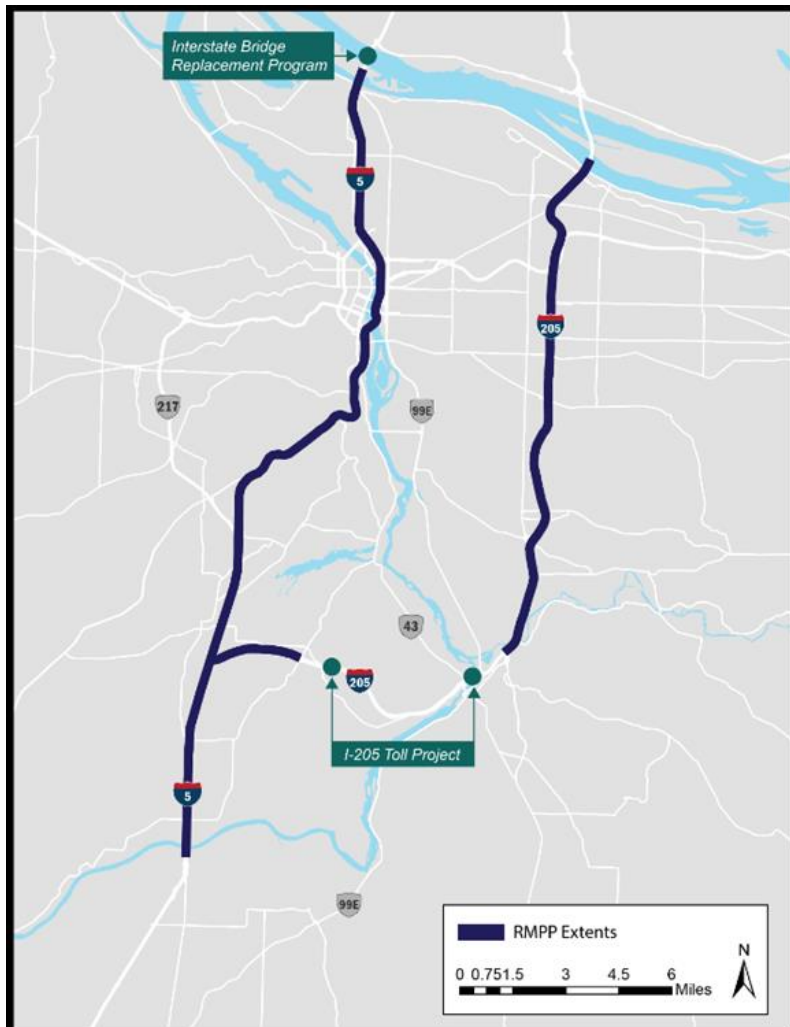
These results demonstrate that **there are multiple paths to meeting regional climate targets through a combination of increased pricing and other climate strategies** including demand management, system management, and increased investment in alternatives to driving. The two target scenarios shown above represent two pathways to meeting the region's targets – one that does so entirely by using additional pricing to cover the gap between RTP emissions and regional targets and one that covers this gap through a combination of pricing and reinvestment in transit – but there are likely other pathways to meeting (or exceeding) regional targets that involve

either different mixes of pricing and reinvestment of pricing revenues in the high- and moderate-impact GHG reduction strategies identified in the region's Climate Smart Strategy. **Any new pricing program has the potential to produce new revenues that can be reinvested in GHG reduction strategies.**

This reinvestment is critical, because the results above show that **the region can meet its climate targets while also advancing mobility and equity goals if revenues from new pricing programs are reinvested in other GHG reduction strategies.** Relying on pricing alone to reduce VMT and GHG emissions from driving, as tested in the Target 1 scenario, would require charges of 9 cents per mile on throughways and 6 cents per mile on roads throughout the region to meet regional climate targets. If revenues from new pricing are invested in transit, which also reduces VMT and GHG emissions, the region could meet its targets at while charging drivers roughly 25% less than under Target 1. Lower levels of pricing and higher levels of transit service would both minimize additional costs for drivers and provide affordable alternatives to priced vehicle trips.

### 7.6.2 Pricing projects in the 2023 RTP and their impacts

Three different projects in the 2023 RTP implement pricing in the form of tolls on the region's throughways: the Regional Mobility Pricing Project (RMPP), which levies tolls along most of Interstates 5 and 205 within the region; and the Interstate Bridge Replacement Program and I-205 Tolling projects, which include tolls on I-5 and I-205 within their respective project areas. Though further analysis of pricing and its impact on regional climate and mobility goals is recommended, the pricing currently included in the RTP has significant benefits for the climate and throughway reliability results discussed above. Figure 7.7 shows the planned extent of tolling under the 2023 RTP; the I-5 Bridge and I-205 Toll Projects are shown as green dots with call-outs while the Regional Mobility Pricing Project corridors are shown as dark blue lines.

**Figure 7.7: Throughways that are tolled under the 2023 RTP (Source: ODOT)**

Tolls for these three RTP projects are intended to both manage travel demand and raise transportation revenues. The exact tolling extents and rates of these projects have already evolved significantly as the projects have developed, and they will continue to evolve as the projects progress through their respective federal planning processes. The evolutionary nature of this work means that **the tolling that is represented in the RTP is unlikely to match the final tolling that is implemented in the region.**

The version of the three tolling projects currently included in the 2023 RTP update are based on what was considered to be the best approximation of those projects' current plans as of April 1st, 2023. Collectively, these projects envision charging higher prices in the highest demand hours of the day (peak periods), and in the most congested portions of I-5 and I-205 (as well as in the extents of the I-5 Bridge Replacement and I-205 Tolling Projects) and lower prices in lower demand hours of the day (off-peak periods) and in less congested areas. Two of these projects also include significant changes to the motor vehicle and transit networks, which combine with tolling

to influence travel behavior. Table 7.9 summarizes the elements of each of the three tolling projects that are captured in RTP update.

**Table 7.9: Key elements of the three 2023 RTP projects that include tolling**

Project	Elements captured in the RTP
I-5 Interstate Bridge Replacement Program	<ul style="list-style-type: none"> <li>• Variable rate tolls for drivers crossing the river ranging from \$2.05 - \$3.15 between 5 AM and 11PM, with a minimum overnight toll of \$1.50</li> <li>• A new I-5 Columbia River crossing with three through lanes, safety shoulders, and one auxiliary lane in each direction</li> <li>• A 1.9-mile extension of the MAX Yellow Line, including three new stations, from the existing Expo Center Station to a terminus near Evergreen Boulevard in Vancouver</li> <li>• A new arterial bridge for local traffic with a shared use path for pedestrians and bicyclists</li> <li>• Improvements to seven interchanges</li> <li>• Wider shoulders to accommodate express bus-on-shoulder service along I-5 between Victory Boulevard in Portland and State Route 500 in Vancouver</li> </ul>
I-205 Toll Project	<ul style="list-style-type: none"> <li>• Toll rate assumptions for the I-205 Toll Project Draft Environmental Assessment<sup>13</sup> include variable rate tolls for drivers crossing the Tualatin River and Abernethy bridges ranging from \$0.55 - \$2.20 (per bridge) between 5 AM and 11PM, with a minimum overnight toll of \$0.55 (per bridge)</li> <li>• Addition of a third through lane in both directions of I-205 between the Stafford Road exit and OR 43</li> <li>• A northbound auxiliary lane between OR 99E and OR 213</li> <li>• Seismic bridge upgrades along I-205; replacement of the Tualatin River Bridges</li> </ul>
I-5 and I-205 Regional Mobility Pricing Project	<ul style="list-style-type: none"> <li>• Preliminary modeling assumptions for the Regional Mobility Pricing Project include variable rate tolls for drivers on: <ul style="list-style-type: none"> <li>○ I-205 between the Columbia River (north) and the intersection of I-5 (south).</li> <li>○ I-5 between the Columbia River (north) and the Boones Ferry Bridge (south). Tolls vary by location, direction of travel, congestion levels, and time of day; no tolls are assumed overnight.</li> </ul> </li> <li>• Consideration of toll rate schedules will be part of the environmental review process, as well as the traffic and revenue analysis, both of which will occur in 2023-24</li> </ul>

It is important to note that **the RTP does not account for how rates might be discounted for low-income travelers and other marginalized communities, how revenues might be reinvested to provide affordable and convenient alternatives to tolled trips, or for other adjustments to mitigate the impacts of tolling.** These details are not available yet, and will be determined as the projects listed above progress.

The large-scale, aggregate nature of Metro's travel model makes it challenging to detail the regional impacts of any single project, even one as potentially significant as tolling. Instead of attempting to isolate the impacts of tolling, Metro staff identified several qualitative findings about tolling's impacts based on the modeling results for the constrained RTP scenario and on Metro's experience supporting tolling analyses in the region:

<sup>13</sup> [I-205 Toll Project Draft Environmental Assessment](#)



- **Tolling is expected to reduce total VMT.** VMT is likely to decline both during peak periods and throughout the day on the tolled portions of I-5 and I-205, as solo drivers whose trips would be priced shift to carpooling or using transit. There is likely to be some re-routing of traffic to parallel arterials, which would increase VMT on these facilities. However, the potential increase in VMT on parallel arterials is smaller than the anticipated decrease on the tolled throughways, leading to a net reduction in VMT.
- **Tolling is expected to reduce congestion on I-5 and I-205.** Since tolling reduces VMT on I-5 and I-205, it also frees up capacity, reducing vehicle hours of delay on those tolled throughways both during peak periods and throughout the day. The anticipated diversion to parallel arterials discussed above is not expected to produce substantial additional delay on arterials since most diversion is expected to occur in the off-peak periods, when arterials have excess capacity. Also, some vehicles that presently reroute to arterials to avoid congestion on I-5 and I-205 would choose to pay the toll and benefit from a more efficient trip. As ODOT proceeds to develop these projects, it intends to optimize pricing in order to reduce congestion on throughways. Pricing is one of the reasons that the RTP maintains existing levels of throughway reliability even as the region grows. According to FHWA, removing even as few as five percent of the vehicles from a congested roadway could enable traffic to flow much more efficiently.<sup>14</sup>
- **Tolling will likely lead to an increase in carpooling.** Average vehicle occupancy is expected to increase along all tolled throughways, and particularly on the portions of I-5 that also have High Occupancy Vehicle (HOV) lanes that only allow vehicles with two or more people to use them during peak periods. This increase in carpooling is one of the factors contributing to the VMT and congestion reductions discussed above.
- **Tolling will likely encourage people to shift when they travel.** Travelers who have flexible schedules and are price-sensitive are expected to shift some of their trips to shoulder or off-peak periods instead of paying higher tolls during peak travel times. This “peak-spreading” is one of the factors contributing to tolling’s impact on congestion.

As noted previously, more evaluation of future pricing strategies is needed to better understand their effect on the region’s parallel arterials, low-income households and land use patterns to ensure any unintended consequences are identified and addressed in design and implementation.

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<sup>14</sup> <https://ops.fhwa.dot.gov/publications/congestionpricing/sec2.htm>

## 2023 Regional Transportation Plan



## Chapter 8

# Moving Forward Together

## 2023 Regional Transportation Plan

July 10, 2023 Public Review Draft

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## 8.0 PURPOSE

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland-Vancouver urbanized area, serving 1.7 million people living in the region's 24 cities and three counties. As the MPO, Metro formally updates the Regional Transportation Plan every five years in cooperation and coordination with the Oregon Department of Transportation and the region's cities, counties and transit agencies.

The Regional Transportation Plan is a blueprint that guides investments for all forms of travel throughout greater Portland – driving, taking transit, biking and walking – and the movement of goods and services. The plan identifies current and future transportation needs, investments needed to meet those needs, and what funds the region expects to have available over the next 22 years to make those investments a reality.

Updates to the plan and subsequent implementation must meet federal requirements and state policies and regulations contained in Oregon's Transportation Planning Rule (which implements Statewide Planning Goal 12), and Oregon's Metropolitan Greenhouse Gas Emissions Reduction Targets Rule. The plan also implements regional policies contained in Metro's Regional Framework Plan. In combination, these requirements call for development of a multimodal transportation system plan that is integrated with and supports implementation of adopted local and regional land use plans including the 2040 Growth Concept and Climate Smart Strategy.



Learn more about the 2023  
Regional Transportation Plan at  
**[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)**

### Chapter organization

This chapter summarizes future work to implement the RTP, consistent with federal, state and regional requirements. The chapter is organized as follows:

- 8.1 Introduction:** This section summarizes the purpose and content of the chapter.
- 8.2 Planning and programs:** This section summarizes local, regional and state planning and programs that advance implementation of the plan.
- 8.3 Projects:** This section summarizes major project development activities in the region and the allocation of federal transportation funds to implement projects in the RTP.
- 8.4 Data and tools:** This section summarizes data and research activities to address existing and emerging planning and policy priorities and innovative practices in

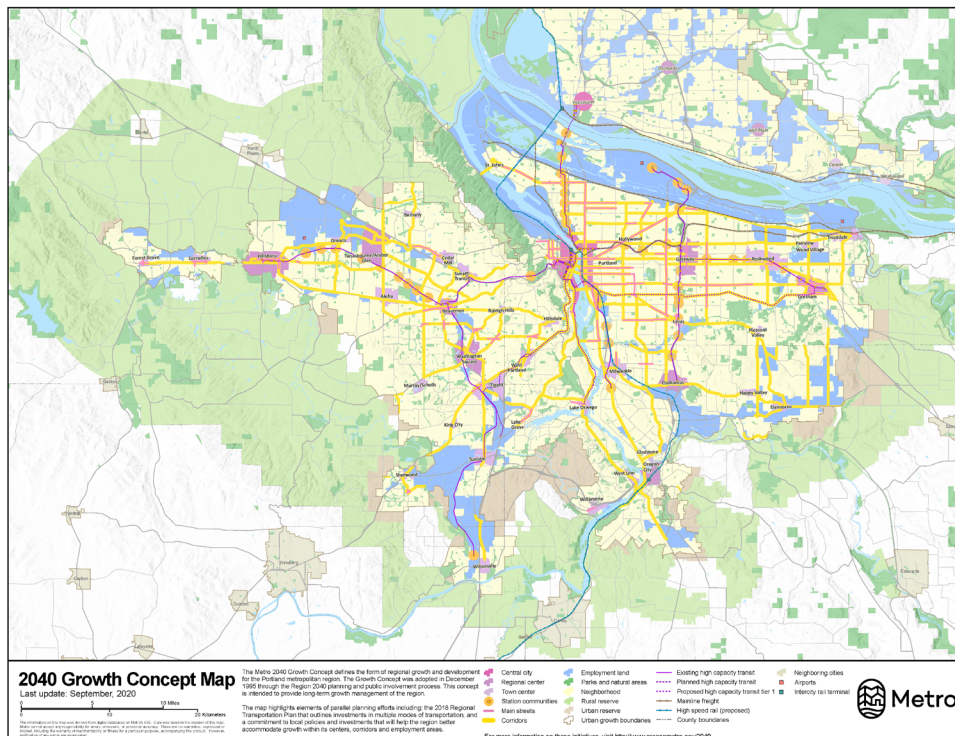
transportation planning and analysis and ensure that the region has the resources to fulfill its transportation performance measurement and reporting responsibilities.

## 8.1 INTRODUCTION

### Connecting Our Shared Values and Vision for the Future: Setting a Course for Transportation

Metro worked with federal, state and local government partners, federally-recognized Tribal governments as well as community members, community-based organizations, and businesses to develop the 2023 Regional Transportation Plan. The result of that work is a set of regionally identified goals and policies that guide our transportation planning and investment decisions overall, strategies to help meet those goals and policies, a shared understanding about existing financial resources, and a recommended set of projects that make progress addressing the region's significant and growing transportation needs and challenges. The goals, policies, projects and strategies in this plan also address federal, state and regional planning requirements based on our shared values and the outcomes we are trying to achieve as a region, including implementation of the 2040 Growth Concept.

**Figure 8.1 2040 Growth Concept (2020)**

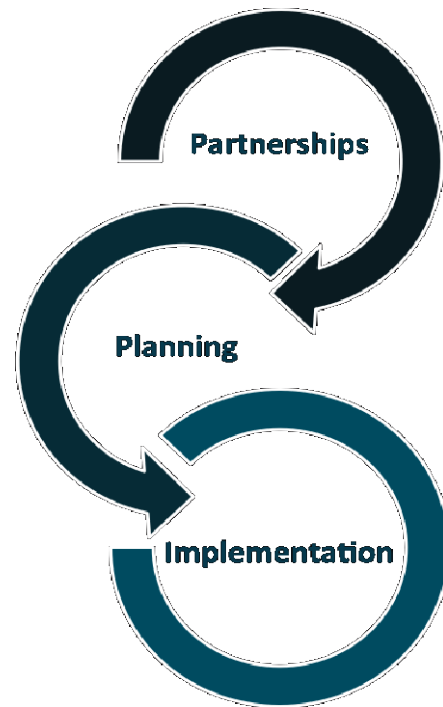


*The 2023 Regional Transportation Plan is a key tool for implementing the 2040 Growth Concept and the Climate Smart Strategy— our region's foundation for climate action.*

The plan sets an updated course for future transportation planning and investment decisions and continued implementation of the 2040 Growth Concept – the region’s adopted land use and transportation strategy for managing growth and building climate-friendly and equitable communities and a strong economy.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the Emerging Transportation Trends Study<sup>1</sup>. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this update provides an opportunity for all levels of government to work together to deliver a better transportation future.

The plan takes into account the changing circumstances and challenges facing our growing region and addresses them directly, adopting new approaches for addressing mobility and prioritizing investments to advance transportation equity, climate, safety, mobility and economic goals. Central to this plan are innovative approaches to connect community land use aspirations and transportation investments and use of regional mobility corridor strategies to comprehensively address our growing transportation needs while protecting public and environmental health. Each mobility corridor strategy is uniquely tailored by optimizing operations on existing throughways, and arterial streets that also serve as transit and freight routes, completing gaps in biking and walking connections and strategically expanding the transit and roadway system.



The plan will be implemented through a variety of policies, projects, strategies and actions at the local, regional, state and

This RTP incorporates a new regional mobility policy focused on the policy outcomes of equity, options, safety, reliability, efficiency and access. It includes performance targets focused on reducing vehicle miles traveled per capita, building a complete and interconnected system, and reliability of throughways using travel speed.

Through its policies, projects and strategies, the RTP aims to attract jobs and diverse housing to our region’s downtown centers, main streets and employment areas. It seeks

<sup>1</sup> <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research>

to increase the use of public transit, bicycling and walking, and reduce the amount of miles that our region's residents, employers and visitors need to drive in order to get around. It also seeks to increase the safety, reliability and efficiency of the roadway and transit systems for all travelers. When we measure our performance, we find we have some successes, but overall the RTP falls short of meeting several performance targets set forth in Chapter 7.

To make more progress toward the goals and objectives of the plan, the region must take additional steps together and individually to address a wide range of planning, programmatic and project activities that will make it easier to implement adopted policies, projects and strategies. This chapter outlines those activities.

The plan will be implemented through a variety of strategies and actions at the local, regional, state and federal levels. The various jurisdictions in the region are expected to pursue policies, projects and strategies that contribute to meeting the agreed upon goals, objectives and policies of this RTP.

Implementation of this plan will require a cooperative effort by all jurisdictions responsible for transportation planning in the region, and will involve:

- Adoption of regional policies and strategies in local plans, including functional classifications for all modes and land use and transportation needs and agreed upon solutions identified in each mobility corridor strategy.
- A concerted regional effort to secure needed funding to build planned transportation investments needed to serve our growing and changing region.
- Focusing investments and system management strategies to support implementation of the 2040 Growth Concept and preserve the function of the region's mobility corridors in order to ensure that our land use and transportation policies are mutually supportive and make it easier for people to live and move around our region.
- Ongoing monitoring for consistency of changes to local transportation system plans (TSPs) and local Comprehensive Plans and land use designations with the RTP and other agency plans, including the Oregon Department of Transportation's new Oregon Transportation Plan, planned update to the Oregon Highway Plan and four-year State Transportation Improvement Program (STIP), the Oregon Department of Land Conservation and Development's Transportation Planning Rule (TPR), the Oregon Metropolitan Greenhouse Gas Emissions Reduction Rule, the Climate-Friendly and Equity Communities (CFEC) Program and TriMet's Transit Implementation Plan (TIP).

The Regional Transportation Plan is a living document and will continue to evolve and be updated on a regular basis to address existing and emerging issues. Metro will continue to

engage and collaborate with regional partners and stakeholders on all topics and provide support to ensure successful implementation of this plan.

## 8.2 PLANNING AND PROGRAMS

This section summarizes local, regional and state planning and programs that advance implementation of the plan and 2040 Growth Concept.

### 8.2.1 Local Implementation

Local planning efforts which help implement the Regional Transportation Plan, include updates to the local transportation system plans, concept plans for designated urban reserves and topical, modal or subarea plans needed for consistency with the RTP or to address specific local or subarea transportation needs or emerging issues.

Local plans and projects are developed and updated to meet local transportation needs consistent with local land use plans and to implement the RTP and Regional Transportation Functional Plan (RTFP) as well as local needs and priorities. The RTFP directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs) and land use regulations. All of the actions included in the RTFP will help the region proactively address climate change, improve access and mobility and support other desired outcomes.

The TPR includes provisions for local TSPs to be updated within one year of adoption of the updated RTP, but allows for the RTP to determine a schedule for local plan compliance. A schedule for local transportation system plan updates is available at [www.oregonmetro.gov/tsp](http://www.oregonmetro.gov/tsp). The local plan updates are phased appropriately to support local desires for completing plan updates in a timely manner, in coordination with other planning efforts and to take advantage of state and regional funding opportunities. ODOT will be funding TSP updates around the region to implement the Climate Friendly and Equitable Communities Rule (CFEC).

In addition, the Portland metropolitan region has emerging communities- areas that have been brought into the urban growth boundary since 1998, that have 2040 land use designations, and that lack adequate transportation and transit infrastructure and financing mechanisms. Additional work is needed to define the needs of emerging communities and strategies needed to facilitate development in these areas, consistent with the 2040 Growth Concept.

### 8.2.2 Metro's Regional Programs

Metro is responsible for several on-going regional programs that provide a combination of grants, technical assistance and planning to support local jurisdictions in implementing the 2040 Growth Concept and RTP. Modal experts provide expertise and support on freight, bicycle, pedestrian, motor vehicle, transit, Intelligent Transportation Systems



(ITS) and operations planning, and topic experts provide support on climate change, equity, safety, street design, safe routes to school, resilience, transportation funding, brownfields, equitable housing and transit-oriented development. Metro's Regional Flexible Funds provide programmatic funding to help support that technical assistance, and capital funds to support implementation. The region's 2040 Grant Program supports planning processes to align land use and transportation goals, and the Equitable Housing grant program specifically focuses on supporting planning efforts to increase access to affordable housing across the region.

Regional programs identified in the Unified Planning Work Program, adopted annually by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, are described below.

### **8.2.2.1 Civil Rights and Environmental Justice program**

Metro's transportation planning policies and programs ensure compliance with Title VI of the 1964 Civil Rights Act; the Executive Order on Environmental Justice; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; Goal 1 of Oregon's Statewide Planning Goals and Guidelines; and Metro's organizational values of Respect and Public Service. The program is advancing methods on identifying potentially affected populations, engaging those populations in the development of policy and program decisions, and analyzing the effects of policies and programs for historically marginalized communities.

Metro's work to ensure compliance includes implementing outreach strategies that help marginalized populations overcome barriers to participation; demographic data collection and mapping; assessing outcomes of plans and programs on historically marginalized communities; and trainings provided to staff on Title VI compliance requirements and environmental outreach best practices.

Program work on compliance is found across many areas of transportation planning: developing the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), corridor planning projects that follow NEPA regulations and in the Regional Travel Options program, which conducts federally-funded outreach that promotes non-automobile transportation options. In 2012, Metro created a new public engagement review process designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. One of the three criteria for selection of members of the Public Engagement Review Committee, an advisory committee to the Metro Council, is ability to represent diverse communities in the region. Other components of the public engagement review process that will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best

practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Metro addresses compliance agency-wide as well as within transportation planning functions and program-by-program. A key way that Metro complies across the agency is with implementation of its Diversity Action Plan, updated and adopted by the Metro Council in May 2017. The plan identifies goals, strategies and actions to increase diversity and cultural competence at Metro in four key areas: internal awareness and diversity sensitivity, employee recruitment and retention, committee membership and public involvement, and procurement. Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion was adopted by the Metro Council in June 2016 and identifies goals and actions under five goals: Metro convenes and supports regional partners to advance racial equity; Metro meaningfully engages communities of color; Metro hires, trains and promotes a racially diverse workforce; Metro creates safe and welcoming services, programs and destinations; and Metro's resource allocation advances racial equity. Through the 2017-18 fiscal year, four departments are developing racial equity plans to reach the goals of the racial equity strategy: Planning and Development, Parks and Nature, Property and Environmental Services and the Oregon Zoo.

#### **8.2.2.2 Regional Safe Streets for All Program**

Metro's regional Safe Streets for All program activities support advancing the Safe System approach to achieve regional safety goals, policies and targets, including zero serious crashes by 2035. Program activities are consistent with strategies and actions in the 2018 Regional Transportation Safety Strategy, the Regional Safe Routes to School Program, and local and state safety plans. Following adoption of the 2023 RTP, Metro will coordinate with regional partners and communities to implement the regional Safe Streets for All Federal grant. The grant supports development of the regional safety program and local Transportation Safety Action Plans. Efforts will focus on managing speeds for safety, increasing pedestrian safety, and eliminating disparities for Black, Hispanic, Native American, people with low income, and other populations disproportionately impacted by serious traffic crashes.

Program activities include periodic updates on the state of safety to the Metro Council, Metro technical and policy advisory committees and other interested parties; technical assistance and coordination with local, regional, state, and federal partners in planning and project development; support for the development and updates to local and regional safety plans and policies; updates to safety data and analysis; updates to safety plans and policies; safety data collection, maintenance, analysis and interpretation; encouraging best practices in transportation safety and roadway design with funding and programmatic support identifying legislative priorities, and collaborating on efforts to

highlight safety in materials, messaging and campaigns. The program will be closely coordinated with other regional transportation programs and region-wide planning activities.

#### **8.2.2.3 Regional Active Transportation Program**

The Regional Active Transportation Program manages updates to and implementation of pedestrian, bicycle and access to transit in the Regional Transportation Plan (RTP) and the Regional Active Transportation Plan. The program provides guidance to jurisdictions in planning for safe, efficient and comfortable active transportation access and mobility on the regional transportation system (including regional trails and multi-use paths). The program is closely coordinated with other regional transportation programs and region-wide planning activities, and with Metro's Parks and Nature Department. Additionally, the program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to active travel needs and issues across the region. The program ensures that prioritized regional bicycle and pedestrian projects are competitively considered within federal, state, and regional funding programs. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's active transportation program.

#### **8.2.2.4 Regional Freight Program**

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

#### **8.2.2.5 Regional Transit Program**

The Regional Transit Program conducts long-range transit planning for the Portland Metro region, managing updates to and implementation of the transit elements in the Regional Transportation Plan (RTP) and supporting Regional Transit Strategy and its components like the High-Capacity Transit Strategy. Together, these provide the roadmap for making transit investments over time in collaboration with our transit providers and

local government partners in the region and ensure that prioritized transit projects are competitively considered within federal, state, and regional funding programs. The Regional Transit Strategy will need to be amended to reflect the High Capacity Transit Strategy adopted in 2023 and the Connecting First and Last Mile Study anticipated to be complete in 2025 (see 8.2.3.3 below).

Program work includes ongoing coordination with transit providers, cities and counties to ensure implementation of these strategies through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's transit program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

Additionally, Metro and TriMet will be developing a Bus Rapid Transit (BRT) Strategic Plan as part of regional transit planning efforts. The Plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how Frequent Express (FX) investments can enhance existing and future frequent bus service corridors to serve our region's goals. It will identify a network of BRT routes, prioritize routes for implementation, and identify potential regional funding strategies.

#### **8.2.2.6      Transportation System Management and Operations (TSMO) Program**

With the intent of supporting broad Transportation System Management and Operations (TSMO) investment and activity in the greater Portland metropolitan region, the TSMO program encompasses regional strategy development, implementation, grant management, project management and system performance monitoring (includes support to the region's Congestion Management Process). The program facilitates a variety of approaches to reliable, equitable, accessible, safe transportation related to TSMO. These include intelligent transportation systems (ITS), Mobility on Demand (MOD) and related mobility, freight technologies and operations.

The program maintains and periodically updates the regional TSMO Strategy. Strategy updates incorporate RTP policy and develops actions and work plans for implementation. Implementation involves convening operations leaders, engineers and technical experts to share procedures and protocols such as the regional Intelligent Transportation System (ITS) Architecture. ITS Architecture is needed to comply with the FHWA rule for federally funded transportation projects and their compliance with the National ITS Architecture. The program also guides implementation of the region's ITS data communications assets and networks, representing coordination of shared digital infrastructure. The regional role for program implementation supports opportunities for inclusion, research, education, and training on TSMO.

The program manages the sub-allocation of 2021-24 and 2025-27 Regional Flexible Funding for TSMO. These projects are prioritized through criteria that is consistent with the adopted Regional TSMO Strategy. The TSMO program will provide support for regional ITS projects by helping to apply systems engineering, ITS Architecture, standards and procedures.

The program supports system performance monitoring including the federal mandates to maintain a Congestion Management Process (CMP). The program implements actions identified in the Arterial Performance Management Regional Concept of Traffic Operations (RCTO) to advance the region's performance measurement capabilities on arterial streets. CMP performance monitoring will continue in order to support development of the RTP, local Transportation System Plans and MTIP programming. The program partners with PORTAL, a regional archived data user service managed by Portland State University. PORTAL will continue to expand the collection, visualization and uses of multimodal performance data in a way that will enhance the region's ability to diagnose and address mobility and support multimodal operations consistent with the region's CMP.

The TSMO program is closely coordinated with other regional transportation programs and region-wide planning activities.

#### **8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School Programs**

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the transportation demand management components of the RTP through three primary program areas: Commute trip reduction, Community-based travel options, and Safe Routes to School. Each RTO program area works to advance RTP goals through the following strategies:

- Regional policy development
  - The RTO program advances travel options policy through policies in the RTP and developing the Regional Travel Options Strategy; as well as supporting local and state policy development and implementation.
- Funding local program implementation
  - The RTO program provides ongoing funding to local programs and partners to deliver critical TDM services across the region and seeks out new partnerships to ensure the travel needs of all residents are prioritized.
- Technical assistance & regional program administration

- The RTO program provides technical assistance to program providers through trainings, resource development and peer networking and learning. In addition, the RTO program administers regional programming to advance the goals of the RTP and RTO strategy in collaboration with local partners.

The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO activities include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

#### **8.2.2.8 Air Quality and Climate Change Monitoring Program**

The Air Quality and Climate Change Monitoring Program ensures the RTP and the MTIP address state and federal regulations and are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP), the Climate Smart Strategy, the Oregon Transportation Planning Rule and the Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program coordinates with other air quality and climate change initiatives in the region and statewide and monitors federal and state rulemaking that address air quality and greenhouse gas emission. Metro participates in a regional collaborative to develop and implement a clean air construction strategy and standards for clean diesel equipment and vehicles on select public improvement projects.

The program also conducts planning, research and tool development to support monitoring and implementation of the region's adopted Climate Smart Strategy and the Carbon Reduction Program established by the federal Bipartisan Infrastructure Law (BIL) and administered through the Federal Highway Administration.

#### **8.2.2.9 Designing Livable Streets and Trails Program**

The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with this requirement by funding a robust complete streets program. Metro's Designing Livable Streets and Trails Program provides regional street and design guidelines and policies, regional arterial and throughway design classifications and other tools to support local jurisdictions to design streets that implement context-sensitive design solutions to advance regional and local goals.

Program activities include providing technical assistance to cities and counties as transportation projects go through project development and design; convening workshops, forums and field tours to increase understanding and utilization of best

practices in transportation design. The program is closely coordinated with other regional transportation programs and region-wide planning activities, and with Metro's Parks and Nature Department.

#### **8.2.2.10 Regional Transit-Oriented Development Program**

Since 2001, Metro's Transit-Oriented Development (TOD) program has had a unique and critical role in implementing the 2040 Growth Concept vision for vibrant, walkable centers and station areas linked by transit. The program invests in compact mixed-use projects near light rail stations, along frequent service bus corridors and in regional and town centers throughout the region increasing opportunities for people live, work and shop in neighborhoods with easy access to high-quality transit. The program provides financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities near transit in high cost and gentrifying neighborhoods through land acquisition and project investments. With an increased focus on affordable housing, the program supports construction of housing near transit and services that is more affordable for older adults and lower- income households compared to what would otherwise be built on a property. Related program activities include opportunity site acquisition, investment in urban living infrastructure, and technical assistance to communities and developers.

#### **8.2.2.11 Investment Areas Program**

Metro's Investment Areas program helps communities build their downtowns, main streets and corridors and leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development in the region's mixed use areas, evaluating high capacity transit and other transportation improvements that cross city and county lines, and integrating freight and active transportation projects into multimodal corridors.

Major public infrastructure investments do not stop at city or county lines. Our transportation system connects the communities within greater Portland with the rest of the state and the rest of the world. When our region spends billions of dollars on expanding our road, transit and highway system to keep up with the continued population and employment growth, those public investments can both benefit and burden nearby communities. Over time, the region has become more strategic at linking together our transportation, housing, economic, racial equity and environmental goals, policies, and investments so that we can intentionally preserve and create great places that serve all people throughout the region, even as change and growth occurs.



The Investment Areas program completes system planning and develops multimodal projects in transportation corridor refinement plans identified in the Regional Transportation Plan. It also works on finance plans to align public investments in areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Metro's Investment Areas program has been connecting planning for major transportation projects with the community's broader goals and needs. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the opportunities of a regionally significant riverfront destination. The program is closely coordinated with other regional transportation programs and region-wide planning activities, including corridor refinement planning activities.

#### **8.2.2.12 Better Bus Program**

The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement Better Bus capital and operational investments.

#### **8.2.2.13 Regional Congestion Pricing Program**

The Regional Congestion Pricing Program ensures coordination and alignment between the RTP and state and federal pricing policies and regulations, including the Oregon Transportation Plan, the Oregon Highway Plan, the federal Value Pricing Pilot Program, Section 129 of Title 23 of the U.S. Code, and ODOT's future low-income tolling program.

The program includes application of the findings and recommendations from the 2021 Metro Regional Congestion Pricing Study in the RTP and the MTIP. The program also:

- Coordinates tolling with regional planning efforts and corridor development work, including ODOT's Regional Toll Advisory Committee, Statewide Toll Rulemaking Advisory Committee, and Equity and Mobility Advisory Committee
- Tracks, participates in, and/or advises on pricing programs and projects such as ODOT's Regional Mobility Pricing Project or City of Portland's Pricing Options for Equitable Mobility Task Force
- And monitors changes in federal and state rulemaking that may impact regional or local pricing policies or programs.

### 8.2.3 Region-wide Planning

This section summarizes near-term planning at the regional-scale to advance implementation of the plan. Each planning effort is needed to address regional transportation policy or planning issues that could not be resolved during the plan update.

**Table 8.1 Overview of Region-wide Planning Activities**

	Lead Agency	Proposed timing
Regional Mobility Policy Implementation Action Plan	Metro, ODOT	2024-25
Transit planning	TriMet, SMART	Annually
Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning	WSDOT	2023-28
Steel Bridge Transit Bottleneck Study	Metro, TriMet	2034-45
Equitable Development Strategies	Metro	2024-28
Workforce Diversification in Regional Transportation Infrastructure Projects	Metro	2024
Funding Strategy for Regional Bridges	Counties	2024-28
Emergency Transportation Routes Project Phase 2	Metro, RPDO	2024-26
Regional Freight Rail Study	Metro, Port	2024-26
Regional Transportation Functional Plan Update	Metro	2024-25
2040 Refresh Coordination	Metro	TBD
Columbia Connects	Metro	2023-24

These efforts will be completed consistent with the RTP goals, policies and strategies. A lead agency, project partners and proposed timing for completion is identified for each planning effort along with a description of the issues to be addressed and expected

outcomes from the work. This work will be completed by multiple partners as resources are available and pending future Metro Council and JPACT policy direction and will be coordinated through the development and approval of the annual Unified Planning Work Program (UPWP).

**Table 8.2 Overview of Completed Region-wide Planning (from 2018 RTP Chapter 8)**

<b>Project Name</b>	<b>Lead Agency</b>
Regional Mobility Policy Update	Metro and ODOT
Regional Congestion Pricing Study	Metro
Transportation System Management & Operations Strategy Update	Metro
Jurisdictional Transfer Assessment	Metro
Enhanced Transit Concept Pilot	Metro
Emergency Transportation Routes Project – Phase 1	Metro and RDPO
Regional Freight Delay & Commodities Movement Study	Metro
Central City Transit Capacity and Steel Bridge Analysis	Metro and TriMet
Frog Ferry Passenger River Taxi Service Study	Friends of Frog Ferry

#### **8.2.3.1 Regional Mobility Policy Implementation Action Plan**

<b>Lead agency</b>	<b>Partners</b>	<b>Proposed timing</b>
Metro and ODOT	ODOT, cities, counties, TriMet, SMART, FHWA, SW RTC	2024-25

*Note – This section will be updated pending further testing of the draft mobility policy measures that is underway and coordination with ODOT and DLCD on statewide implementation of the Climate-Friendly and Equitable Communities Program.*

The Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and comprehensive plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes.

An update to the regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In November and December 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets during 2023 RTP system analysis in 2023. The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using

travel speed. More information about the regional mobility policy update can be found at: [www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility)

### 8.2.3.2 Transit Planning

Lead agency	Partners	Timing
TriMet and SMART	Cities, counties, Ride Connection, other transit providers	Annually

TriMet conducts annual transit service planning as part of the agency's annual budgeting process, guided by the TriMet Board. Annual service planning identifies specific service changes to be implemented within the coming fiscal year. The annual service planning process includes two rounds of public outreach as well as a formal public hearing. Service improvements are funded both through TriMet's general fund as well as the Statewide Transportation Improvement Fund.

Each year, alongside the City's annual budget, SMART staff compiles potential projects that utilize federal funding for the upcoming fiscal year (July 1 – June 30). The list of projects and associated costs is known as the Program of Projects, or POP. Members of the public have opportunities to comment on these projects directly to staff in May, or at meetings in May (Budget Committee) and June (City Council) of each year. Any changes based on those public comments will be incorporated into a final version at the budget adoption in June.

SMART recently update its Transit Master Plan, which identifies transit improvement projects that could be implemented over the next 3 to 5 years. The plan identifies: where frequency will be improved, the times of day and days of week to add service, where and how connections between routes could be made, and new routes inside Wilsonville and connecting to other cities. Next steps include working to take the plan and translate it to service and projects.

### 8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit Study

Lead agency	Partners	Timing
Metro	TriMet, SMART, Cities, counties, Ride Connection, other transit providers	2024-2025

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is

using ride-hailing and other new technologies to provide on-demand micro transit services. This study will identify service and coordination gaps specific to the Metro region, especially for suburban areas of the region and regional parks, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users. This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and be completed in close coordination with public transit service providers in the region. The project will make recommendations carried forward for consideration in the 2027 RTP update.

#### **8.2.3.4 Steel Bridge Transit Bottleneck Study**

Lead agency	Partners	Proposed timing
Metro and TriMet	ODOT, city of Portland, Portland Streetcar, Inc., FTA	2034-2045

This study would explore ways to alleviate transit operational issues caused by the Steel Bridge. The bridge is a critical link between downtown Portland and the east side of the greater Portland region for the Blue, Green, Red, and Yellow MAX Lines, as well as for several bus routes. The 106-year old bridge constrains light rail throughput, requires frequent maintenance that impacts system-wide light rail reliability and presents structural risks. The Steel Bridge with its current two-track configuration cannot reliably accommodate anticipated growth in service.

Metro and TriMet conducted a process to look at alternatives to improve speed, reliability and on time performance of the MAX lines crossing the Willamette River using the Steel Bridge. The study looked at a new bridge or a tunnel and concluded that the MAX tunnel was the most promising. In 2019, Metro and TriMet documented the feasibility and benefits of the tunnel in the MAX Tunnel Study, examining the feasibility of faster light rail. In 2019 they examined the feasibility of a new MAX tunnel connecting Lloyd Center to Goose Hollow stations. The study concluded a new light rail tunnel between Lloyd Center and Goose Hollow is promising:

A new light rail tunnel would extend from the vicinity of the Lloyd Center Station to the Goose Hollow Station, with approximately four underground stations in between. TriMet would retain some service on the existing surface alignment to continue to serve all stations. The tunnel would increase system ridership by 7,500 to 15,200 riders and decrease travel time by approximately 15 minutes between Lloyd Center and Goose Hollow, while improving system resiliency and redundancy. Planning of a tunnel would need to evaluate the locations of portals and determine the optimal number and locations

of stations. Estimated cost is \$3 billion to 4.5 billion dollars (construction cost range is comparable to similar tunnel project completed by Sound Transit and LA Metro, respectively).

A project of this magnitude could take a decade or more to plan, design and construct, including the steps necessary to comply with the National Environmental Policy Act (NEPA) and the Federal Transit Administration's Project Development process. As we continue to grow, we will need to look at short term investments to improve the speed, reliability and on time performance for the travel across the Willamette River.

**Max Tunnel benefits** Routing MAX through a tunnel under downtown Portland and the Willamette River would save people time and make MAX as fast as or faster than driving. This would lead to even greater benefits such as lower car ownership costs, less traffic, less constrained parking downtown, and reduced greenhouse gas emissions.

For the many people in the region who rely on public transit as their primary transportation, a light rail tunnel would sustain the MAX service they count on for access to school, jobs, recreation and other opportunities. Today, average on-time performance is 87%, higher than just a year ago, but still below the over 90% we can expect with a tunnel. Train delays average 2 ½ minutes, with one in eight delays lasting between 5 and 8 minutes.

### Speed

The MAX tunnel can save over 12 minutes for a trip through the central city. Even people going to downtown Portland, to places like PSU or Pioneer Square, would save 5 to 6 minutes, depending on where they're coming from. While the MAX tunnel stations have yet to be determined, access to downtown destinations will be further enhanced by surface travel options like bus, streetcar, bikeshare, and a great walking environment.

### Resiliency

A MAX tunnel would add a resource to the regional transportation network that would be resilient to natural disasters and other regional disruptions. A MAX tunnel would offer a critical link to help the region recover from possible future events.

### Capacity

The MAX tunnel will help make sure light rail is there to accommodate growth and for people even at the busiest times of day. To fit people comfortably in trains over the next 15 years, we anticipate 60 trains crossing between the central city and Rose Quarter every day—a 50% increase in rail traffic. The MAX tunnel accommodates added service and maintains capacity on the Steel Bridge.

**8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning**

Lead agency	Partners	Proposed timing
WSDOT	Metro, ODOT, PSRC, BC Ministry of Transportation and Infrastructure, BC Intergovernmental Relations Secretariat, TransLink, Cascadia Innovation Corridor	2023-2028

The Cascadia Ultra-High-Speed Ground Transportation (UHSGT) Project is a proposed high-speed rail system that would connect the Portland, Seattle, and Vancouver, BC metropolitan areas with speeds up to 250 miles per hour, allowing for travel between each city in under an hour. Following planning activities (including three prior studies) conducted by Washington state and its jurisdictional partners over the past six years, the Governors of Oregon and Washington and the Premier of British Columbia signed a Memorandum of Understanding to initiate program to advance activities in 2021 to support forwarding the project. The agreement established the goal of laying the groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process. WSDOT has applied for funding for this project under both the Federal-State Partnership for Intercity Passenger Rail Program and the FRA Corridor Identification and Development Program with matching funds of \$150M. Funding would support required pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions. Metro will continue to represent greater Portland, along with the Oregon Department of Transportation, on the technical and policy committees supporting planning activities, collaborating for a process and outcomes consistent with regional goals.

**8.2.3.6 Equitable Development Strategies**

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT, TriMet, SMART, FHWA, FTA, community organizations	Ongoing

As the Portland region has grown issues such as housing affordability, community and business displacement and inclusive growth have come to the forefront of the public's concern. Metro, in collaboration with local government and community partners, aims to address these concerns by working to create an Equitable Development Strategy (EDS)



for each major transit investment corridor where Metro is leading the planning process. The purpose of the EDS process is to leverage investments in transportation improvements to support the region's community development objectives, address existing inequities, and reduce associated impacts of displacement that can accompany major investments in public infrastructure.

Each community's EDS process will be unique, but they all strive to advance measures to mitigate displacement risks and establish intentional and sustained efforts to generate equitable development that responds to key challenges in the community. Through a coalition-building planning process that occurs concurrent to corridor planning efforts, major public transportation infrastructure investments are paired with community-identified policy measures and programs with the aim of increasing community and economic resilience for residents, small businesses and community groups. Research shows that resilient communities fare better in the face of displacement pressures.

Major public investments in infrastructure need to achieve more than just transportation goals – communities deserve an investment in high-capacity transit that maintains and enhances their quality of life, allowing them to thrive in the community they have chosen to live in. Equitable development helps strengthen and build resilience within underserved communities by creating more equitable outcomes through collaborative programs and initiatives.

#### **8.2.3.7 Workforce Diversification in Regional Transportation Infrastructure Projects**

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT, TriMet, SMART, FHWA, SW RTC, community organizations, construction industry	2024

As the Greater Portland Region plans for needed investment in transportation projects, the region faces a shortage of skilled construction workers which will drive up construction costs. Addressing this challenge presents an opportunity to deliver shared economic prosperity and advance regional equity goals by expanding access to well-paying construction jobs for all residents—including women and Black, Indigenous, and People of Color (BIPOC) workers. A comprehensive regional workforce and contractor equity strategy would support the Regional Transportation Plan's infrastructure investments by growing regional workforce supply, managing costs, creating shared economic opportunity, and ultimately building a stronger regional economy.

The workforce shortages in the construction industry are driven by two key factors. First, one in six construction workers are approaching retirement age, meaning the pool of

workers will dramatically decrease over the next decade. Second, women and BIPOC workers face significant barriers in accessing jobs and building successful careers in the construction industry. Diversifying the workforce is a key strategy for addressing workforce shortages. Creating safer, more accessible job pathways will support all people in accessing the unique career and wealth building opportunities the construction industry offers.

The Construction Career Pathways Regional Framework provides a comprehensive strategy for creating career pathways for women and BIPOC workers in the construction industry. The framework aims to increase the available skilled workforce while reducing barriers to entry for historically excluded populations. Metro created the Construction Career Pathways through an inclusive process in collaboration with 16 public agencies and with buy-in from a range of stakeholders, workforce advocates, community-based organizations, contractors, labor partners, and training programs. This broad collaboration is continuing to support effective implementation across jurisdictions. The framework has been formally adopted and implemented as policy by nine government agencies including Metro, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, Prosper Portland, Portland Public Schools, and Portland Community College.<sup>2</sup> Construction Career Pathways paired with strategies to support the participation and growth of BIPOC, and women owned firms, will provide the skilled labor needed for transportation infrastructure projects, while advancing regional equity goals. Given the broad support and on-going collaboration in this effort, there is an opportunity to explore a more direct connection between Construction Career Pathways and how it can support the demand for a skilled workforce to support transportation investments.

Prior to the next Regional Transportation Plan update, Metro will work with local, regional, state partners, community organizations and the construction industry to explore a strategy for regional implementation of Construction Career Pathways in the transportation sector. Further analysis should identify the resources and capacity needs

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<sup>2</sup> On October 24, 2019, Metro Council approved Resolution 19-5028 to approve the Construction Career Pathways Framework. On November 17, 2020, Clackamas County Board of Commissioners approved to adopt the Construction Career Pathways Framework. On December 19, 2019, the Multnomah County Board of Commissioners approved Resolution 219-106 to approve the Construction Career Pathways Framework. On November 30, 2021, the Washington County Board of Commissioners approved Resolution 21-131 to adopt the Construction Career Pathways Framework. On January 15, 2020, City Council approved Resolution 37474, authorizing the Chief Procurement Officer to sign the Construction Career Pathways Project Framework and committing the City to continue to support the regional workgroup led by Metro. On April 7, 2023, TriMet submitted a letter to Metro communicating their support and commitment to Construction Career Pathways Framework. On October 9, 2019, Prosper Portland adopted Resolution 7344 to approve the Construction Career Pathways Framework. On February 4, 2020, Portland Public Schools approved Resolution 6050 to adopt the Construction Career Pathways Framework. On August 31, 2021, Portland Community College submitted a letter to Metro outlining their commitment to adopt the Construction Career Pathways Framework.

of partner agencies and industry and assess the benefits of collaboration in this effort to facilitate implementation. If adopted regionally, Construction Career Pathways has the potential to increase shared economic prosperity, reduce workforce shortages and increased construction costs, ensure timely deliveries on community projects, and support job access for historically underrepresented workers in the region.

#### 8.2.3.8 Funding Strategy for Regional Bridges

Lead agency	Partners	Proposed timing
Counties	Cities, Metro, ODOT, TriMet	2024-28

Given the declining purchasing power of the gas tax and the rise of electric vehicle use, the region continues to struggle with a long-term funding strategy for maintaining Willamette River bridges that serve regional travel. Currently, Multnomah County has primary responsibility for five of the eleven bridges within the Metropolitan Planning Area (see table 8.3 below) with insufficient funding to pay for all expected future maintenance of these structures.

**Table 8.3 Willamette River Bridges in the Metropolitan Planning Area**

Bridge Name	Bridge Owner
Broadway Bridge	Multnomah County
Burnside Bridge	Multnomah County
Morrison Bridge	Multnomah County
Hawthorne Bridge	Multnomah County
Sellwood Bridge	Multnomah County
St Johns Bridge	ODOT
Fremont Bridge	ODOT
Marquam Bridge	ODOT
Ross Island Bridge	ODOT
Tilikum Crossing Bridge	TriMet
Steel Bridge	Union Pacific Railroad

Within 20 years, four of Multnomah County's five Willamette River Bridges will be 100 years old. The Burnside Bridge is anticipated to be replaced by 2030. The county's capital program for the remaining three bridges (Broadway Bridge, Hawthorne Bridge, and Morrison Bridge) is estimated to cost \$790 million, yet only \$332 million in federal, state and county revenues has been identified in revenue forecasting through 2045. ODOT owns four of the bridges, including the Fremont and Marquam interstate bridges, as well as the St. Johns and Ross Island regional crossings. ODOT has identified [placeholder for estimated cost]. Union Pacific Railroad owns the Steel Bridge, which is also due for significant maintenance, with costs to be determined. TriMet owns the Tilikum Crossing

structure, and while it was recently constructed, it will eventually require maintenance, as well, as the region's bridges face maintenance challenges that come from age and use.

More collaboration and work is needed to develop a financial plan for ensuring ongoing operations and maintenance and other transportation needs of Willamette River bridges, given the importance to the regional economy, emergency response and climate resilience.

#### **8.2.3.9 Emergency Transportation Routes Project Phase 2**

Lead agency	Partners	Proposed timing
Metro and Regional Disaster Preparedness Organization (RPDO)	Cities, counties, TriMet, SMART, ODOT, DOGAMI, WASHDOT, SW RTC, REMTEC	2024-26

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to facilitate life-saving and life-sustaining activities, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies, and patients.

The Emergency Transportation Routes Project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006. The updated routes are shown within the Climate Action and Resilience section in Chapter 3 of the RTP.

A second phase of follow-on work is proposed for 2024-2026 to further prioritize/tier the updated routes and develop operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

**8.2.3.10 Regional Freight Rail Study**

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT, WSDOT, Port of Vancouver and Port of Portland	2024-26

Identified in the Regional Freight Strategy, this study would seek to identify and produce increases in rail capacity, safety, land use compatibility and operational efficiencies to support freight and goods movement in the region which is important to our long-term economic and environmental sustainability, and will help to maintain the region's competitive advantage in a global marketplace. The RTP and Regional Freight Strategy also note freight rail bottlenecks impacting critical access the region's ports and intermodal facilities, as well as the need for rail to efficiently carry its full share of existing and future commodities.

Potential outcomes of the study include:

- Identification of economically viable opportunities to develop short line intermodal hubs or logistics parks or other cargo-oriented development.
- A strategy to identify, develop and position top projects for confirmed and potential future federal and state funding, as appropriate, including:
  - An updated list of regional freight rail project priorities focused on improving capacity constraints and targeting industrial access to the rail networks.
  - A strategy to fund regional freight/passenger rail bottlenecks.
  - A strategy to fund needed grade separations.
  - A strategy to fund critical modernization projects on the short rail lines.

The study will address the balance between passenger and freight rail goals, and a set of viable solutions and initiatives to meet these goals; including:

- Regional guidance for public/private investment partnerships to guide investment of regional and national funding sources in identifying and developing freight rail corridors of local, regional and national significance; and
- Specific guidance for local jurisdictions as they develop their transportation system plans (TSPs), in order to avoid or minimize conflicts between freight rail and other transportation modes and preserve or enhance the functionality of rail facilities and connected industrial land uses.

The Regional Freight Rail Study will work with Union Pacific (class 1 rail operator), ODOT, Port of Portland, Portland Bureau of Transportation (PBOT), and other local jurisdictions

to determine which at-grade railroad crossings of the Union Pacific Kenton line, and other at-grade rail crossings should be grade separated.

#### **8.2.3.11 Regional Transportation Functional Plan Update**

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT, DLCD, TriMet, SMART	2024-25

Since the adoption of the 2040 Growth Concept in 1995, cities and counties across the region have updated their comprehensive plans, development regulations and transportation system plans to implement the 2040 Growth Concept in locally tailored ways. The RTP provides a long-range blueprint for implementing the transportation element of the 2040 Growth Concept and presents the overarching vision, policies and goals, system concepts for all modes of travel and strategies for funding and local implementation for the region. Projects submitted to the RTP are from adopted local, regional or state planning efforts that provided opportunities for public input. Cities and counties are responsible for creating transportation system plans that are periodically updated to stay consistent with the RTP and reflect local transportation priorities and needs. Each city and county develops its own process for engaging the public in the development of the plans.

Most communities throughout the region have an adopted transportation system plan that serves as the transportation element of a comprehensive plan consistent with the Regional Transportation Functional Plan (RTFP). The functional plan implements the goals, objectives and the policies of the RTP and its constituent strategies, including the Climate Smart Strategy and strategies for safety, freight, transit, transportation system management and operations, regional travel options and emerging technology.

Under state law, the RTFP directs cities and counties within the metropolitan planning area boundary as to how to implement the RTP through local transportation system plans and associated land use regulations and transportation project development. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the goals objectives and policies of the RTP.

The RTFP was last updated in 2012. A comprehensive review and update is needed to:

- modernize the functional plan language to be inclusive and in plain writing;
- make miscellaneous technical corrections and clarifications, such as outdated references to maps and figures;

- ensure the functional plan language and provisions are consistent with and adequately reflect new and updated goals, objectives and policies adopted in the RTP since 2014, including safety, equity, climate, pricing, mobility, freight transit, transportation system management and operations, and transportation options / transportation demand management;
- align the functional plan language and provisions with recent statewide rulemaking and policy development to implement the [Climate-Friendly and Equitable Communities Program](#), including modal system planning, multimodal inventories, transportation performance, project prioritization, parking management, reporting; and
- update the timeline for local TSPs updates in collaboration with cities, counties and the ODOT Transportation System Plan Funding Program.

#### 8.2.3.12 2040 Refresh Coordination

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT	TBD

*Note: 2040 Refresh Coordination is awaiting further direction from Metro Council (anticipated in Fall 2023). The description below was carried over from the 2018 RTP.*

In 2018, Metro's Chief Operating Officer recommended that Metro's Planning and Development staff return to the Metro Council in early 2019 with a proposed work program for updating the 2040 Growth Concept as part of the COO recommendation to the Metro Council on the 2018 Urban Growth Management Decision.

Green corridor implementation will be forwarded for consideration as part of this future planning effort. Green corridors were adopted as part of the 2040 Growth Concept in 1995. The purpose of green corridors is to prevent unintended urban development along these often heavily traveled routes, and maintain the sense of separation that exists between neighbor cities and the greater Portland region. The green corridor concept calls for a combination of access management and physical improvements to limit the effects of urban travel on the routes on adjacent rural activities. Following adoption of the 2040 Growth Concept, Metro worked with the cities of North Plains, Canby and Sandy from 1998-2000 to develop intergovernmental agreements (IGAs) but did not formalize these agreements. This remains as an outstanding issue in fully implementing the Growth Concept.

In 2010 and 2011, the elected governing bodies of Clackamas, Multnomah and Washington counties and Metro entered into agreements that determine the location and scale of urban development for the future. These agreements were the result of a two-



year region-wide planning effort that identified areas for future urban use and other areas that should remain rural for the next 40 to 50 years. The urban and rural reserve decision provided a more certain framework for transportation improvements along the urban edge. Metro will work with interested local jurisdictions to complete IGAs for green corridors that reflect updated plans for urban and rural reserves.

#### **8.2.3.13 Columbia Connects**

Lead agency	Partners	Proposed timing
Oregon Metro and Southwest Washington Regional Transportation Council	Greater Portland Inc, Columbia River Economic Development Council, City of Portland, City of Gresham, City of Vancouver, Port of Portland, Port of Vancouver	2023-24

Columbia Connects is a regional project intended to strengthen the bi-state partnership between Oregon and Washington. Centered around the ecosystem of industries and work-sheds that are interconnected by the Columbia River, the project seeks to develop a clear understanding of the conditions within this sub-district; the shared economic and community values of the region; and the strategies, projects, and programs needed to achieve desired outcomes. Columbia Connects provides a Shared Investment Strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and input from project champions. Convened by Metro and RTC, the partners will finalize and carry out actions included in a Shared Investment Strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

#### **8.2.4 Corridor Refinement Planning**

This section identifies areas in the region – called mobility corridors - that are recommended for more detailed refinement planning to identify multimodal investment strategies adequate to serve regional transportation needs in the corridor.

This RTP calls for an update to the region’s mobility policy and related performance targets beginning in 2019 and is expected to affect corridor refinement planning identified in this section. Many of the areas identified for refinement planning in the RTP are identified because they do not meet the newly updated regional mobility policy. Individual corridor refinement planning descriptions have been updated to reflect work remaining and are being carried forward in this RTP.

## Corridor Refinement Planning and the Transportation Planning Rule

Corridor refinement planning is a response to the Oregon Transportation Planning Rule (TPR). Section 660-012-0020 of the TPR requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs. The RTP is the region's TSP. Section 660-012-0025 of the TPR allows jurisdictions to defer decisions regarding mode, function, and general location of improvements to address identified needs as long as it can be demonstrated that the refinement effort will be completed in the near future.

A corridor refinement plan must identify the capital and operational improvements that a mobility corridor needs consistent with the region's congestion management process. This is particularly critical for planning efforts that may result in significant expansion of roadways beyond the planned system. A CMP analysis is required for capacity-increasing projects that go beyond the planned RTP system before federal funds may be applied. For such projects, the CMP looks at road expansions beyond the planned system as a last resort and, as appropriate, requires that they be coupled with complementary operational and travel demand management strategies.

In the Portland region, in order to stay consistent with our regional transportation and land use goals, our corridor refinement process includes a multimodal look at transportation needs, as well as a review of existing and planned land use and projected growth. See Section 8.5.4 and Appendix L for more information about the region's CMP.

A corridor refinement plan includes the following steps:

1. **Develop MOU or IGA** for refinement plan scope of work that includes identification of roles and responsibilities, methods of collaboration and consultation with Metro, if the refinement planning work is not led by Metro.
2. **Conduct analysis** that considers current and planned local land uses, regional and community goals for equity, housing, economic opportunity, environmental protection and stormwater management as well as safety, pedestrian, bike, system and demand management and operational strategies, freight, throughway, road and transit needs and previously identified solutions.
3. **Agree on corridor specific multimodal performance measures.**
4. **Evaluate multimodal performance** and potential impact on regional and community goals for equity, economic development and environmental protection and, if applicable, apply HCT system expansion assessment and readiness criteria.
5. **Develop alternative mobility or other performance standards**, if necessary.

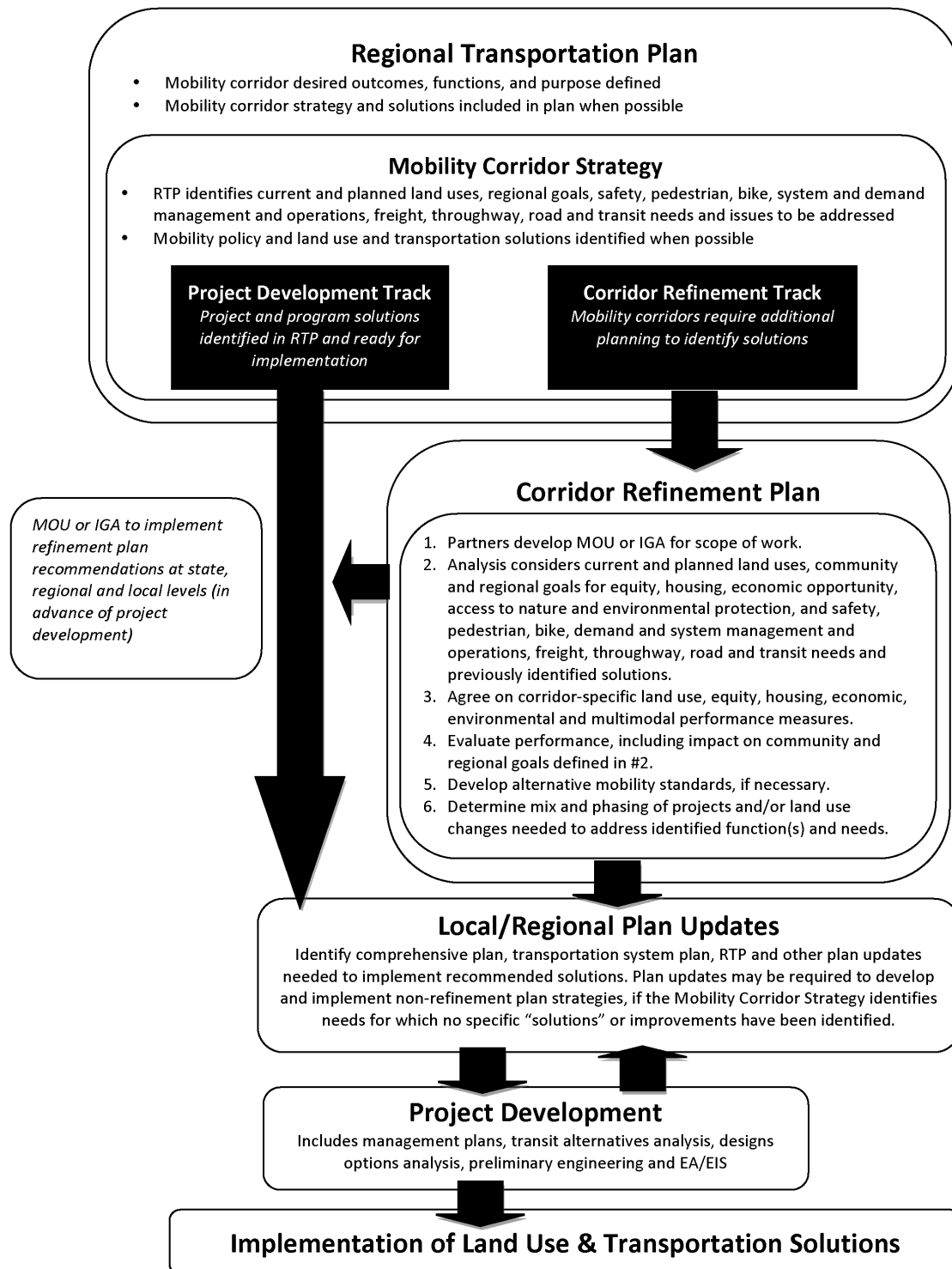
6. **Determine mix and phasing of projects and/or land use changes** needed to address identified needs.
7. **Prepare local, regional and/or state plan amendments and MOU or IGA to implement** refinement plan recommendations at state, regional and local levels.

Consistent with the region's congestion management process, corridor refinement plans will provide decision-makers with more comprehensive information regarding safety, accessibility, environmental impact, mobility, reliability and congestion as they relate to the movement of persons and goods in the mobility corridor. They should also consider land use, economic opportunity, equity, travel demand and system management, street connectivity, walking and biking solutions in addition to increasing transit and road capacity. The corridor refinement plan will recommend a wide range of strategies and projects to be implemented at the local, regional and/or state levels.

Individual project and program solutions identified in the RTP may move forward to project development at the discretion of the facility owner/operator. Planning and project development efforts should be conducted with an understanding of the corridor refinement planning anticipated in the RTP and not preclude any strategies or potential solutions identified for consideration in the corridor refinement plan. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in mobility corridors with multiple jurisdictions.

**Figure 8.2** shows the framework for how the mobility corridor strategy will be incorporated into the RTP or developed through a corridor refinement plan.

Figure 8.2 How A Mobility Corridor Strategy Is Developed and Implemented



### Mobility Corridors Recommended for Future Corridor Refinement Plans

The main objective of the RTP mobility corridor framework is to organize information needed to help define the need, mode, function, performance standards, and general location of facilities within each mobility corridor consistent with the Transportation Planning Rule to ensure land use and transportation planning and decision-making are integrated. The needs assessment was developed based on the RTP policy framework and guided the identification of projects and programs during development of the RTP.

Under the mobility corridor framework, when determinations of need(s), mode(s), function(s), and general location(s) of solutions cannot be made, the mobility corridor needs a refinement plan. Corridor refinement plans are intended to be multimodal evaluations of possible land use and transportation solutions to address identified needs and develop a shared investment strategy, consistent with RTP goals, objectives and policies. This includes conducting an evaluation that considers the potential impact on regional and community goals for equity, housing, economic development, environmental protection and access to nature.

The RTP has identified a list of mobility corridors that do not meet the outcomes-based performance standards of the RTP and/or do not fully answer questions of mode, function and general location. These corridors need refinement planning and are listed in **Table 8.4**. The corridors are not listed in priority order. In addition, potential high capacity transit corridors identified in the Regional Transit Strategy are likely to require corridor refinement plans to develop shared land use and transportation investment strategies and determine transit mode, function, general location and any associated changes in road or freight rail functions and performance standards of existing transportation facilities.

**Table 8.4 Mobility Corridors Recommended for Future Corridor Refinement Planning**

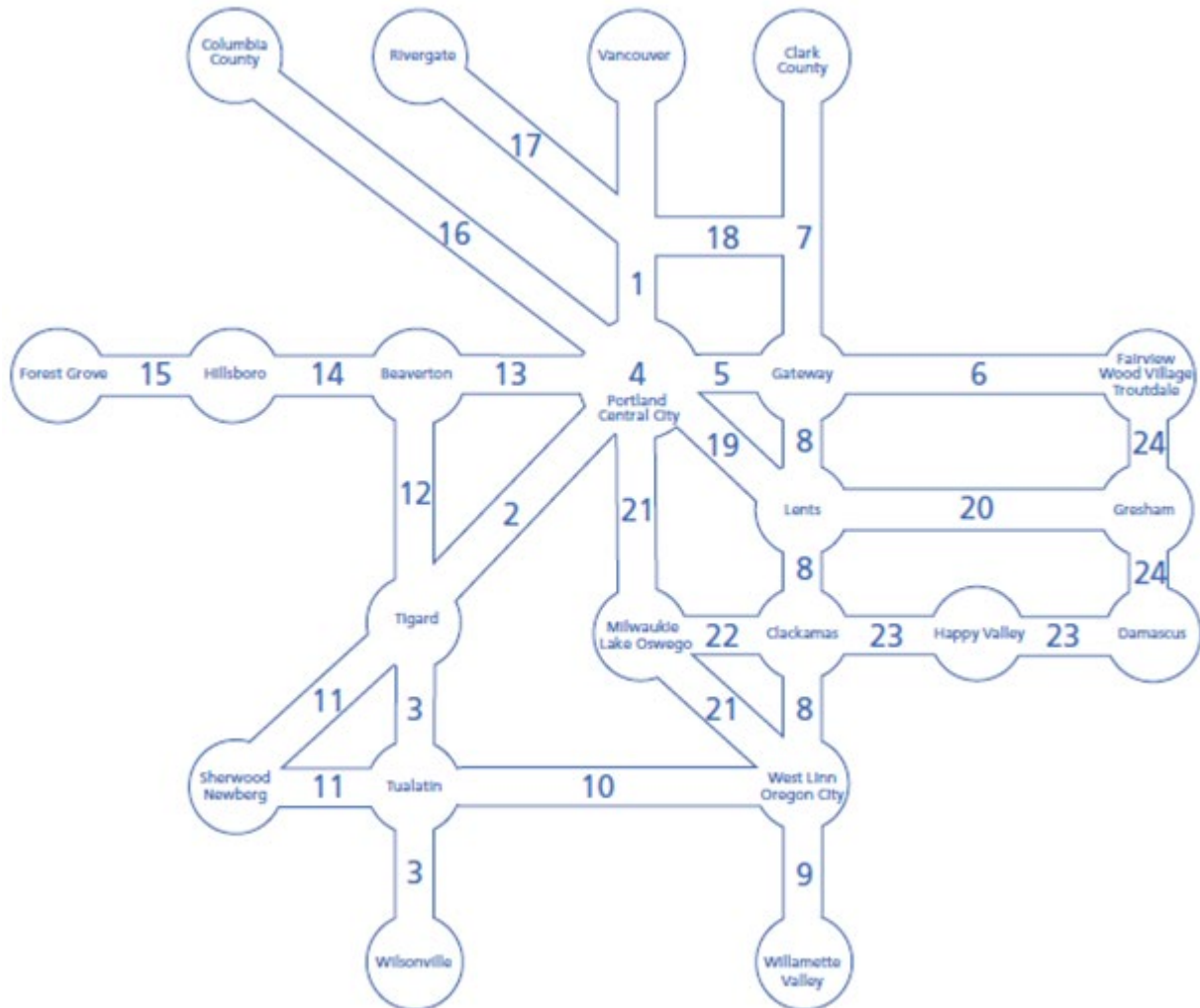
<b>Regional Mobility Corridor</b>	<b>General Geographic Scope of Mobility Corridor</b>
Mobility Corridors #3	Tigard to Wilsonville which includes I-5 South <sup>3</sup>
Mobility Corridor #4	Portland Central City Loop, which includes I-5/I-405 Loop
Mobility Corridors #7, #8 and #10	Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205
Mobility Corridor #14 and #15	Beaverton to Forest Grove, which includes Tualatin Valley Highway
Mobility Corridors #13, #14	Hillsboro to Portland, which includes US 26

<sup>3</sup> In coordination with project development activities for Mobility Corridor #10.

Mobility Corridors #19 and #20

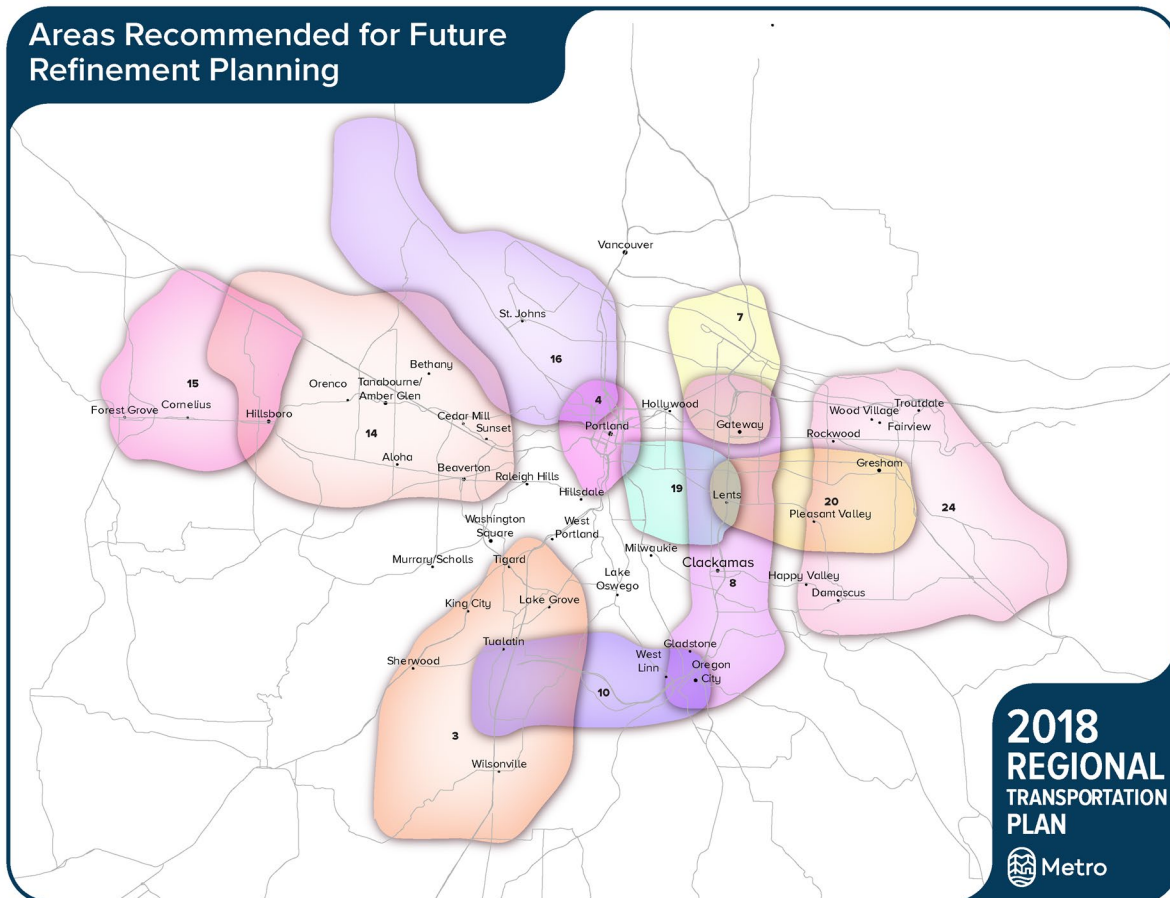
Portland Central City to Lents and Lents to Gresham,  
which includes US 26/Powell Boulevard

**Figure 8.3 Illustrative Map of Mobility Corridors in the Portland Metropolitan Region**



### **Corridor refinement plans that have been completed since 2018**

- Clackamas to Columbia Corridor Plan (Gresham/Fairview/Wood Village/Troutdale to Damascus – Mobility Corridor #24)

**Figure 8.4 Regional Mobility Corridors Recommended for Future Refinement Planning**

#### 8.2.4.1 Tigard to Wilsonville (Mobility Corridor 3)

This mobility corridor provides the major southern access to and from the central city. The corridor also provides important freight access, where Willamette Valley traffic enters the region at the Wilsonville “gateway,” and provides access to Washington County via OR 217.



In 2002, a joint ODOT and Wilsonville study<sup>4</sup> concluded that in 2030 widening of I-5 to eight lanes would be required to meet Oregon Highway Plan and RTP mobility standards, and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. The appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. Projections for I-5 indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area.

In 2009, ODOT and the City collaborated to plan the reconstruction of the I-5: Wilsonville Road interchange, including infrastructure improvements and management strategies to better serve planned growth in the area. Since adoption of the interchange area management plan, ODOT completed the interchange reconstruction and implemented the bulk of the management plan's recommendations. More recent projects include the City's addition of a third lane to the Wilsonville Road southbound on-ramp and improvements at the Elligsen Road northbound on-ramp. In addition, ODOT constructed a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to Nyberg Road and from South of Nyberg Road to I-205 and a second lane at the northbound exit ramp for Lower Boones Ferry Road to relieve congestion and reduce crashes. The auxiliary lane work included on- and off-ramp lane modifications at Lower Boones Ferry Road and Nyberg Street.

The Washington County Transportation Futures Study, completed in 2017, recommended completion of this corridor refinement plan to address growing transportation needs in the corridor. The Washington County Freight Study, also completed in 2017, identified the I-5 corridor as a key area of freight operational delay and unreliability and underscored the importance of developing and funding improvements in this area.

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. They evaluated and developed solutions for a southbound bottleneck in the bridge area, in order to manage congestion and reliability for private vehicles, freight, and transit in the evening peak. This geographically focused study was timed to identify operational improvements in advance of upcoming seismic replacement of the Boone Bridge, so that they could proceed as one project and allow the state to reduce total costs. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 on the 2023 RTP Financially

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<sup>4</sup> I-5/Wilsonville Freeway Access Study, DKS Associates, November 2002

Constrained List). It did not preclude a larger I-5 south corridor refinement plan, and many of the broader multimodal needs in this corridor still need to be addressed.

A corridor refinement plan is proposed to address the following in coordination with project development activities for Mobility Corridor #10:

- Effects of widening I-205 on the I-5 South corridor;
- Effects of the I-5 to 99W Connector study recommendations on I-5 and the N. Wilsonville interchange and the resultant need for increased freeway access to preserve local system performance and in-line capacity for I-5 mobility;
- Effects of peak period and mid-day congestion in this area and mitigation options for regional freight reliability, mobility and travel patterns;
- Ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor;
- Ability to maintain off-peak freight mobility with capacity improvements;
- Potential for better coordination between the Metro region and Willamette Valley jurisdictions on land-use policies;
- Effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley;
- Effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility;
- Effects on freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor;
- Identify and implement safety and modernization improvements to I-5 defined by the Tigard to Wilsonville Corridor Refinement Plan;
- I-5/OR217 Interchange Phase 2: SB OR217/Kruse Way Exit – Complete interchange reconstruction: Braid SB OR 217 exit to I-5 with Kruse Way exit;
- I-5/OR217 Interchange Phase 3: SB OR217 to I-5 NB Flyover Ramp – Complete interchange reconstruction with new SB OR217 to NB I-5 flyover ramp;
- Effects of the new and proposed auxiliary (ramp-to-ramp) lanes;
- Effects of future Southwest Corridor LRT;
- Identify and implement active transportation priorities that provide safe alternatives to vehicle travel; and

- Consideration of how land use interfaces with the transportation needs and impacts, local system enhancements and new connections, and improved transit network and service and potential outcomes.

In addition, the following design elements should be considered as part of the corridor refinement plan:

- Congestion pricing, including consideration of the Regional Mobility Pricing Project, and HOV lanes for expanded capacity;
- Operational bus on shoulder treatments
- Provide regional transit service, connecting Wilsonville and Tualatin to the central city;
- Increase WES service frequency and hours/days of operation;
- Provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation;
- Add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carman Drive;
- Add overcrossings in vicinity of Tigard Triangle, City of Tualatin and City of Wilsonville to improve local circulation;
- Extend commuter rail service from Salem to the Portland Central City, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks;
- Additional I-5 mainline capacity;
- Provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Tualatin south of the I-5/I-205 split and in Wilsonville; and
- Complete gaps in the Fanno Creek and Ice Age Tonquin Regional Trails to provide a continuous off-street active transportation route through the length of the mobility corridor.

#### **8.2.4.2 Portland Central City Loop (Mobility Corridor 4)**

##### **Context**

In 2005, the I-5/405 Freeway Loop Advisory Group (FLAG) completed its review of the near- and long-term transportation, land use, and urban design issues regarding the I-5/405 Freeway Loop. Appointed by Mayor Vera Katz and the ODOT Director in 2003, the

24-member group developed and evaluated concepts to address identified transportation issues and needs. The concepts represented a range of options that included modest improvements within existing right-of-way, a One-Way Loop System, and a full tunnel that would connect the Freeway Loop to I-84 and Sunset Highway. The three concepts were evaluated against the region's proposed transportation system, along with projected employment and household growth, for the year 2030.

In completing its initial review, FLAG found that additional master planning work is needed to identify, prioritize and fund specific projects, and that short-term or interim investments should move forward while the master planning work is being completed. FLAG recommended that planning on I-84/I-5 interchange and the I-5 elements of South Portland Plan contemplated in the area of the interchange of I-405 and I-5 may proceed independent of the Master Plan with the understanding that the final plan for any such project would be consistent with the Master Plan. In addition, the study recommended advancing a corridor refinement plan to begin to identify short-term and long-term investments and a recommended scope, problem statement and set of principles:

#### Scope

- Develop an overall Freeway Loop Corridor Refinement Plan that will guide public investment for improvements to the I-5/405 Freeway Loop.
- Develop a phasing strategy for implementation of the Master Plan. Include the currently approved Regional Transportation Plan improvements as well as new elements.
- Identify and pursue a funding strategy.

As directed by the FLAG's recommendations, planning proceeded on the I-84/I-5 section of the Loop under the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning process. The key recommendations from the adopted 2012 N/NE Quadrant Plan include:

- Preserving and enhancing Lower Albina by protecting the working harbor and increasing land use flexibility that promotes a mix of uses on historic Russell Street and greater employment densities;
- Protecting historic neighborhoods and cultural resources;
- Concentrating high density development in the Lloyd District, with a focus on new residential development that will add activity and vibrancy to the district;
- Providing amenities, such as parks, street improvements and green infrastructure to support and encourage new development;
- Improving regional access and local street safety and connectivity for all modes;

- Encouraging sustainable development that supports the Lloyd EcoDistrict and goals for improved environmental health;
- Future changes to zoning and building height regulations that implement the plan goals.

Key recommendations for the I-5 Broadway-Weidler Plan include:

- Adding auxiliary lanes and full-width shoulders to improve traffic weaves and allow disabled vehicles to move out of traffic lanes;
- Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway that will simplify construction, increase development potential and improve the urban environment;
- Moving the I-5 southbound on-ramp to Weidler to improve circulation and safety;
- Improving conditions for pedestrian and bicycle travel by adding new connections over the freeway and safer pedestrian and bicycle facilities in the interchange area.

The recommendations of the N/NE Quadrant Plan were incorporated in the recently adopted Central City 2035. In addition, as part of the plan, ODOT and the City worked to designate the Central City as a Multimodal Mixed-Use Area (MMA). MMAs are State acknowledged high density, mixed use areas that are well served by multimodal transportation. MMA areas are exempt from mobility standards as part of land use amendments (safety and other State mandated policies remain in effect). In development of the MMA, the City and ODOT worked to identify safety improvements for the Loop (including the I-5 Broadway/Weidler Project), which were subsequently added to the City's list of TSP projects and submitted to Metro as part of the 2018 RTP.

#### Proposed Mobility Corridor Purpose Statement

The purpose of the study is to develop alternative design concepts for Portland Central City Loop. Improvements to the I-5/4-5 Freeway Loop must address long-term transportation and land use needs in a system-wide context. Because the movement of people and goods is a vital economic function, changes must be considered in relation to local, regional, and statewide geographies. Freeway Loop improvements should enhance, not inhibit, high-quality urban development, and should function as seamless and integral parts of the community.

#### Proposed Principles

These objectives will guide the selection and evaluation of options in the next phase:

- Maintain or enhance transportation performance, including safe and reliable highway operations and enhanced transit performance.
- Support a multi-modal strategy for automobiles, transit, trucks, bicycles, and pedestrians.
- Support trade and freight movement to facilitate regional and state economic development.
- Support local, regional, and state land use plans.
- Ensure regional accessibility to and from the Central City to reinforce its significant statewide, regional, and national economic role.
- Support economic activities and new investments in the Central City and in adjacent industrial areas.
- Improve the quality of the built environment and multimodal connections across facilities.
- Avoid or minimize negative impacts on the natural and built environments.
- Evaluate facility improvement costs relative to the distribution of benefits and impacts.
- Develop strategies that can be implemented in phases, including consideration of congestion pricing such as that identified in the Regional Mobility Pricing Project.

#### **8.2.4.3 Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors 7, 8 and 10)**

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- Provide for some peak period and off-peak mobility and reliability for longer trips;
- Preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor;
- Maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area;
- Maintain acceptable levels of access to PDX, including air cargo access;
- Coordinate refinement planning activities with planning for the Stafford area;

- Adding general purpose lanes to I-205 should be considered to meet state and regional policies to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5 and to allow for potential of bus-on-shoulder operations for bypassing of traffic queues on I-205 during periods of congestion;
- Expanded transit service in the corridor including provision of I-205 express bus service between Clackamas regional center and Bridgeport in Tualatin, and frequent bus service between Clackamas regional center and Clackamas Community College via downtown Oregon City;
- Extend high capacity transit service from Milwaukie to Oregon City along McLoughlin Boulevard;
- Complete gaps in the I-205 Multi-use path - including southernmost segment from Oregon City to Tualatin - to provide a continuous off-street active transportation route through the length of the mobility corridor; and
- Interchange improvements, auxiliary lanes and other major operational improvements such as ramp improvements and other weaving area improvements in the corridor should also be considered. Specific projects to be considered to meet identified needs include:
  - Southbound truck climbing lanes from Willamette River to 10th St. interchange;
  - Interchange improvements at locations including: Division/Powell, Airport Way, OR 213, OR 212/224, Sunrise, Johnson Creek Boulevard and others;
  - Auxiliary lanes, northbound and southbound in the following locations: Airport Way to Columbia Blvd., Columbia Blvd. to I-84, I-84 to Glisan, Glisan to Division/Powell, Division/Powell to Foster, Foster to Johnson Creek Boulevard, OR 212/224 to Gladstone, Gladstone to OR 99E;
  - Widen to 6 lanes from Stafford Interchange to Willamette River;
  - Widen Abernethy Bridge to 6 lanes plus auxiliary lanes;
  - Improvements needed on OR 213 (82nd Avenue) include bicycle/pedestrian and streetscape improvements.
  - Implement tolling on I-205 between Stafford Road and the Abernathy Bridge.

Potential transportation and land use solutions in this corridor should evaluate the potential of the following design concepts:

- Auxiliary lanes added from Airport Way to I-84 East;



- Consider express HOV lanes as a strategy for expanding capacity;
- Relative value of specific ramp, overcrossing and parallel route improvements;
- Evaluate crash history of arterials and throughways in study area, with a focus on fatal and serious injury crashes, to inform potential transportation solutions and phasing;
- Eastbound HOV lane from I-5 to the Oregon City Bridge;
- Truck climbing lane south of Oregon City;
- Potential for inter-city transit service, vanpool services and other travel options, to/from rural areas and neighboring cities in Clackamas County, to expand travel options and slow traffic growth in the I-205 corridor;
- Potential for rapid bus transit service or light rail from Oregon City to Gateway;
- Potential for extension of rapid bus service or light rail north from Gateway into Clark County;
- Potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the sub-area and improve jobs/housing imbalance;
- Potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure;
- Explore opportunities to support economic and land use goals with the Columbia Connections Strategy;
- Provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

#### **8.2.4.4 Beaverton to Forest Grove (Mobility Corridors 14 and 15)**

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to Forest Grove to the west, and from Farmington Road on the south to Baseline Road to the north.

The Tualatin Valley Highway Corridor Plan (TVCP) is a “mobility corridor refinement” plan completed in June 2013. The TVCP studied the Beaverton to Hillsboro portion of the

Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10<sup>th</sup> Avenue/Maple Street (Hillsboro Regional Center). The northern boundary of the study area was Baseline Road/Jenkins road and the southern boundary was Farmington Road, Oak Street, Davis Street and Allen Boulevard. There are still two outstanding sections of the corridor left to be studied: within Beaverton (OR 217 to SW Cedar Hills Blvd) and from Hillsboro (west of SE 10<sup>th</sup> Avenue/Maple Street) to Forest Grove.

The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation. A number of improvements have been identified in this corridor to address existing deficiencies and safety concerns and serve increased travel demand.

The TV Trail Concept Plan, a TGM funded plan by Washington County describes the selection of the two preferred near- and long-term opportunities to serve local and regional trail connectivity between SW 160th Avenue and Cornelius Pass Road.

The East Forest Grove Safety Action Plan examined the portion of OR 8 between Forest Grove and Cornelius. The plan identified multi-modal improvements to address safety along this section of the corridor.

A long-term transit solution for Tualatin Valley Highway has yet to be identified. In advance of this transit study additional land area is to be preserved for Business Access Transit (BAT) / High Capacity Transit (HCT) uses. This land area is not intended to be used for general purpose through lanes. Development along Tualatin Valley Highway shall consider opportunities so as to not preclude a future Business Access and Transit lane in the westbound direction, and to not preclude Bus pullouts in the eastbound direction.

#### RTP Design and Functional Classifications.

Early in the project, the TVCP PG gave policy direction to maintain the design and function of TV Hwy as an urban arterial that will not exceed motorized vehicle capacity of two through travel lanes in each direction. Consistent with this decision, proposed actions along TV Hwy will be developed during subsequent refinement planning and design work to maximize the use of the typical 100 feet to 107 feet of existing right-of-way (ROW) to serve multimodal travel. Additionally, the RTP Arterial & Throughway map and System Design Classification maps are amended. TV Highway will be changed from “Principal arterial” to “Major Arterial” on the Arterial & Throughway map. It will be changed from “Throughway” to “Regional Street” on the System Design map.

The TVCP recommendations fall into 3 categories: 1) Near Term Actions, 2) Opportunistic Actions, and 3) Longer Term Refinement Planning Needs.

### Near Term Actions

The proposed improvements described below will address existing needs, including multimodal system completeness and safety, and can reasonably be expected to be completed within the next 15 years with a strong commitment from one or more of the partner agencies that have jurisdiction over subject transportation facilities, including:

- Complete detailed multi-agency study to determine future potential for high capacity transit solutions within the Tualatin Valley Highway corridor;
- The Moving Forward TV Highway Plan will be developed as a multi-agency study that determine nature and feasibility of HCT in the Tualatin Valley Highway corridor between SW 160<sup>th</sup> Ave and Cornelius Pass Road;
- Multi-modal safety improvements from the East Forest Grove Safety Action Plan
- Improve bus stops along Tualatin Valley Highway;
- More frequent bus service;
- Add street lighting on Tualatin Valley Highway;
- Improve Tualatin Valley Highway pedestrian crossings;
- Complete Planning and Conceptual design for a Multi-use path;
- Fill gaps in sidewalks and add landscape buffers along Tualatin Valley Highway;
- Add directional way finding signs;
- Complete the (currently discontinuous and narrow) bike lanes on Tualatin Valley Highway;
- Improve bike crossings of Tualatin Valley Highway;
- Develop continuous east-west parallel bike routes north and south of Tualatin Valley Highway;
- Public community rail safety education;
- Support and promote employer incentive programs to reduce driving;
- Improve signal timing, transit prioritization and traffic operations monitoring;
- Signal prioritization for transit;
- Adaptive signal control (“smart signals” that adjust timing to congestion levels);
- Improve operations at signalized intersections along Tualatin Valley Highway;

- Intersection modification to address safety and mobility; and
- Left-turn signal improvements.

### Opportunistic Actions

Understanding that funding opportunities (whether public funding or public funding in combination with private sources) may arise for transportation improvements within the TVCP Project Area to work towards to meet the goals and objectives of the TVCP, while attempting to:

- Encourage private contributions by developers to implement the near term improvements, including reserving ROW for future transportation improvements (*City of Hillsboro, City of Beaverton, Washington County*).
- Acquire the ROW to develop a westbound business access transit (BAT) lane as redevelopment opportunities arise on Tualatin Valley Hwy. The City of Hillsboro may also require all half-street improvements be constructed to include the setback curb, planter strip, and sidewalk improvement to create an amenable environment for future transit solutions on Tualatin Valley Highway. This redevelopment should be consistent with ODOT standards. The City of Hillsboro has determined that a BAT lane would not provide the anticipated benefit for transit service and therefore the city isn't acquiring ROW to develop the BAT lane as redevelopment opportunities occur on TV Hwy check with Gregg Snyder about this. The Moving Forward TV Highway Enhanced Transit and Access Plan will look at whether there are benefits of using a BAT lane in part of the corridor from 160<sup>th</sup> to Cornelius Pass Road.
- As projects arise from appropriate categories examine whether opportunities are available to use other funds to leverage this funding (e.g., safety) (*ODOT, consulting with partners*).
- As land use and transportation system conditions change and near term improvements are completed, consider the opportunity to update this adaptive corridor management strategy (*all partners*).
- Improve existing north-south routes for all modes to reduce travel demand on Tualatin Valley Highway and congestion at intersections. Improvements to roadways such as Brookwood Avenue, Century Boulevard, Cornelius Pass Road, 209<sup>th</sup> Avenue, 198<sup>th</sup> Avenue, 185<sup>th</sup> Avenue, and 170<sup>th</sup> Avenue would provide the greatest benefit to the overall transportation system. Five improvements on 198<sup>th</sup> Avenue south of Tualatin Valley Highway are scheduled in the next five years through Washington County's Major Streets Transportation Improvement Program. The other three corridors will require a more opportunistic approach, including working with

developers of South Hillsboro to help improve 209<sup>th</sup> Avenue (*City of Hillsboro, City of Beaverton, Washington County*).

- Improve east-west connectivity (such as those proposed in the upcoming South Hillsboro UGB development mitigation) in addition to the near term actions proposed in South Hillsboro such as the Kinnaman and Rosa Road extensions (*City of Hillsboro, City of Beaverton, Washington County*).
- Complete the bicycle and pedestrian system in the TVCP Project Area to increase connectivity and access.
- Implement improvements identified in the Tualatin Valley Trail Concept Plan
- Examine transit service for enhancements and improvements in the near term improvements list to leverage added service or other capital enhancements. TriMet has been awarded two Statewide Transportation Improvement Program (STIP) projects (Highway 8 Corridor Safety and Access to Transit) for improved safety, active transportation, access to transit and transit operations by improving bus stops, constructing landing pads, and enhancing crossings. ODOT will be enhancing two pedestrian crossings, infilling sidewalks, consolidating bus stops, providing transit queue jumps at one location and improving a bus stop For the second application (between 110<sup>th</sup> Avenue and SW 209<sup>th</sup> Avenue on TV Hwy), the project will enhance four pedestrian crossing locations, install buffered bike lanes between 153<sup>rd</sup> and 182<sup>nd</sup> Aves, consolidate bus stops, install illumination, ped actuation and signal interconnect at 141<sup>st</sup>/142<sup>nd</sup> and 174<sup>th</sup>, install physically separated walkways and bike lanes on bridge sections between 153<sup>rd</sup> and 160<sup>th</sup> Ave and the between 30<sup>th</sup> and 40<sup>th</sup> Aves.
- Reduce vehicle turn movements to/from driveways on TV Highway. This would improve safety and mobility of pedestrians, bicyclists, and motorists on TV Hwy. Further access consolidations are recommended in conjunction with other property redevelopment.

#### Long Term Refinement Planning Needs

The refinement plan was unable to adequately address some longer term planning aspirations for the corridor. The following should be addressed as part of a future corridor refinement plan:

- The preferred location (e.g. on or adjacent to Tualatin Valley Highway) and most viable transit mode (e.g., bus rapid transit, express bus service, light rail, streetcar, or commuter rail) and amount of right-of-way needed for a long-term HCT solution for Tualatin Valley Highway. This transit alternative analysis study may explore enhanced signal operations for transit and/or the viability of a Business Access Transit (BAT) lane in appropriate locations. The Moving Forward TV Highway Enhanced Transit and

Access Plan will determine the nature and feasibility of HCT in the corridor primarily between 160<sup>th</sup> and Cornelius Pass Rd.

- The location of a multi-use pathway parallel to Tualatin Valley Highway as per the Tualatin Valley Trail Concept Plan.
- The location of new local street connections, in concert with access management along Tualatin Valley Highway.
- While grade separated intersections are not included in the plan, it is recognized that in the long term, all tools should be considered to maintain acceptable intersection performance to serve future transportation and community needs.

#### **8.2.4.5 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors 19 and 20)**

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in 2014 RTP Appendix 3.1 notes that both corridors are anticipated to experience high levels of growth in employment and population by the year 2040.

A number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project went into revenue service in September 2022. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard.

The Division Transit bus rapid transit project traverses from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

BE IT FURTHER RESOLVED, that Metro advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements.

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in 2014 RTP Appendix 3.1 notes that both corridors are anticipated to see high levels of growth in employment and population by the year 2040.

Mobility Corridor #19 provides an important connection between the Portland Central City and the Lents Town Center and provides important freight access to rail facilities at Brooklyn Yard and access from Powell Boulevard and McLoughlin Boulevard to the Central Eastside Industrial District. This corridor also serves statewide and regional travel on Powell Boulevard (US 26), which serves as a statewide and regional freight route between I-5 and I-205.

The corridor does not meet regional performance thresholds (does not perform as it should) for its throughways (Powell Boulevard) and arterials (Division and Holgate streets) as defined in the RTP due to high volume to capacity ratios.

Strategies adopted in 2014 RTP Appendix 3.1 to improve the corridor include:

Near term:

- System and demand management along Powell Boulevard and parallel facilities for all modes of travel.
- Improved, safe pedestrian and bicycle crossings of Powell Boulevard.
- Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.
- Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Avenue.

Medium term:

- Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Boulevard.
- Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.

The Oregon Department of Transportation (ODOT) is constructing improvements to help people get around busy Outer SE Powell Boulevard more safely. The Outer Powell Transportation Safety Project stretches between I-205 and Portland/Gresham city limits,



just east of SE 174th Avenue. These safety improvements will reduce the frequency and severity of crashes and help vehicles, pedestrians, transit and bicyclists share the road with fewer conflicts.

Roadway, bike and pedestrian safety improvements include:

- Sidewalks where there are none now
- Mix of separated and sidewalk level bike lanes
- Center turn lanes for cars, buses and trucks for safer turns and to reduce back-ups
- Storm drains to prevent water from pooling on the road
- Lighting for improved visibility
- New waterline in some areas
- New traffic signals
- Mid-block flashing light pedestrian crossing beacons (Rectangular Rapid Flashing Beacons) to alert drivers that people are crossing the street

ODOT expects completion of construction in 2024.

Additionally, for the segment of SE Powell Boulevard between the Ross Island Bridge and I-205, ODOT is working with the City of Portland to implement safety investments such as enhanced crossings and speed feedback signs, and studying roadway configuration options to increase safety for all users.

Mobility Corridor #20 provides an important connection between the Lents Town Center and the Gresham Regional Center. The corridor provides important freight access, connecting I-205 to Gresham and the Springwater Industrial Area. In addition, the corridor serves statewide travel, connecting to routes that lead to destinations outside the region such as the Mt Hood Recreational Area and Sandy Oregon.

Similar to Mobility Corridor #19, Mobility Corridor #20 is expected to experience high levels of employment and population growth by 2040 and does not meet regional performance thresholds for its throughways (Powell Boulevard) and arterials (Division and Foster streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in 2014 RTP Appendix 3.1 to improve the corridor include:

- Near term: System and demand management along the Powell Boulevard and parallel facilities for all modes of travel.

- Medium term: Implement a three-lane cross-section on Powell Boulevard from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
- Long term: Implement additional capacity enhancements along Powell Boulevard from 162nd to 174th Avenue as needed. Additional enhancements may include intersecting north-south streets along Powell Boulevard.

#### **8.2.4.6 Hillsboro to Portland (Mobility Corridors 13 and 14)**

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Washington County is growing faster than its neighbors in the region, and with that growth comes an increased need to move more people and freight. The Sunset Highway (US 26) Corridor is a critical thoroughfare for residents, commuters, and the regional economy, but current conditions result in vehicle congestion, diversion, and unreliable travel times for people driving, riding transit, and moving freight. These transportation deficiencies adversely affect the safety, affordability, and livability of the area and can impede economic competitiveness.

Centered on the US 26 (Sunset Highway) from Hillsboro to Portland, the Westside Multimodal Improvements Study was recommended in the 2018 RTP and kicked off in January 2022. The study's purpose was to address transportation challenges that affect the movement of people and goods between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.

ODOT and Metro co-managed the study in partnership with local agencies, business representatives, and community-based organizations. The study was guided by a Project Management Group, made up of technical staff from partner agencies, and a Steering Committee composed of decision-making representatives from each of the agencies that have jurisdiction or ownership of infrastructure or systems considered in the planning process. An analysis of existing conditions data helped to define the issues and needs within the corridor and are framed here in the context of five priority areas: mobility and reliability, safety, social equity, climate action, and economic vitality.

#### **Mobility and Reliability**

Corridor #13, which extends east to the Willamette River including the western portion of Portland's Central City and Corridor #14 extending west from Murray Boulevard to North

Plains will account for 22 percent of the region's households, 20 percent of the region's population, and 31 percent of the region's employment by 2040.

Since the Covid-19 pandemic, we've seen changes in travel patterns, including fewer people transit, fewer people commuting daily to workplaces, and more people working from home or on flexible schedules. Meanwhile, jobs that require in-person attendance such as manufacturing, agriculture, retail, hospitality and maintenance are often not centrally located and may have work shifts that cover 24 hours of the day. These changes have resulted in afternoon traffic congestion occurring earlier in the day and lasting longer than before the pandemic.

Corridor #13, which includes the Sunset Highway and its array of complementary parallel arterial roadways (Cornelius Pass Road, Germantown Road, Cornell Road, Barnes/Burnside Road, and Beaverton-Hillsdale Highway), carries approximately 229,150 vehicles per day comprising roughly 390,000 person-trips per day. Of the total vehicle trips, Sunset Highway carries 160,000 vehicles per day, including 6,000 trucks, and Cornelius Pass Road serves approximately 11,000 vehicles per day.

At present, transit carries approximately 18,710 person-trips per weekday on the MAX Blue Line, the MAX Red Line, and multiple bus lines serving the parallel arterials in the corridor. Of those total trips, approximately 11,500 occur on the MAX Blue and Red Lines. Bus lines serving the Sunset Highway corridor include Line 47 (720 weekday boardings), Line 48 (1200 average weekday boardings), Line 57 (5,240 average weekday boardings) and Line 59 (50 average weekday boardings). This is a decrease from pre-pandemic transit use. TriMet plans to open the western extension of the MAX Red Line to Hillsboro's Airport/Fair Complex Station in fall 2024.

The existing transit network in the westside of the Metro area has limited north-south bus routes, some routes have infrequent service, and may require multiple transfers to reach a destination. Efforts such as TriMet's Forward Together concept, the Washington County Transit Study, and Metro's High-Capacity Transit Strategy include plans for transit enhancements and future investments to meet existing transit needs and accommodate future growth in the Westside Corridor.

### **Economic Vitality**

The Sunset Highway corridor is a major employment center in the region. Many of the region's top private employers call the area home including Intel, Nike, Tektronix, Reser's Fine Foods, Qorvo, and Salesforce, among others. Top public sector employers include local school districts, city and county governments, hospitals, and health care providers.

The semiconductor industry expansion presents Oregon with an opportunity to create the kind of jobs and investment the state needs for a strong economy, and this area is often referred to as Oregon’s “Silicon Forest.” In July 2022 Congress passed the \$52 billion CHIPS Act to boost domestic semiconductor manufacturing and design. This creates an opportunity to solidify Oregon’s position as a world leader in semiconductor innovation and expand semiconductor design and manufacturing development in Washington County. New industrial development will place additional demand on our transportation system and a greater need for freight mobility and reliability through the Sunset Highway corridor.

Outreach done during the Westside Multimodal Improvements Study reinforced freight-related concerns identified during the 2013 *Westside Freight Access and Logistics Analysis*. Oregon’s export economy relies heavily on the computer and electronics industry, which accounts for over 60% of state’s exports, and valued \$15 billion in 2021. This industry is primarily located in the region’s Westside, and depends on a tightly managed supply chain to efficiently bring products to markets that are mostly outside of the greater Portland area. Addressing freight mobility challenges experienced by the Westside computer and electronics industry will likely also benefit the footwear, apparel, medical/dental, biopharma and agriculture industries in Washington County.

Freight movement between the Westside industries and the PDX freight consolidation area and the Portland International Airport depends on two routes:

- US 26 eastbound to I-405 northbound to I-5 Northbound to Columbia Boulevard; and
- Cornelius Pass Road northbound to US 30 southbound to Columbia Boulevard via the St. Johns Bridge.

US 26 eastbound between Highway 217 and I-405 ranks among the top bottlenecks in the region. Travel times can vary up to 20 minutes or more for a typical trip from Hillsboro’s employment areas to PDX, due largely to traffic on US26. This lack of reliability means that freight haulers and commuters can’t be certain how long a trip will take them, leading to lost productivity. US26 has the highest freight volume of all non-interstate highways in the region, but freight trips make up just five percent of total trips on US26. Meanwhile, freight trips account for sixteen percent of total trips on Cornelius Pass Road, indicating it is a preferred route for many freight haulers.

Work commute estimates based on Street Light Data indicate that a significant number of people commute into the area for work. Data shows that about 97,000 people per weekday commute to the Westside Multimodal Improvements Study area. About 27,000 both live and work in the study area and have local commute trips, while another 64,000 people live in the study area and commute to jobs elsewhere in the region.

## Safety

Many of the key arterials in the Sunset Highway Corridor are identified among Metro's 2016-2020 High Injury Corridors. These are roadways in the greater Portland area where the highest concentrations of serious crashes involving a motor vehicle occur. The top five most dangerous corridors within the study area include: Tualatin Valley Highway, Baseline Rd, Cornell Rd, Cornelius Pass Rd, and Farmington Rd. A total of 15,000 crashes occurred between 2015-2019 in the study area, with 53% of crashes resulting in injury. Of these, 223 crashes involved pedestrians and 188 crashes involved bicyclists.

With congestion becoming more pervasive on US 26 in the area of the Vista Ridge Tunnels and the I-405 interchange, traffic crashes have continued to increase. Cumulatively, there are 10 discreet locations on US 26 between I-405 and Highway 217 that rank in the state's top 10 percent of crash high-priority locations statewide.

Sunset Highway at the Vista Ridge tunnels prohibits the hauling of hazardous materials. Petroleum products used to fuel vehicles in the Tualatin Valley and chemicals, including but not limited to industrial gases used in the manufacturing of silicon wafer products, commonly use Cornelius Pass Road with Highway 217 as the secondary route.

Both the Sunset Highway corridor and the secondary freight route of Cornelius Pass Road are susceptible to recurring incidents such as crashes, landslides, and trees blocking the roadways. In both cases, the regional transportation system lacks "redundancy" to accommodate any unforeseen impediments to travel. Similarly, both corridors (and their Willamette River bridges) are not likely to prove reliable and sustainable in the event of a Cascadia earthquake.

## Social Equity

People living within the Sunset Highway corridor are more racially diverse than the region and state, with over 37% residents of color. Forty-five percent of households are renters, which is higher than the regional average.

Many areas throughout the corridor score high on TriMet's transit equity index, reflecting higher concentrations of people of color, low-income households, people with low English proficiency, people with disabilities, older adults, youth, households with poor vehicle access, access to affordable housing, access to low/medium wage jobs, access to services. Higher scores indicate a potential for higher need for increased transit service, particularly in areas south of US 26.

## **Climate**

Land use patterns and past infrastructure investments in the study area prioritized auto vehicle travel, which contribute to continued reliance on personal vehicles to meet people's daily travel needs. This pattern results in high vehicle miles traveled (VMT) and contributes to greenhouse gas emissions from gasoline powered vehicles. Frequent congestion on US 26 and nearby facilities contributes to traffic diversion to other routes, increased vehicle miles traveled (VMT), inefficient vehicle operation, and vehicle idling, all of which contribute to greenhouse gas emissions in the region.

## **Recommended Transportation Investments**

The Westside Multimodal Improvements Study produced a list of transportation investments that are intended to address the identified issues and needs in the Sunset Highway corridor. Investment options were evaluated based on how well they addressed mobility and reliability, safety, social equity, climate action, and economic vitality. The Westside Multimodal Improvements Study developed an Implementation Plan that outlines priority investments for the region to advance for future project development and funding, including project descriptions, lead agencies, cost ranges, benefits, issues, and dependent projects.

## 8.3 PROJECTS

### 8.3.1 Major Project Development

Transportation improvements where the need, mode, function and general location is identified in the RTP and local plans are expected to be further refined during detailed project development. For major projects, project development is generally completed jointly by affected or sponsoring agencies, in coordination and consultation with Metro. For purposes of the RTP, major projects are defined as large-scale, complex investments in the transportation system that typically cost \$500 million or more regardless of the source of funding for the total project and is likely to receive state or federal financial assistance. Projects with total costs between \$100 million and \$500 million may also be considered major projects and are currently considered major projects for the purposes of the Metropolitan Transportation Improvement Program (MTIP). FHWA requires all projects with costs of \$100 million or more to have financial plans updated annually. Major projects typically have a high level of public, legislative or congressional interest, may be constructed in multiple phases and are anticipated to go through one of the planning processes identified below.

The purpose of project development is to consider project design details and select a specific project alignment, as necessary, after evaluating engineering, management and design alternatives, potential environmental impacts and consistency with applicable comprehensive plans, the Oregon Transportation Plan and the RTP. The TPR defines project development as, “implementing the transportation system plan by determining the precise location, alignment and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies,” (660-012-005 (36)). The project need, mode, function and general location do not need to be addressed again at the project level, since these decisions have been previously documented in the adopted corridor refinement plan or RTP project list.

For projects of regional significance with multiple jurisdictions, decisions may be documented through adoption of a Locally Preferred Alternative. Project development decisions for projects that qualify for a Categorical Exclusion under NEPA can be documented by other means in accordance with the responsible agency’s procedures.

Once the RTP or corridor refinement plans have established mode, function, general location, and identified solutions, project development may also result in recommended phasing of improvements.

A summary of progress on major project development activities follows.



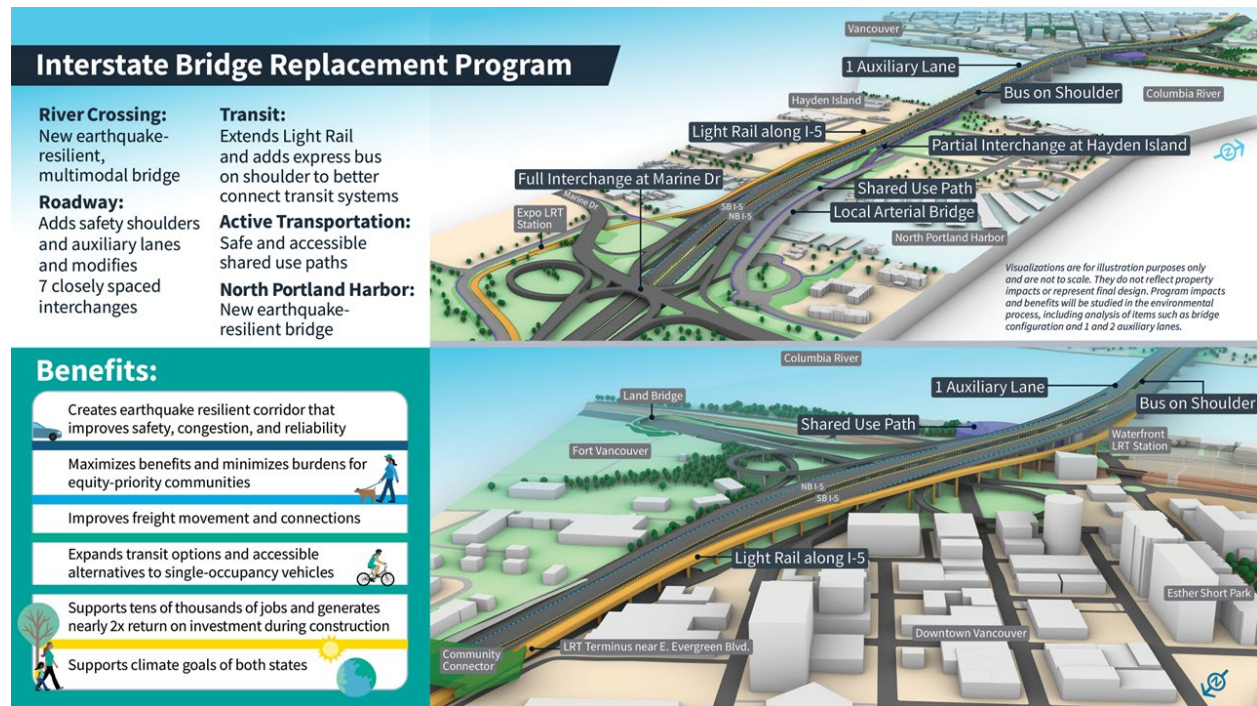
**Table 8.5 Progress (as of 2023) on Major Project Development**

<b>Project</b>	<b>Status</b>
Interstate 5 Bridge Replacement (IBR) Project	LPA approved in July 2008. Record of decision signed by FHWA in December 2011. Project development work discontinued in 2013 in Washington and 2014 in Oregon. Joint Washington and Oregon Legislative Action Committee discussions begin in 2017. Partner agencies confirmed support for Modified LPA Draft Supplemental Impact Statement in development, plan to publish Summer 2023
Sunrise Project and Sunrise Community Visioning Project	LPA approved in July 2009. Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011. Sunrise Jobs and Transportation Act (JTA) Phase 1 related projects were completed in June 2016. Environmental approval received for improvements on OR 224 at Rusk Road. In May 2023, Clackamas County initiated the Sunrise Community Visioning Project to engage community in the development of improved safety and increased mobility in the corridor. This process will include an updated LPA for OR212 and OR224 from 205 to 172 <sup>nd</sup> Ave (Phase 2 and Phase 3 of the original project). The visioning project will include PEL framework and will lead into the necessary NEPA updates to advance the LPA. The project will also include 10% design of the LPA.
Southwest Corridor Project	LPA approved in Nov. 2018. ROD received April 2022.
I-5 Rose Quarter Improvement Project	Supplemental Environmental Assessment published for public comment in 2022. Design phase in progress.
I-205 Abernethy Bridge and Phase 1A Construction	Construction is underway. Column work is underway and will lead to the construction of the crossbeams in late 2023. Major drilled shaft work is anticipated to be complete by Fall 2023. Mainline widening construction is anticipated to

	be complete by Fall 2025.
I-205 Toll Project	Environmental Assessment was published on Feb. 21, 2023. Environmental Assessment Public Comment Period ended April 21, 2023. Revised Environmental Assessment is anticipated as the next step.
I-5 & I-205 Regional Mobility Pricing Project	Planning and Environmental (PEL) phase was completed in Fall 2022. Environmental analysis process, under the National Environmental Policy Act (NEPA), was initiated in Nov. 2022. A scoping comment period was held from Nov. 18 to Jan. 6, 2023. Environmental Assessment publication is anticipated by the end of 2023, followed by a public comment period and then a Revised Environmental Assessment is expected in 2024.
I-5 Boone Bridge Replacement	The project is currently in the Planning and Environmental Linkages (PEL) phase. The National Environmental Policy Act (NEPA) class of action determination and preliminary planning activities are scheduled to be completed in late 2024 or early 2025.
Earthquake Ready Burnside Bridge	Preferred Alternative approved in March 2023. FHWA Record of Decision anticipated to be published in December 2023 Design Phase anticipated to start, July 1, 2023.
82nd Avenue Transit Project	Working towards an LPA in late 2023/early 2024. The NEPA process would begin in 2024 after early corridor design and FTA determination of class of action.
Tualatin Valley Highway Transit and Development Project	LPA anticipated late 2023

### 8.3.1.1 Interstate 5 Replacement (IBR) Program (previously Columbia River Crossing Project)

**Figure 8.5 Interstate Bridge Replacement Program**



The Interstate Bridge is a critical connection between Oregon and Washington, located on Interstate 5 where it crosses the Columbia River. Replacing the aging Interstate Bridge across the Columbia River with a modern, earthquake resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington.

In July 2008, the Metro Council approved a Locally Preferred Alternative (LPA) for the Columbia River Crossing (CRC) project. In December 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the CRC LPA and issued a Record of Decision for the CRC project. The CRC project development work was discontinued in 2013 in Washington and in 2014 in Oregon. All six transportation problems identified during CRC remain unaddressed (congestion, earthquake vulnerability, safety, impaired freight movement, inadequate bike and pedestrian paths, and limited public transportation).

The Interstate Bridge Replacement (IBR) program (as depicted in Figure 8.5) is a renewed effort jointly led by the Oregon Department of Transportation and the Washington State Department of Transportation in collaboration with eight regional partner agencies: Oregon Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland, City of Vancouver, Port of Portland, and Port of

Vancouver. These partners serve on an Executive Steering Group that provides regional leadership recommendations to the program. The IBR program continues to work with the program partner agencies, stakeholders, and public to identify the best possible multimodal solution.

In December 2021, FHWA and FTA provided their joint determination that a Supplemental Environmental Impact Statement (SEIS) is necessary to identify and disclose potential adverse impacts and mitigation that could result from changes that have happened since the 2011 CRC Record of Decision. The IBR program is leveraging work from previous planning efforts (CRC) where appropriate and updating prior studies to integrate new data, regional changes in transportation, land use, and demographic conditions, and public input to inform program development work.

Through planning work and community outreach, the IBR program confirmed the six transportation problems identified in CRC still exist, and also added equity and climate as priorities. To address the physical and contextual changes that have occurred in the program area since 2013, the IBR program developed design options, desired outcomes, and transit investments in coordination with program partners and input from the community.

The design options were analyzed and narrowed down to a recommended Modified Locally Preferred Alternative (LPA). The Modified LPA was approved by the boards, councils, and commissions of each of the eight local partner agencies in the summer of 2022. In July 2022, the Executive Steering Group reached a unanimous recommendation to move the program's recommended Modified LPA into the federal environmental review process for further study.

The Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process as required by NEPA to better understand the benefits and impacts. The Modified LPA is not the final design of the replacement bridge, but it is a key milestone, setting the direction for the program as we start to test and evaluate plans for a new multimodal river crossing system. In some instances, multiple design concepts are being studied (e.g., park and ride locations, bridge configuration and roadway alignment) to better understand the range of impacts and better optimize the design.

Elements of the Modified LPA currently being studied includes:

- Replacing the Interstate Bridge over the Columbia River
- Replacing the North Portland Harbor Bridge over the Columbia Slough connecting Hayden Island to North Portland

- Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction
- Connecting existing transit systems by extending light rail transit from Expo Center in Portland to Evergreen Boulevard in Vancouver in a dedicated guideway adjacent to I-5 , including new bus on shoulder facilities in the project area, and connecting to C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans
- Improving seven interchange areas within the program area corridor:
  - Victory Blvd
  - Marine Drive
  - Hayden Island
  - SR 14
  - Mill Plain Blvd.
  - 4<sup>th</sup> Plain Blvd.
  - SR 500
- Active transportation and multimodal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities including local and cross-river connections
- Variable rate toll on motorists using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance
- A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
- A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

The federal environmental review process, and corresponding environmental studies, will determine how the IBR program will move forward and what necessary work is needed to avoid, minimize, or mitigate negative effects to the physical and built environment. The IBR program will disclose the findings of the environmental evaluation in a Draft SEIS,

which is anticipated to be published in late 2023 for public review and comment. After the public comment period closes, the Modified LPA will be refined in response to public input and other design considerations. Refinements will result in a combined Final SEIS and Amended Record of Decision issued by FHWA and FTA, anticipated in late 2024. At this stage, the IBR program will be able to apply for permits, update cost estimates, and further design. Construction is anticipated to begin as early as late 2025.

In December 2022, the IBR program released a cost estimate that reflects the Modified LPA components and includes updated market assumptions and program specific risk potential and cost savings opportunities. The current cost estimate ranges from \$5 - \$7.5 billion, with a most likely cost of \$6 billion. The IBR program assumes a combination of a variety of funding sources, including state, federal and toll revenue.

#### Anticipated IBR Program Funding Sources:

Source	Amount in Millions of Dollars
Existing State Funding	\$100 M
Connecting WA Funding—Mill Plain Interchange	\$98 M
Move Ahead WA Funding	\$1,000 M
Anticipated Oregon Funding	\$1,000 M
Toll Funding	\$1,250 – 1,600 M <sup>1</sup>
Federal Grants	\$860 – 1,600 M <sup>2</sup>
FTA New Starts CIG Funding	\$900 – 1,100 M
<b>Anticipated Total</b>	<b>\$5,208 – 6,498 M</b>

<sup>1</sup> This range is consistent with CRC toll funding estimates. A Level 2 toll traffic and revenue study for IBR is underway and will be reviewed by both states. This range is a placeholder until spring 2023.

<sup>2</sup> Federal grant funding is unknown but being actively pursued. The top of this range is optimistic. The range will be refined as more information becomes available. Includes \$1M FHWA BIP grant already received.

#### 8.3.1.2 Sunrise Project and Sunrise Community Visioning Project

The Sunrise Corridor is an essential freight route from I-5 and I-205 to U.S. 26 and central and eastern Oregon. It provides access to the Clackamas Industrial Area, home to one of the state's busiest and most critical freight distribution centers and the City of Happy Valley Rock Creek Employment Center with over 200 acres of employment and industrial land. The OR 212/224 corridor is currently failing and is not capable of handling the expected increase in traffic resulting from significant community development and industrial expansion in the corridor.

In July 2009, the project's Policy Review Committee (PRC) selected the Preferred Alternative for the Sunrise Project. The Preferred Alternative is Alternative 2 as studied in the Supplemental Draft Environmental Impact Statement with Design Options C-2 and D-

3 and a portion of Design Option A-2 (Tolbert Overcrossing). A detailed description and map of the Sunrise Project original Preferred Alternative is included in Appendix Q.

FHWA, ODOT and Clackamas County completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project and on February 22, 2011, the FHWA signed a Record of Decision (ROD) that approves the Sunrise Corridor Preferred Alternative.

The Sunrise Jobs and Transportation Act (JTA) Project constructed a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project). The Oregon Legislature approved \$100 million in JTA funding for this project, which was built to address congestion and safety problems in the OR 212/224 corridor and improve local roadway connections to the Lawnfield Industrial District. Construction for the JTA phase of the Sunrise Project was completed in June 2016 and opened for use on July 1, 2016.

During development of Metro's 2020 Funding measure the Sunrise Project underwent extensive redesign based on public input and feedback from the taskforce. The effort culminated in a "right sized" cross section including 2 lanes in either direction and a suite of pedestrian and bicycle improvements on existing Highway 212.

In 2021 the Oregon State Legislature allocated \$4 Million dollars for the Sunrise Gateway Community Corridor Visioning Project to create a vision for the corridor through meaningful partnerships with the people who live, work and own businesses in the area. This project will analyze transportation and land use scenarios that also consider economic opportunities, community health, equity, other infrastructure, open space, and housing for the Sunrise Gateway Corridor along Highway 212 from 122nd Avenue to 172nd Avenue. The Project will employ meaningful community engagement to create a vision that will identify challenges and opportunities to increase the safety and viability of the corridor for years to come.

One of the products of this visioning project will be an updated LPA for the Sunrise Corridor based upon the updated cross section developed during Metro's 2020 funding measure. The project will be guided by the PEL framework and will lead into the update to the NEPA approval from the 2011 FEIS.

Future phases of the Sunrise Project include the design and construction of improvements between SE 122nd Avenue and SE 172nd Avenue.

### **8.3.1.3 Southwest Corridor Transit Project**

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The work was guided by a Steering Committee comprised of representatives from the cities of



Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution No. 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

In October 2013, the Metro Council adopted Resolution No. 13-4468A, endorsing the Southwest Corridor Shared Investment Strategy and directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit (HCT) alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor. This resolution also directed staff to work with project partners to involve stakeholders at key points in the process and seek input from the public.

In June 2014, the Metro Council adopted Resolution No. 14-4540, which included direction to staff to study the Southwest Corridor Transit Design Options under NEPA in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, pending Steering Committee direction on the results of the focused refinement analysis

The Southwest Corridor Light Rail Project emerged as the preferred high capacity transit investment of the Southwest Corridor Shared Investment Strategy. The project is a proposed 11-mile MAX light rail extension serving SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations. In compliance with NEPA, and at the direction of the Metro Council, an Environmental Impact Statement (EIS) was prepared by Metro, TriMet and FTA. The Draft EIS, released in summer 2018, assessed the project alternatives remaining from over three years of analysis refinement and suggested ways to avoid, minimize or mitigate significant adverse impacts. The information disclosed in the Draft EIS, and public and agency comments on the Draft EIS, informed the Southwest Corridor Steering Committee in its recommendation of a LPA. In November 2018, the Metro Council adopted Resolution No. 18-4915 approving the Southwest Corridor LPA. The LPA is included in the RTP.

The Final EIS was completed in January 2022 and the project received a Record of Decision in April 2022.

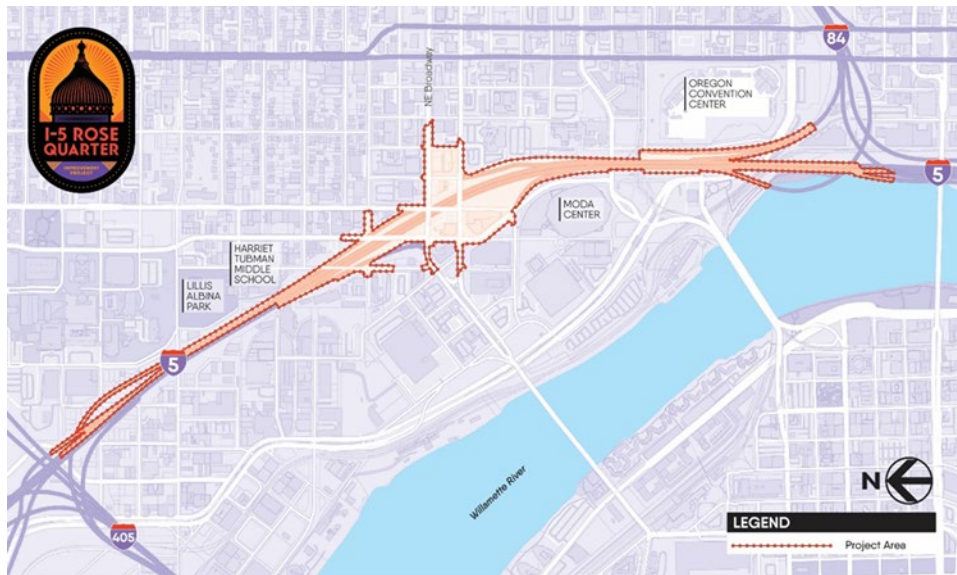
TriMet entered into FTA New Starts Project Development with in late 2018. Major Project Development activities took place in 2019 and 2020. Unfortunately, the project

development activities, except NEPA, were put on pause in late 2020 when the regional transportation funding measure did not pass. The project officially withdrew from New Starts project Development in July 2022.

Project leaders will reconvene in 2023 to discuss updated cost and ridership projections and begin conversations about possible paths forward for the project, which remains a regional priority.

#### 8.3.1.4 I-5 Rose Quarter Improvement Project

**Figure 8.6 I-5 Rose Quarter Improvement Project Location**



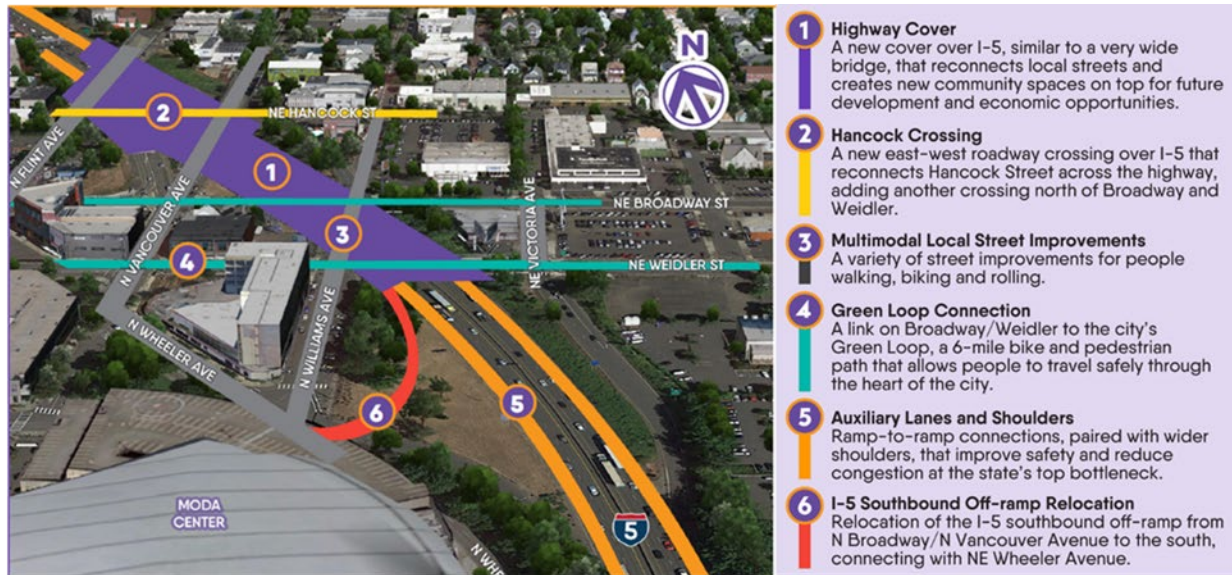
The purpose of the I-5 Rose Quarter Improvement Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5. Additional project benefits include improving safety and mobility on local streets, creating new space and new infrastructure to support community development with the construction of a highway cover over a portion of I-5 and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The project addresses the critical need to keep Oregon's people and economy moving. Key elements of the project design include:

- New ramp-to-ramp connections (auxiliary lanes) in each direction of I-5 between I-84 and I-405 to reduce vehicle weaving, create safer merging and improve connections between interchanges.
- Wider shoulders in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly (this includes adding 12-foot-wide outside shoulders SB from Broadway off-ramp to the I-84 off-ramp and NB from I-84 on-ramp to I-405 off-ramp and adding 8 foot-wide inside shoulders in both directions, except under the highway cover where shoulders would be 5 feet wide).
- A highway cover over I-5 that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway/Weidler.
- Enhanced bicycle and pedestrian facilities on Broadway and Weidler to facilitate the City of Portland's Green Loop, a planned 6-mile bike and pedestrian path that allows people to travel safely through the heart of the city.
- Multimodal local street improvements including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA) and better lighting for people walking, biking and rolling.
- Relocation of the I-5 southbound off-ramp to maximize space for new developable land on the highway cover.

**Figure 8.6** shows the project location and **Figure 8.7** the project features.

More information is available at [www.i5rosequarter.org](http://www.i5rosequarter.org).

**Figure 8.7 I-5 Rose Quarter Improvement Project Features**

Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

Source: ODOT

In accordance with the National Environmental Policy Act, ODOT prepared and published an Environmental Assessment (EA) in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. The Federal Highway Administration (FHWA) reviews all findings and public comments before making an environmental decision on a project. In response to public comment received on the 2022 Supplemental EA, project design refinements and updated technical analysis are underway and will be reflected in a Revised Supplemental EA that will accompany the environmental decision by the FHWA, expected by early 2024. Final design and construction will begin following completion of the environmental decision document.

The project team will continue refining the design based on community input, including based on the public comments received during the 2022 Supplemental Environmental Assessment phase, and working with the City of Portland on a Community Framework Agreement to define the future development scenarios for the new highway cover land.

### **8.3.1.5 I-205 Abernethy Bridge and Phase 1A Construction**

Phase 1A of the I-205 Improvements project will upgrade the Abernethy Bridge to withstand a major earthquake and will be the first earthquake-ready interstate structure across the Willamette River in the Portland metropolitan area.



In addition to the seismic upgrades, the project will add auxiliary lanes across the Abernethy Bridge in each direction. This phase of the project will also include interchange improvements to the interchanges directly north and south of the Abernethy Bridge at OR 43 and OR 99E, respectively. The interchange improvements will make travel safer, resulting in fewer crashes and better travel-time predictability. These improvements include removal of the current I-205 northbound on-ramp from OR 43. This will be replaced with a roundabout to access I-205 northbound. This will reduce crashes and conflicts with movements to and from OR 43. The project will also realign and widen the OR 99E on and off ramps providing added capacity.

The project also includes construction of a sound wall near the southbound lanes of I-205 at Exit 9 and new pedestrian and bicycle facilities around OR 43 and OR 99E to increase comfort for people walking and biking in these areas. Construction began in June 2022 and is expected to end in fall 2025. Financing for this project was possible with financing tools authorized in HB3055 during the 2022 legislative session.

**Figure 8.8 I-205 South Widening and Seismic Improvements Project Area Map**

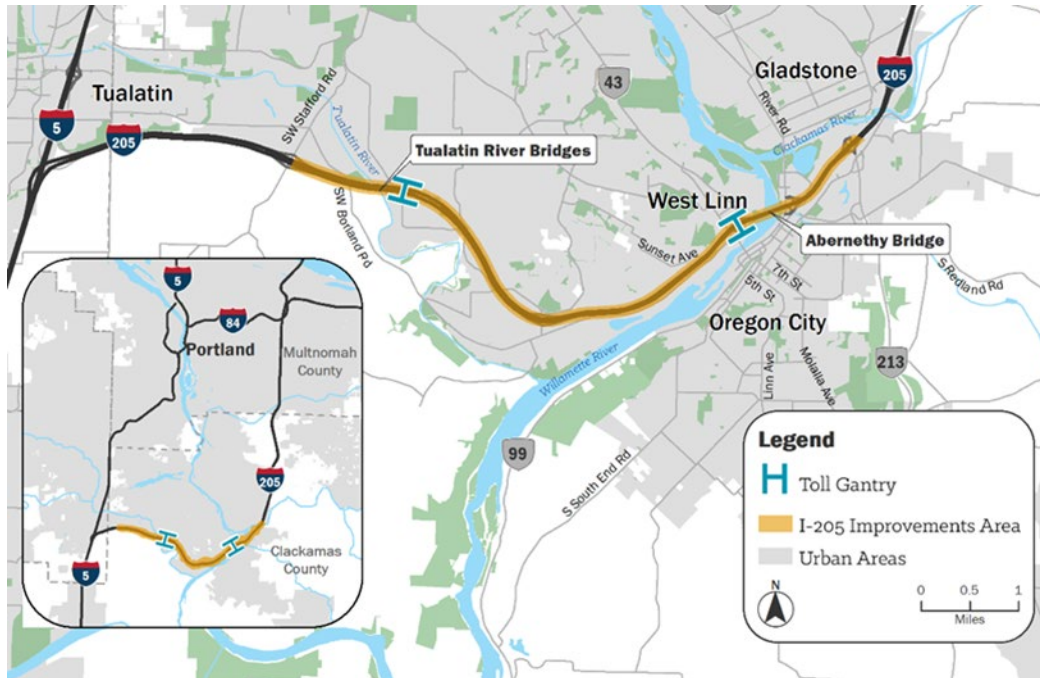


### 8.3.1.6 I-205 Toll Project (Includes Widening and Seismic Improvements)

The proposed I-205 Toll Project would implement variable-rate tolls on the Interstate-205 (I-205) Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements to I-205 and to manage congestion. Planned I-205 improvements that are part of the I-205 Toll Project include widening a seven-mile portion of I-205 to construct a third travel lane in each direction between the Stafford Road interchange and the OR 43 interchange; constructing a northbound auxiliary lane between OR 99E and OR 213; replacing or reconstructing eight bridges between Stafford Road and OR 213 to withstand a major seismic event, and installing Traveler Information

Signs (Active Traffic Management improvements). The I-205 Toll Project location is shown on Figure 8-9.

**Figure 8.9 I-205 Toll Project Area Map**



As directed by Oregon House Bill 2017 and the Oregon Transportation Commission, Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205. The I-205 Toll Project is being evaluated under the National Environmental Policy Act (NEPA) process and is allowed under the federal tolling authorization program codified in 23 U.S. Code Section 129.

The planned I-205 improvements now included in the I-205 Toll Project were formally part of a different project, identified as the “I-205 South Corridor Widening and Seismic Improvements Project” in the 2018 Metro RTP (also referred to in environmental documentation and public information materials as the I-205: Stafford Road to OR 213 Improvements Project or, simply, the I-205 Improvements Project). In 2021, Oregon House Bill 3055 provided financing options that allowed the first phase of the I-205 Improvements Project to be constructed. This first phase, referred to as the I-205: Phase 1A Project (Phase 1A), includes reconstruction of the Abernethy Bridge with added auxiliary lanes and improvements to the adjacent interchanges at OR 43 and OR 99E. However, ODOT determined that toll revenue would be needed to complete the remaining

construction phases of the I-205 Improvements Project after Phase 1A. As such, the planned improvements (besides Phase 1A) were removed from the I-205 Improvements Project and accompanying 2018 NEPA Documented Categorical Exclusion and are now included in the I-205 Toll Project.

ODOT, in partnership with FHWA, has prepared an Environmental Assessment (EA) to evaluate the effects of the I-205 Toll Project on the human and natural environment in accordance with NEPA. The I-205 Toll Project responds to six key problems identified in the need statement: critical projects need construction funding; traffic congestion results in unreliable travel; traffic congestion affects freight movement; traffic congestion affects safety; traffic congestion contributes to climate change; and Oregon's highway system is not seismically resilient.

The EA was released for public and agency comment from February 21 to April 21, 2023. Following the comment period, ODOT may prepare a Revised EA that could include FHWA's and ODOT's responses to comments, additional environmental analysis as needed, and refinement and finalization of environmental commitments to avoid, minimize, and mitigate impacts. FHWA will issue a NEPA decision that could be a Finding of No significant Impact (FONSI). If a FONSI is issued, construction of the I-205 Project is expected to last approximately four years.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT has committed to providing a low-income toll program when tolling begins. If tolling is approved, the Oregon Transportation Commission will ultimately set toll rates at levels sufficient to meet all financial commitments, fund Project construction and maintenance, and manage congestion. The Oregon Transportation Commission is expected to finalize toll rates about 6 months prior to toll implementation. ODOT could begin tolling in January 2026.

#### **8.3.1.7 I-5 & I-205 Regional Mobility Pricing Project**

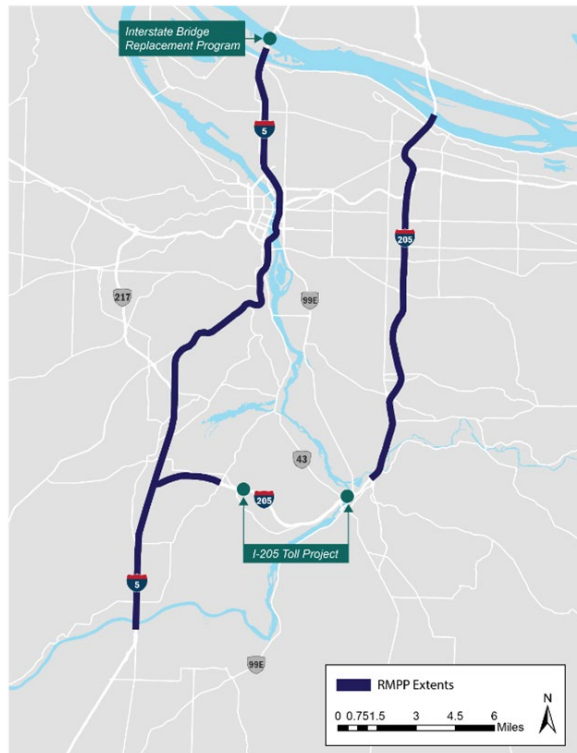
The Regional Mobility Pricing Project (RMPP) will apply congestion pricing on all lanes of Interstate-5 (I-5) and Interstate-205 (I-205) to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. The pricing varies by time of day according to a set schedule, which can be updated periodically by the Oregon Transportation Commission. Higher fees will be charged during peak travel periods (such as morning and evening peak hours) and lower fees during off-peak hours. Congestion pricing is intended to encourage motorists to plan travel in advance and allows traffic to flow more freely during peak times. The project is being developed with an all-electronic fee collection system.



The Regional Mobility Pricing Project would apply congestion pricing within the following extents, as determined by legislation, with the exact locations to be determined during the federal NEPA process:

- I-5 from the Hayden Island Drive interchange to, and including, the Boone Bridge over the Willamette River in Wilsonville.
- I-205 from the Glenn Jackson Bridge to OR 213 in Oregon City and I-205 between Stafford Road and I-5.

**Figure 8.10 Regional Mobility Pricing Project Extents**



These extents are shown in Figure 8.10. The exact locations where congestion pricing will be applied within the project limits will be determined during the federal National Environmental Policy Act (NEPA) process.

Following Oregon House Bill 2017, the Oregon Transportation Commission, and the Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel times on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205.

The Regional Mobility Pricing Project Planning and Environmental Linkages phase concluded in September 2022 and ODOT, with FHWA, initiated the environmental review phase under NEPA in November 2022. ODOT, in partnership with FHWA, is currently preparing an Environmental Assessment (EA) to evaluate the effects of the project on the human and natural environment in accordance with NEPA. The Regional Mobility Pricing Project responds to six key problems identified in the draft need statement: daily traffic congestion is negatively affecting the quality of life in the growing Portland region; traffic congestion adversely affects the Portland metropolitan area economy; state and federal transportation revenue sources are increasingly insufficient to fund transportation system needs; our regional transportation system must reduce greenhouse gas emissions by managing travel demand and congestion; a lack of comprehensive multimodal travel options in the Portland metropolitan region contributes to congestion and limits mobility; and the Portland metropolitan area's transportation networks have resulted in inequitable outcomes for historically and currently excluded and underserved communities.

Once the EA is complete, the document will be released for public and agency comment. Following the comment period, ODOT may prepare a Revised EA that could include FHWA's and ODOT's responses to comments, additional environmental analysis as needed, and refinement and finalization of environmental commitments to avoid, minimize, and mitigate impacts. FHWA will issue a NEPA decision that could be a Finding of No significant Impact (FONSI). If a FONSI is issued, ODOT will need to complete a Cooperative Agreement with U.S. Department of Transportation/FHWA for congestion pricing implementation under the Value Pricing Pilot Program<sup>5</sup> or recently created Congestion Relief Program.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT has committed to providing a low-income toll program when tolling begins. More details about the low-income program are expected in 2023, following recommendations from ODOT's Statewide Toll Rulemaking Advisory Committee. The Oregon Transportation Commission is expected to finalize toll rates about six months prior to toll implementation.

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<sup>5</sup> The U.S. Department of Transportation Federal Highway Administration [Value Pricing Pilot Program](#) is intended to demonstrate whether and to what extent roadway congestion may be reduced through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. The Program provides tolling authority to State, regional or local governments to implement congestion pricing applications and report on their effects.

### **8.3.1.8 I-5 Boone Bridge Replacement**

The Boone Bridge on I-5 represents a crucial link on one of Oregon’s critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the north and south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require significant upgrades to withstand a major Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement stretching from Canada to Mexico. Lifeline routes will play a critical role in getting supplies and services to the region in the event of a significant seismic event or other catastrophe.

It is the only crossing of the Willamette River within 15 miles of the Wilsonville town center. This section of I-5 also experiences significant bottlenecks leading to safety concerns and poor travel time reliability. Inefficient merging and weaving caused by short merging areas results in congestion and crashes that reduce travel speeds and travel-time reliability. Without improvement, this bottleneck will continue to deteriorate, leading to slower travel, more costly freight movement, and higher safety risks for those who use I-5 and the surrounding transportation network. The project area also includes two of the top 10% Safety Priority Index System (SPIS) locations (e.g., 2019 location on I-5 south of the bridge and a 2019 location near the Wilsonville Road interchange. The 2018 I-5 Wilsonville Facility Plan and Regional Transportation Plan identified solutions to address these issues.

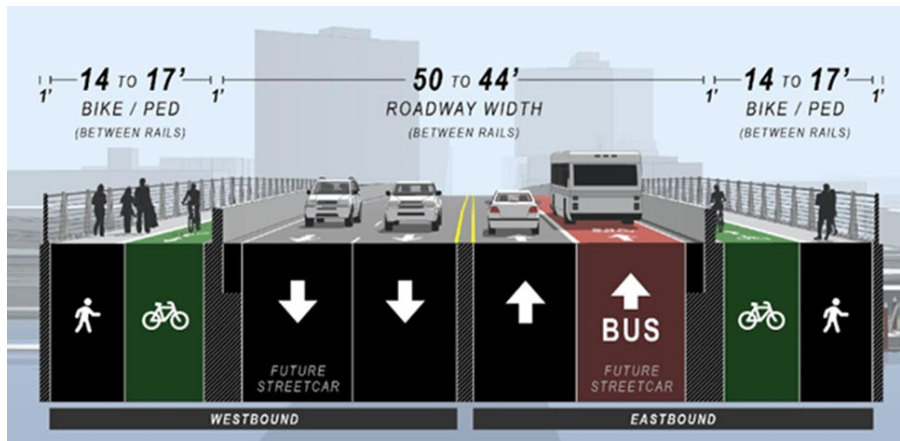
The 2023 RTP includes plans to replace Boone Bridge with a seismically resilient structure, preserve the current NB auxiliary lane and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551). The auxiliary lanes address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. The project will also provide a standard 26 foot wide median and widen the outside shoulders to the current 12-foot standard width. The wider shoulders will provide opportunities for programs such as Bus on Shoulder. The Boone Bridge is at the edge of designated Urban Growth Boundary and small portion of the project falls outside the boundary at the south end of the project.

The first phase of the project is Planning and Environmental Linkages (PEL) which will include conceptual design, public involvement, transportation planning and analysis (i.e., travel patterns, demand), preliminary traffic engineering analysis, and land use analysis and other related consulting and technical advising services. It will conduct planning-level analysis and coordination that prepare materials to support the federally required National Environmental Policy Act (NEPA) process, anticipated to begin in 2025. Further analysis will be completed to refine project costs, advance project design, determine

bicycle, pedestrian, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement.

### 8.3.1.9 Earthquake Ready Burnside Bridge Project

**Figure 8.11 Earthquake Ready Burnside Bridge Proposed Typical Cross Section**



The Earthquake Ready Burnside Bridge Project will replace the existing 97-year old movable bridge in downtown Portland, Oregon with a new, seismically resilient bridge, providing Burnside Street, a regionally designated lifeline route, with a crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major earthquake. A seismically resilient Burnside Bridge will support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery. The project is anticipated to infuse \$545 million into the state and local economy and create a combination of short and long-term family-wage jobs, equivalent to approximately 6,200 job-years within Oregon.

Multnomah County initiated the federal environmental review process in 2019. The County, in partnership with the Federal Highway Administration (FHWA), issued a Draft Environmental Impact Statement (DEIS) in February 2021 that evaluated four build alternatives and identified one of those alternatives, the Long-span Replacement Alternative, as the project's recommended Preferred Alternative.

Following the issuance of the DEIS, additional cost and funding analysis identified a substantial risk that the construction costs would be too high to reasonably be able to fund, which led the County to evaluate ways to reduce construction costs while still meeting the Project's purpose and need. Cost reductions were proposed as refinements to the Preferred Alternative in a Supplemental Draft Environmental Impact Statement. They

included the reduction of vehicle lanes from five to four, selection of a girder style structure for west approach, selection of a bascule style movable span over the navigation channel, and a range of either a cable stay or tied arch option for east approach long span.

The County Board of Commissioners adopted the refined Preferred Alternative in March 2022 and the SDEIS was published in April 2022. In January and February of 2023, TPAC and JPACT, respectively, recommended the approval of the Preferred Alternative. In March 2023, Metro Council approved the Preferred Alternative. A combined Final Environmental Impact Statement and federal Record of Decision is anticipated in December 2023.

The Earthquake Ready Burnside Bridge, downtown Portland's first seismically resilient bridge, will include bike and pedestrian lanes separated from vehicular traffic by a crash-worthy barrier, an eastbound transit lane with the option to implement a westbound transit lane in the future, and the ability to accommodate a streetcar line identified in existing City of Portland planning documents.

The Project is estimated to cost \$895M including design, right-of-way, and construction. Currently, \$300M in local funds has been identified through the County's Vehicle Registration Fee. The Project is currently funded through the Design Phase. Once additional funding is secured, construction could start as early as 2025 and be completed by 2030.

Additional project information is available at: [www.burnsidebridge.org](http://www.burnsidebridge.org)

#### **8.3.1.10 Tualatin Valley Highway Transit and Development Project**

The Tualatin Valley (TV) Highway Transit and Development project is studying the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. Metro is also supporting the creation of a community-led equitable development strategy (EDS) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study is to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project would improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment would also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project may be nested within or completed in tandem with a roadway project that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, is moving toward agreement on an LPA anticipated in late 2023. The LPA will cover the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor.

The EDS was completed in June 2023 and approved by the TV Highway Equity Coalition (TEC), the body who guided its development. Strategies from this document are being advanced by government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

#### **8.3.1.11 82nd Avenue Transit Project**

Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often-related to the transit project investment.

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional thoroughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.

TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor. It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation

Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post LPA and after early corridor design is underway. Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82<sup>nd</sup> Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that



will address community priorities outside of, but often-related to the transit project investment.

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional thoroughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic. TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system<sup>6</sup>, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor. It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82<sup>nd</sup> Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

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<sup>6</sup> The Line 72 continues west of 82<sup>nd</sup> Avenue to Swan Island. However, the 82<sup>nd</sup> Avenue segment accounts for 77 percent of rides (2022) and 82 percent of the passenger delay (2019).

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine

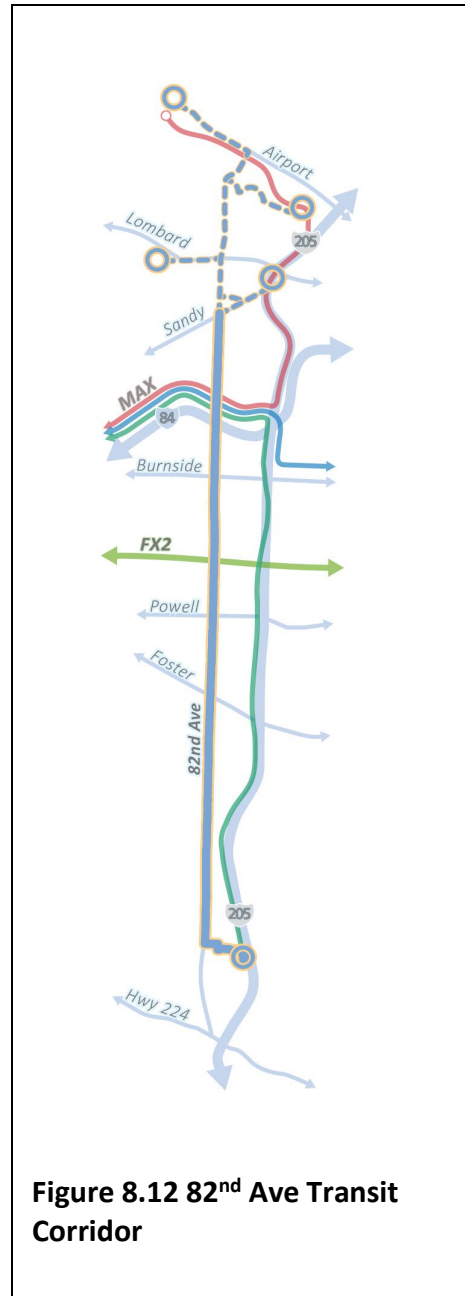
the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post LPA and after early corridor design is underway.

### 8.3.2 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation funding is spent in the greater Portland region for a four-year



**Figure 8.12 82<sup>nd</sup> Ave Transit Corridor**

period as well as state- and locally-funded projects that may significantly affect the region's transportation system performance. The MTIP serves multiple purposes – the document:

- lists all federally-funded transportation expenditures;
- identifies funding sources for transportation projects;
- provides project implementation details (e.g., in what year the preliminary engineering, right-of-way acquisition and construction phase is expected);
- demonstrates federal planning and fiscal requirements to expend federal funds have been met; and
- reports how adopted regional policies influenced the selection of these near-term investments as priorities to move forward.

This section describes the role of the MTIP as a key tool for implementing the RTP and provides an outline of expectations for demonstrating consistency with the RTP to be programmed in the MTIP for implementation. The MTIP document provides more specific description of how projects proposed to be included in the MTIP are expected to demonstrate consistency with the RTP

#### **8.3.2.1 MTIP responsibilities and oversight**

Metro has the responsibility to prepare the MTIP, but it is done in collaboration and coordination with ODOT, and transit agencies, TriMet and SMART, as the region's four entities responsible for administering federal transportation funding. Additionally, cities, counties, the Port of Portland, other local agencies, and the public participate in the development of the MTIP.

JPACT, the Metro Council and the Governor of the State of Oregon approve the MTIP. The MTIP is then incorporated, without change, into the State Transportation Improvement Program (STIP), which integrates regional and statewide improvement programs.

#### **8.3.2.2 The role of the MTIP in regional planning**

The RTP plays a significant guiding role for the MTIP as it sets the policy direction for what transportation investments are eligible for federal funding and the prioritization criteria for allocating federal funding. Through inter-regional coordination throughout the planning and programming process, the MTIP ensures that investments of federal funds are consistent with the RTP and makes progress in achieving performance targets established in the plan. The MTIP is updated every three years.

One of the primary purposes of the MTIP is to ensure scarce federal transportation funding and investments are making progress towards the regional vision set out for transportation system in the RTP. As a result, the greater Portland region's MTIP gives top priority to strategic transportation investments that leverage and reinforce the region's land use strategy envisioned in the 2040 Growth Concept and the supporting multimodal transportation investments in the RTP.

### **8.3.2.3 Demonstrating consistency prior to implementation**

As the vehicle for implementing the RTP, the MTIP has two primary purposes:

1. ensure federal planning and fiscal requirements for expending federal transportation funds are being met; and
2. ensure the investments are making progress towards regional goals, objectives and implementing regional policies as part of performance-based programming.

Recognizing these two primary purposes of the MTIP, any investment requiring inclusion in the MTIP must demonstrate and justify how the investment implements the RTP and regional policy outcomes. This is necessary to meet federal eligibility and compliance purposes, provide the best transportation experience possible for the region's residents, businesses, employees, and visitors and for good stewardship of scarce transportation resources.

The determination and demonstration of consistency with the RTP, done through the MTIP process, comprises quantitative and qualitative evidence that the investment advances implementation of the RTP investment strategy, financial constraint, project performance towards regional and federal performance targets, and public involvement and consultation. In general, there are two main avenues to demonstrate consistency with the RTP whether as an individual transportation investment or an entire package of transportation investments may be included in the MTIP. The two avenues include the following:

1. During the prioritization process to allocate federal transportation dollars to various transportation projects, including the identification of the criteria and the consideration of multimodal tradeoffs (prior to the submission to the MTIP); and
2. The process for amending the MTIP.

As each four-year MTIP is developed, determination of consistency is also conducted and demonstrated programmatically to show how the MTIP package is consistent with and advances the implementation of the Plan. Additionally, the programmatic evaluation serves as a monitoring tool for assessing progress in implementing the RTP.

The following sections describe the core areas that MTIP investments (at individual scale and during the funding allocation process) are required to demonstrate consistency with federal requirements and adopted regional transportation policy as expressed in the RTP goals, objectives, and policies. Example questions are provided to illustrate what information is sought.

### **Regional significance**

The adopted RTP represents the regional transportation system in the greater Portland region, which serve regional transportation needs and provides a specified level of seamless multimodal connectivity, accessibility, and management of people and goods traveling on the system. As a result, the limited amount of available federal funding must be allocated strategically to advance the operation or enhance the development of key facilities across the different modal systems (e.g., transit, bicycle and pedestrian active transportation, freight) to ensure an interconnectivity while supporting other desired regional outcomes (travel options, reduced greenhouse gas emission, etc.).

For the purposes of demonstrating consistency, the RTP has identified these key facilities, programs, and strategies in defining the regionally significant system. Additionally, other conditions and circumstances may qualify a transportation investment as regionally significant, as reflected in the RTP definition of regional significance and corresponding RTP network maps contained in Chapter 3.

Examples of questions asked for transportation investments to demonstrate Regional Significance:

- Is the transportation investment advancing a project on a facility designated in one or more of the RTP network maps?
- Does the transportation investment require permitting approval(s) from a federal agency or project level NEPA review?
- Does the transportation investment provide new motor vehicle capacity and would normally be included as an input to the regional travel demand model?

### **Regional goals and objectives**

The adopted RTP demonstrates a significant need for investment in the transportation system to address many growing demands of the transportation system, including the growing backlog of maintenance, expansion of services, and increased connectivity and completeness of different modes. Recognizing the scarcity of funding while the need for investment is ever growing, each dollar invested in the regional transportation system must serve a regional purpose and advance the implementation of the region's transportation vision and supporting goals, objectives and policies.

To be included in the MTIP, investments must demonstrate how implementation will address one or more of the RTP's goals, objectives, and policies, listed in Chapters 2 and 3. Moreover, the Metro Council identified these key regional policy priorities – transportation equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation, economic development and managing congestion – to be the focus of this RTP. The RTP's goals serve as the broad direction and expectation of what each investment in the system should aim to achieve but additional focus and attention should be paid to the RTP policy priorities. These goals are consistent with the federal planning factors issued by U.S. DOT.

Examples of questions asked for investments to demonstrate consistency with Regional Goals and Objectives include:

- What regional goals and objectives are being addressed by this transportation investment?
- Is the project identified as part of the adopted RTP financially constrained project list?
- Is the project advancing one or more of the Climate Smart Strategy policies? If so, which policy(ies) and how?
- Is this project addressing and/or advancing a strategy or action within an adopted regional modal or topical strategy or plan, or shared strategy of the RTP? If so, which modal or topical strategy or plan? Which strategy (or strategies) and action(s)? How does it address or advance the modal or topical strategy or plan?

#### **8.3.2.4 Demonstrating fiscal constraint**

As a federal requirement, both the RTP and the MTIP are fiscally constrained. Project costs are not to exceed expected revenue sources. For the MTIP, transportation identified investments are only those projects for which resources are expected to be available, and funding identified for the first year must be committed by administering agencies to the project. The MTIP is not a comprehensive accounting of all transportation investments in the region; it only accounts for the funding of regionally significant projects and does not include projects on local streets and facilities. Projects that are 100 percent locally funded but of regional significance are included for informational and analysis purposes only.

Per federal regulations, transportation projects using federal funds are expected to demonstrate that revenues needed to deliver the project are available and the revenues were accounted for in long-range transportation plan revenue projections. Therefore, projects included in the MTIP must be included in the RTP financially constrained project list either as an identified individual project or through a programmatic category. Additionally, projects in the MTIP must be consistent in scope and financial scale as to what was reflected in the financially constrained RTP project list. The revenue

assumptions used to develop the RTP financially constrained project are defined in Chapter 5. Projects included in the RTP financially constrained project list are identified in Appendix A (2023-2030 time period) and Appendix B (2031-2045 time period).

If a project is proposed for funding and inclusion in the MTIP and is not included in the RTP financially constrained project list, the RTP must be amended to include the project as a condition of being adopted in the MTIP.

To amend projects into the financially constrained project list fiscal constraint must be demonstrated by identifying additional revenues or removing other projects from the financially constrained project list. More information about the process and other requirements that must be met to amend the RTP will be provided in the Appendix.

Examples of questions asked for transportation investments to demonstrate Fiscal Constraint:

- Is the transportation investment/project identified in the adopted RTP financially constrained project list?
- Is the project consistent in scope and cost as to what was accounted for in the RTP financially constrained project list and regional travel model?
- How will the funding and implementation of this project impact the sponsoring agencies ability to adequately operate and maintain its transportation system in the future?

### **8.3.2.5 Demonstrating support toward achievement of performance targets**

Signed into law in 2012, the previous federal transportation reauthorization, known as Moving Ahead for Progress in the 21st Century (MAP-21), created the most significant federal transportation policy shift since the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). A fundamental element of the legislation was its focus on performance-based planning and programming.

For the first time, MAP-21 established a federal performance management framework to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment decisions. The objective of the performance management framework was to ensure states and MPOs invest federal resources in projects that collectively will make progress toward the achievement of the national goals. The required performance-based approach includes targets for measures specified by U.S. DOT and requirements to track and report progress toward meeting these targets. Twelve performance measures have been identified through MAP-21 and subsequent U.S. DOT rulemaking. These federal performance measures and targets address:



- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability

Preceding the adoption of the MAP-21 performance-based planning requirements, the Metro Council and JPACT adoption of the 2010 RTP established an outcomes-focused performance-based planning process that continues today. The RTP performance-based process centers on measuring the performance of the adopted RTP investment strategy and monitoring progress towards transportation system performance targets identified in Chapter 2. The RTP performance targets address:

- Affordability
- Safety
- Vehicle miles traveled
- Mode share
- System Completion
- Mobility
- Climate change and greenhouse gas emissions reduction
- Clean air

The RTP performance measures and targets contained in Chapter 2 and Appendix L support and are consistent with federal and state performance-based planning requirements and measures and align to the federal planning factors required for MPOs to address and make progress towards. To be included in the MTIP, transportation investments planned for the region to meet growing demands, needs or deficiencies, must also demonstrate contribution to progress toward federal and RTP performance targets.

Examples of ways in which transportation investments can demonstrate consistency with performance targets include addressing:

- How does the transportation investment/project contribute one or more of the federal and/or regional performance targets for the transportation system?

- What evaluation was performed to compare candidate projects for making progress toward federal and regional performance targets? What results can be provided to demonstrate the investment is making progress towards the federal and/or regional performance targets?
- How did the funding allocation process consider federal and regional performance targets in its criteria in the selection of projects and allocation of funds?

#### **8.3.2.6 Public involvement expectations and process for demonstrating consistency**

As part of federal guidance on public involvement and on Civil Rights laws and the Executive Order on Environmental Justice, it is expected that all transportation investments identified in the MTIP have provided and will continue to provide opportunity for community input and comment until the investment is implemented and/or open for service. This means prior to an investment being identified in the MTIP, it must have emerged through planning process that was adopted or approved by a governing body and be included in the RTP investment strategy. The planning process, and that process's community engagement effort, indicates the investment addresses an identified transportation deficiency and need in the local community and the community has had opportunity to inform the plan. The adoption or approval of the plan must also provide an opportunity for public testimony.

Commonly recognized planning processes from which projects emerge include local transportation system plans (TSPs), but other planning processes include corridor studies, facility plans and sub-area plans. Additionally, through the development of the RTP project list, local jurisdictions are asked to self-certify transportation investments being proposed for the long-range transportation plan have undergone or are currently undergoing public involvement efforts through an approved planning process.

Examples of ways in which transportation investments can demonstrate consistency with Public Involvement include addressing the following:

- From which planning process does the transportation investment emerge from? What opportunities for public feedback were available as part of the process?
- How was feedback from the public incorporated into the development of the investment?
- What demographic assessment was done to identify communities of color, people with limited English proficiency, people with low income and other historically marginalized communities as stakeholders?
- Were all interested/affected stakeholders meaningfully engaged in the funding allocation prioritization and decision-making process?

- Were all interested/affected stakeholders meaningfully engaged prior to the request for programming a project into the MTIP? <sup>7</sup>

### **8.3.2.7 Developing the MTIP**

The MTIP development process is initiated by Metro with an update to the MTIP program direction and an initial financial forecast of revenues expected to be available for programming. The program direction identifies how JPACT and the Metro Council intend to coordinate the funding allocation processes administered by Metro through the Regional Flexible Funds Allocation (RFFA) process and for funds administered by ODOT and public transit agencies – TriMet and SMART. The policy document also describes how the funding allocation processes address federal regulations for the allocation of federal transportation funds.

Projects seeking funding through any of the funding allocation processes must be included in the financially constrained Regional Transportation Plan project list. JPACT and the Metro Council consider the MTIP for final approval. Upon adoption by the Metro Council, the MTIP is submitted to the Governor of Oregon for inclusion in the STIP.

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<sup>7</sup> Interested and affected stakeholders means those members of the public affected or interested in transportation investment (or package of investment), as well as formal entities, such as natural resource agencies, emergency management agencies, tribal entities, etc. which may have interests or be affected by the implementation of the proposed transportation investment.

## 8.4 DATA AND TOOLS

### 8.4.1 Performance-based planning and programming

Over the past two decades, Metro and other transportation agencies have increasingly been applying “performance management” – a strategic approach that uses performance data to support decisions to help achieve desired performance outcomes. Performance management is credited with improving project and program delivery, informing investment decision-making, focusing staff on leadership priorities and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) applies this strategic approach within the planning and programming processes of MPOs, like Metro, and other transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a MPO together with other agencies, stakeholders, and the public as part of a 3C (cooperative, continuing, and comprehensive) process. It includes development of: long-range regional transportation plans, the Congestion Management Process, other plans and processes developed by ODOT and transit providers, such as Strategic Highway Safety Plans, Asset Management Plans, Transit Agency Asset Management Plans and Transit Agency Safety Plans, and programming documents, including State and Metropolitan Transportation Improvement Programs (STIPs and MTIPs).

PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

This section summarizes data and research activities to address existing and emerging planning and policy priorities and innovative practices in transportation planning and analysis. These activities help ensure that the region has the resources to fulfill its state and federal transportation performance measurement, monitoring and reporting responsibilities.

### 8.4.2 Data Collection and Coordination

This section summarizes data collection and coordination to support regional transportation planning and analysis, including regional travel model calibration and validation, and federal congestion management process analysis and performance based planning target setting and monitoring. The majority of our data is maintained in Metro’s Regional Land Information System (RLIS). This database is comprised of over 150 different (primarily geospatial) data sets, and most of the data sets identified in the sections below are elements. Metro publishes RLIS on a quarterly basis, but many data

sets are on different cycles and come from different sources. All data sets are available for review at <http://rlisdiscovery.oregonmetro.gov>, along with a date of last publication. The associated metadata should be consulted in advance to understand how the data were generated and to determine the appropriateness of its use.

#### **8.4.2.1 Growth Data**

Metro Research Center will continue to refine its recently developed Land Development Monitoring System (LDMS) as a component of RLIS. LDMS tracks the location cost and use-type of residential and employment land utilization to inform regional growth management and transport planning. Metro will work to enhance LDMS and RLIS with more equity-related data.

#### **8.4.2.2 Travel Activity Data**

Metro Research Center staff is leading coordination efforts for the next regional travel behavior survey (Oregon Travel Study, Spring 2023-Spring 2024). Additional research will be necessary to ensure that the survey captures traditionally relevant as well as emerging behavior (e.g., extent of Uber/Lyft utilization in place of other travel modes, working from home, and online shopping), and be conducted in a comprehensive and cost-effective manner. One outcome was a shift from traditional one-day travel diaries to smartphone-based weeklong surveys as the primary collection method. The new survey also includes revised sampling, recruitment, and outreach strategies to improve participation among hard to reach and historically marginalized groups.

New and emerging data collection methods (e.g. location-based services data, longitudinal or rolling surveys, emerging needs follow up surveys, mobile phone apps, personal GPS devices, etc.) will also be investigated to help ensure that the survey effort is well positioned to capture rapidly changing trends in personal travel behavior. Metro will partner with other Oregon modeling agencies (via the Oregon Modeling Statewide Collaborative, OMSC) as well as the Southwest Regional Transportation Council (SWRTC) to maximize the geographic span and cross agency utility of the data.

#### **8.4.2.3 Transportation Safety Data**

Metro staff will coordinate with federal, state, regional and local partners to acquire, collect and maintain the data currently used for transportation safety related analysis. This data includes, but is not limited to, crash data provided by ODOT and roadway network, traffic volume and vehicle mile traveled data. Additionally, new data required to provide more in-depth analysis will be pursued, including race and ethnicity of crash victims, posted speed and pedestrian crossing data to name a few.

#### **8.4.2.4 Multi-Modal Network Data**

Metro Research Center will continue to update multimodal data in RLIS. RLIS street centerlines, sidewalks, bike routes and off-street trails networks are updated quarterly and comprise the basis of the multimodal network.

Research staff will also continue to develop and maintain high-resolution multimodal modeling networks. The modeling networks support long-range planning, project evaluation, and system performance monitoring needs. Staff will coordinate with other state agencies via the OMSC as new modeling networks are developed (e.g. the statewide OpenStreetMap-based network and the statewide multimodal network).

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### **8.4.3 Analysis Tool Maintenance and Enhancement**

This section summarizes planned maintenance and enhancement of the regional travel model and MOVES, and the development of a replacement land use model for the now defunct MetroScope model to address existing and emerging planning and policy priorities and innovative practices in regional transportation planning and analysis.

#### **8.4.3.1 Growth Forecast**

Metro Council has committed to making its next Urban Growth Boundary decision by the end of 2024. That decision will adopt a Regional Economic Forecast of total future jobs and employment. Upon adoption of those regional control totals Metro will work to create the next generation Distributed Forecast (the Traffic-Analysis-Zone-level growth forecasts used in transportation planning and forecasting). The distributed forecast (likely to be released in 2026) will be available to support future MTIP and RTP update cycles.

#### **8.4.3.2 Growth Forecast Tools**

A replacement land use model will not be in place for the 2026 Distributed Forecast. The Metro Planning, Development and Research Department will work closely with local jurisdictions to modify and prepare a revision to the most recent land use forecast with available methods and best available Regional Economic Forecast information. Metro Research Center is now working to scope and implement a replacement for the MetroScope land use allocation model but it will not be ready in time for the anticipated 2024 Urban Growth Management cycle. We will consider a wide variety of traditional and next-generation tool options to replace Metro Scope with the goal to have such a land use model operational by the subsequent growth management cycle in 2030. This work will directly improve the means of producing future distributed forecasts.

#### **8.4.3.3 Regional Transportation Model Tools**

Metro staff will continue to maintain and enhance the current trip-based travel model. Recent enhancements to the model include the transition from a 2015 to a (pre-COVID) 2020 base year; implementation of a new regional freight model that considers commodity flows associated with supply chains at the global, national, and regional scales; and improvements to the model's ability to represent the effects of roadway pricing across varying user segments. Future activities include incorporation of the results of an updated regional household travel survey and refinements to: the bicycle assignment algorithm. Metro staff will stay current with updated versions of the EPA's Motor Vehicle Emission Simulator (MOVES) for estimating emissions of criteria pollutants, greenhouse gases and air toxics.

### **8.4.4 Analysis Tool Development**

This section summarizes development of new analysis tools to address existing and emerging planning and policy priorities and innovative practices in regional transportation planning and analysis. It includes visualization tools, housing and transportation cost tool, project-level evaluation, piloting the multi-criteria evaluation (MCE) tool, and crash prediction modeling tools.

#### **8.4.4.1 Regional Activity-Based Model**

The statewide estimation of the ActivitySim platform will begin in FY23-24, with scoping and design to begin in April 2023. Upon completion of the Oregon Household Survey in 2024, estimation of the activity-based model will begin (FY24-25). Key efforts during 2024-2025 will include the development of staff expertise and a common, statewide estimation of ActivitySim that will be the basis for local deployment of the toolset. FY25-26 will see the deployment of ActivitySim to local jurisdictions—including Metro—and



will require further estimation and calibration work to customize for the Portland region. Travel Forecasting staff will coordinate closely with Metro planning to ensure that the activity-based model framework is analytically aligned with anticipated policy questions, and will be ready for deployment for the 2028 Regional Transportation Plan.

#### **8.4.4.2 Regional Freight Model**

Development of the freight model is complete and the model is integrated with the trip-based travel demand model. The freight model will be integrated with the ActivitySim activity-based model as that model is implemented at Metro.

#### **8.4.4.3 Housing and Transportation Expenditure Tool**

During the 2018 RTP, the Metro Research Center began development of the framework for a Housing and Transportation Expenditure tool to assess out-of-pocket expenditure for housing and transportation and to project the effects of future transportation investments on housing and transportation costs. Both current and forecast states of the regional land markets and transportation system will be represented in a final tool after further development, testing and refinement. The tool will help to respond to various questions pertaining to gentrification and displacement when assessing transportation investment scenarios.

#### **8.4.4.4 Economic Value Atlas Decision-Support Mapping Tool**

Development of the Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy.

This work:

- Provides mapping and insight into our regional economic landscape;
- Links investments to local and regional economic conditions and outcomes; and
- Informs policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

The EVA provides a solid data foundation for key regional activities such as:

- outlining a path to pursue policy, actions and investment that help support growing industries and family-wage jobs;;
- defining potential areas for partners to collaborate and develop shared investment strategies;

- pinpointing areas of focus for regional investment to bridge local and regional economic development aspirations; and
- providing a data picture of the regional economy to align investments that achieve the coordinated vision of [Greater Portland 2020](#), the 2040 Growth Concept and the Regional Transportation Plan.

This work supports regional transportation planning and investment decisions by:

- Highlighting key intersects between transportation + economic conditions that can guide project prioritization criteria incorporated into the next 3-year RFFA cycle.
- Building a granular understanding of relative economic strengths and challenges among communities in the region to inform local Transportation System Plans and area studies, regional investment areas and corridor refinement planning and planning studies, and advance more strategic transportation project prioritization and investment based on surrounding economic conditions.
- Supporting multiple applications by ongoing regional programs in Metro's Planning and Development Department.

#### **8.4.4.5 Displacement Monitoring Tool**

First Identified as a key priority for the RTP transportation equity evaluation in 2017, involuntary displacement continues to be of concern in the region.. Specifically, policymakers and marginalized communities desired to understand the potential displacement impacts to result in investment as well as what proactive mitigation strategies may be put into effect in advance to address the displacement risk. Through development of the 2018 RTP transportation equity system evaluation method, it was determined the RTP system analysis would not be able to look at displacement risk due to the limitations of the forecasting tool.

Nonetheless, in an effort to honor the input and recognize the concern about displacement risk from public investment in the transportation system, the 2018 RTP recommended development of a streamlined displacement risk tool, which can help inform plans, project designs, and other components of transportation investment. Since 2018, the Southwest Equitable Development Strategy (SWEDS) developed a displacement risk method that is informing development of a displacement risk monitoring tool in the future.

Metro's Data Resource Center (DRC) is currently researching methods of monitoring displacement risk in the region, which will likely include some of the demographic, housing, and business data that Metro already collects or compiles. Metro's displacement research is evolving alongside other analytical areas, including monitoring geographic

changes in land use and demographics in the region. A displacement monitoring tool will help policy makers understand where displacement risk is heightened in the region, as well as understand what indicators are increasing the risk. This information will in turn help policy makers work with stakeholders and constituents to identify policies that can help mitigate displacement, especially in areas where public investment is occurring

#### **8.4.4.6 Crash Prediction Modeling Tool**

Better understanding and evaluation of how projects, programs and strategies impact transportation safety system wide are key elements to effectively planning for safety and achieving safe system programs such as Vision Zero. Metro staff will coordinate with federal partners and other MPOs to develop and pilot the use of crash prediction modeling tools to assess safety performance system wide.

#### **8.4.4.7 Social Vulnerability Explorer**

Metro's Data Resource Center has developed a Social Vulnerability Explorer<sup>8</sup>, which provides an introductory point of access to regional indices and indicators related to potential social vulnerability in the five-county Portland metropolitan region, including Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington. The application enables exploratory data analysis and visualization, as well as comparisons of user-specified areas to regional averages.

The online explorer was built as part of a larger Social Vulnerability Tools project<sup>9</sup>, which sought to identify which communities in the region experience barriers to emergency services and programs before, during, and after disasters. Besides helping to craft a common understanding of social vulnerability in the region, the Social Vulnerability Tools project also helped to create a set of social vulnerability data, including input indicators and output indices.

The Social Vulnerability Explorer was specifically built for the purpose of allowing those that do not have access to or experience with mapping software to use an online internet browser to explore and visualize the geographic distribution of and relationship between indicators and indices in the Social Vulnerability Tools project.

Potential use cases of the Social Vulnerability Explorer include:

- Emergency management and human or health services professionals can understand the demographic composition of service territories or investment areas, as well as the

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<sup>8</sup> <https://gis.oregonmetro.gov/social-vulnerability-explorer/>

<sup>9</sup> <https://rdpo.net/social-vulnerability-tools-project>

various types of vulnerabilities that may be reflected in their respective constituencies.

- GIS professionals can conduct exploratory visualization and analysis, specifically as it relates to the intersection of multiple indicators, which can be done more quickly and efficiently with the online tool than with traditional desktop-based mapping software.
- Community-based organizations can quantify the demographic composition of their service areas – perhaps for grant writing.
- Academics or researchers can compare demographics between neighborhoods and other areas of interest, such as transportation corridors, municipalities or the region.

#### **8.4.4.8 VisionEval (VE-RSPM) Climate Monitoring Tool**

The VisionEval framework is built on the “GreenSTEP family” of models developed by the Oregon Department of Transportation (ODOT) to assist in the development of plans to reduce greenhouse gas (GHG) emissions from light-duty vehicles in order to meet Oregon State statutory goals. The [RSPM](#) (Regional Strategic Planning Model) was developed by ODOT as an offshoot of the GreenSTEP model to support the preparation of metropolitan area scenario plans. The name reflects a broadening of the policies, beyond state statutory requirements. Metro and consulting staff are using and enhancing Metro’s VE-RSPM to monitor our progress toward our climate goals achieved by RTP projects and policies.

### **8.4.5 Monitoring and Reporting Tools**

This section summarizes information systems and data resource coordination efforts that Metro is doing or will do to ensure that the region has the resources to fulfill its transportation performance-based planning, programming and reporting responsibilities.

#### **8.4.5.1 Monitoring Data and Information Systems**

Metro Research Center staff will continue to investigate new and emerging data sources and data collection methods (e.g., location-based services data, longitudinal or rolling surveys, mobile phone apps, personal GPS devices, etc.) to help ensure that Metro is well Research Center staff will also continue to collect and process National Performance Management Research Data Set (NPMRDS) data for federally-required performance monitoring purposes. Staff will also continue to explore and support the ODOT-provided auto travel speed and volume data available via the Regional Integrated Transportation Information System (RITIS) platform

#### **8.4.5.2 Congestion Management Process Data Collection and Monitoring**

This section summarizes the region's approach to monitoring and reporting on the progress implementing the RTP through the regional Congestion Management Process (CMP).

The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in Intelligent Transportation Systems (ITS) in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan.

Starting in 2008, the region approved ongoing funding for implementation, including an annual allocation to fund Portal, the regional transportation data archived, housed and maintained by Portland State University. PSU, in partnership with ODOT, TriMet, Metro and other local agencies, provides data aggregation, maintenance and reporting on the region's roadways and transit systems. Metro will continue to work with ODOT and other regional partners to expand existing data collection and performance monitoring capabilities, in order to evaluate system performance for all modes of travel and support the region's CMP.

This work includes supporting a data management system to facilitate data collection, maintenance and reporting to support on-going RTP and MTIP monitoring. The performance monitoring will be reported biennially as part of the Regional Mobility Program, consistent with the region's federally approved congestion management process.

Table 8.6 lists where key elements of the region's CMP are addressed in the RTP and Appendices to show how the region's planning and investment activities implement the CMP.

**Table 8.6 Key Elements of the Region’s Congestion Management Process (CMP)**

<b>Regional Congestion Management Process</b>	<b>Associated RTP/MTIP Activities</b>
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4 Mobility Corridor Atlas (2015)
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), RTC CMP Monitoring Report (2021), RTP Performance Evaluation (Chapter 7)
Identify and evaluate effectiveness of strategies	RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix E - Transportation Equity Evaluation), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), corridor refinement planning, area studies, local transportation system plans
Implement selected strategies and manage transportation system	MTIP, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)
Monitor strategy effectiveness <sup>10</sup>	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report

More information about the region’s Congestion Management Process is provided in Appendix L.

#### **8.4.5.3 Performance monitoring measures and targets**

Performance monitoring measures identified in Chapter 4, Appendix J and Appendix L are used to track changes in system performance and implementation progress over time and between scheduled updates to the RTP. Reporting these changes provides valuable information on trends and conditions using actual empirical or observed data to the

<sup>10</sup> USDOT, “Guidebook on the Congestion Management Process in Metropolitan Transportation Planning.” Page 1-1 (April 2011).

extent possible in advance of RTP updates to assess how the transportation system is performing and identify possible policy or strategy adjustments that may be needed.

**Appendix J** contains a complementary set of performance measures and performance monitoring targets specific to tracking implementation of the Climate Smart Strategy adopted by JPACT and the Metro Council in 2014 and report on progress. The Climate Smart Strategy performance measures and targets are used to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. The Climate Smart Strategy performance monitoring targets are not policy targets, but instead reflect a combination of the planning assumptions used to evaluate the Climate Smart Strategy and outputs from the evaluation of the adopted strategy.

**Appendix L** documents the region's approach to addressing the federal transportation performance-based planning and congestion management requirements contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The multimodal performance measures and near-term performance monitoring targets in Appendix L are used to monitor transportation system performance using empirical or observed data between scheduled updates.





## 2023 Regional Transportation Plan



# Glossary of Terms

## 2023 Regional Transportation Plan

July 10, 2023 PUBLIC REVIEW DRAFT

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## GLOSSARY OF TERMS

**Accessibility** – The ability to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices. Many factors affect accessibility (or physical access), including mobility, the quality, cost and affordability of transportation options, intersection design, land use patterns, connectivity of the transportation system and the degree of integration between modes. The accessibility of a particular location can be evaluated based on distances and travel options, and how well that location serves various modes. Locations that can be accessed by many people using a variety of modes of transportation generally have a high degree of accessibility. See also Transit accessibility.

**Access Management** – Enables access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation.

**Action** – Discrete steps to make progress toward a desired outcome(s).

**Active Living** – Lifestyles characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day.

**Active transportation** – Non-motorized forms of transportation including walking and biking, people using wheelchairs or mobility devices and skateboarding. Transit is considered part of active transportation because most transit trips start with a walking or bicycle trip.

**Active transportation network** – Combined network of streets, trails and districts identified on the *Regional Pedestrian and Bicycle Network Functional Classification Maps* and identified as pedestrian and bicycle parkways, regional bikeways, regional pedestrian corridors and regional pedestrian and bicycle districts, which include station communities. The active transportation network also includes frequent bus routes, all of which are designated as pedestrian parkways, and high ridership bus stops.

**Active Transportation Plan** – Adopted in 2018, the Regional Active Transportation Plan identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit.

**Adaptation** – This term refers to adjustment in natural or human systems in anticipation of or response to a changing environment in a way that effectively uses beneficial opportunities or reduces negative effects.

**Air toxics** – Also known as toxic air pollutants or hazardous air pollutants, are those pollutants that cause or may cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental and ecological effects.

**Air quality** – Air quality refers to the degree to which the air is suitable or clean enough for humans or the environment. Good air quality means the air is free of harmful substances.

**All Roads Transportation Safety (ARTS)** – Formerly known as the Jurisdictionally Blind Safety Program, is an Oregon Department of Transportation Program that is designed to address safety needs on all public roads in Oregon. The program’s goals are to:

- Increase awareness of safety on all roads;
- Promote best practices for infrastructure safety;
- Complement behavioral safety efforts;
- Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon.

The program is data driven to achieve the greatest benefits in crash reduction and is blind to jurisdiction.

**Amendment** – A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

**Arterial** – A classification of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut-through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.

**Arterial traffic calming** – Designed to manage traffic at higher speeds and volumes, but still minimize speeding and unsafe speeds. Treatments can include raised medians, raised intersections, gateway treatments, textured intersections, refuge islands, road diets, and roundabouts.

**Asset management** – A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

**Attainment area** – Any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM<sub>10</sub>, PM<sub>2.5</sub>, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A “maintenance area” (see definition in this section) is not considered an attainment area for transportation planning purposes. The greater Portland region received attainment status in 2017.

**Autonomous vehicle (AV)** – Also known as a driverless car, self-driving car, robotic car, AVs use sensors and advanced control systems to operate independently of any input from a human driver. Transportation experts have developed a five-level system to distinguish between different levels of automation;<sup>1</sup> in this plan we focus on Level 4 or 5 AVs, which can operate independently under most or all conditions.

**Auxiliary lane** – An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule) due to the potential for these facilities to increase motor vehicle travel per capita. *See also definition for Congestion Management Process.*

**Barrier** – A condition or obstacle that prevents an individual or a group from accessing the transportation system or transportation planning process. Examples include a physical gap or impediment, lack of information, language, education and/or limited resources.

**Best practices** – For purposes of this document, the term “best practices” is used as a general term of preferred practices accepted and supported by experience of the applicable professional discipline. It is not prescriptive to a particular set of standards or a particular discipline.

**Better Bus (enhanced transit toolbox)** – Better bus is a set of street design, signal, and other enhanced transit improvements that improve transit capacity, reliability and travel time along major Frequent Service bus lines. Actions can include changes to the design and operation of streets and signals, typically owned and operated by the City. It can also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet.

Better Bus projects come in a variety of shapes and sizes; for example, the improvements might address bottlenecks, or a portion of a transit line experiencing delay, or in some cases, improvements to a full transit line. Treatments can be applied systematically across a transit network to improve multiple lines or through a corridor approach to improve one or more transit lines. Better Bus is intended to be flexible and context-sensitive during design and implementation. It encompasses a range investments comprised of capital and operational

treatments of moderate cost. It can be deployed relatively quickly in comparison to larger transit capital projects, such as building light rail.

**Bicycle** – A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles. Also referred to as bike.

**Bicycle boulevards** – Sometimes called a bicycle priority street, a bicycle boulevard is a low-traffic street where all types of vehicles are allowed, but the street is modified as needed to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists at intersections where possible. Traffic controls are used at major intersections to help bicyclists cross streets. Typically these modifications also calm traffic and improve pedestrian safety. Bicycle boulevards may also be referred to as “neighborhood greenways.” *see also Neighborhood Greenways*

**Bicycle comfort index (BCI)** – A method to analyze the auto volumes, auto speeds and number of auto lanes on existing bikeways and within defined ‘cycle zones’ and assign a comfort rating to the bikeway. Generally off-street paths receive the highest rating because they are completely separated from auto traffic. Results help identify existing bikeways on the regional bicycle network that could be upgraded to increase bicyclists comfort. Metro’s BCI analysis was used in the existing conditions step of developing the Regional Active Transportation Plan. Additional data would be useful to refine the tool.

**Bicycle district** – An area with a concentration of transit, commercial, cultural, institutional and/or recreational destinations where bicycle travel is attractive, comfortable and safe. Bicycle districts are areas where high levels of bicycle use exist or a planned. Within a bicycle district, some routes may be designated as bicycle parkways or regional bikeways, however all routes within the bicycle district are considered regional. A new concept for the *Regional Transportation Plan* and added to the regional bicycle network through the Regional Active Transportation Plan. The Central City, Regional and Town Centers and Station Communities are identified as bicycle districts.

**Bicycle facilities** – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

**Bicycle parkway** – A bicycle route designed to serve as a bicycle highway providing for direct and efficient travel for large volumes of cyclists with minimal delays in different urban and suburban environments and to destinations outside the region. These bikeways connect 2040 activity centers, downtowns, institutions and greenspaces within the urban area. The specific design of a bike parkway will vary depending on the land use context within which it passes through. These bikeways could be designed as an off-street trail along a stream or rail corridor, a cycletrack along a main street or town center, or a bicycle boulevard through a residential neighborhood.

**Bicycle routes** – Link bicycle facilities together into a clear, easy to follow route using wayfinding such as signs and pavement markings, connecting major destinations such as town centers, neighborhoods and regional destinations.

**Bike (bicycle) lane** – A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bike share** – Systems like Biketown in Portland make fleets of bicycles available for short-term rental within a defined service area. Some bike share systems now offer electric bikes. Conventional bike share systems like Biketown in Portland are operated through exclusive agreements between a private company and a public agency, and in most cases users must pick up and leave bikes at designated stations, though Biketown and other modern systems also offer users the option of locking a bike anywhere within the service area. Fully dockless systems operated by companies such as Ofo, Lime bike and Spin allow users to pick up and leave bikes (or electric scooters, which many companies now offer) within a defined service area and require less coordination between the public and private sector.

**Bike-transit facilities** – Infrastructure that provide connections between the two modes, by creating a “bicycle park-and-ride,” a large-scale bike parking facility at a transit station.

**Bikeable** – A place where people live within biking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc. and where it is easy and comfortable to bike.

**Bikeway** – Any road, street, path or right-of-way that is specifically designated in some manner as being open to bicycle travel, either for the exclusive use of bicycles or shared use with other vehicles or pedestrians, including separated bike paths, striped bike lanes or wide outside lanes that accommodate bicycles and motor vehicles.

**Bipartisan Infrastructure Law** – The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) is the Federal transportation bill signed into law November 15, 2021 by President Biden. The Bipartisan Infrastructure Law is the largest long-term investment in infrastructure and economy in the history of the United States.

**Capacity** – A transportation facility’s ability to accommodate a moving stream of people or vehicles in a given place during a given time period. Increased capacity can come from building more streets or throughways, adding more transit service, timing traffic signals, adding turn lanes at intersections or many other sources. Certain facilities that increase motor vehicle capacity must be reviewed as provided for in OAR 660-012-0830: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

Notwithstanding any provision in subsection (a) of OAR 660-012-0830, subsection (b) includes exceptions to enhanced review for certain proposed facilities: (A) Changes expected to have a



capital cost of less than \$5 million; (B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities; (C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane; (D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout; (E) Access management, including the addition or extension of medians; (F) Modifications necessary to address safety needs; or (G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems. *See also definitions Auxiliary lane and Congestion Management Process.*

**Capital project** – A capital project is a project to construct either new facilities or make significant, long-term renewal improvements to existing facilities.

**Car share** – Services allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Different car share service types include:

- Stationary car share (ZipCar, in some cases ReachNow), under which cars are kept at fixed stations and users pick up cars from and return them to the same station.
- Free-floating car share (Car2Go, ReachNow), which allows people to pick up and drop off cars anywhere within a defined service area.
- Peer-to-peer car share (Getaround, Turo), which enables people to rent cars from their neighbors on a short-term basis.

**Central city (2040 Design Type)** – Downtown Portland and adjacent areas (like Lloyd District) within the city of Portland.

**Climate change** – Any significant change in the measures of climate lasting for an extended period of time. Climate change includes major variations in temperature, precipitation or wind patterns, among other environmental conditions, that occur over several decades or longer. Changes in climate may manifest as a rise in sea level, as well as increase the frequency and magnitude of extreme weather events now and in the future.

**Collector street** – A class of street. Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the arterial system. As such, collectors tend to carry fewer motor vehicles than arterial streets, with reduced travel speeds. Collector streets are usually spaced at half-mile intervals, midway between arterial streets. Collectors may serve as bike, pedestrian and freight access routes providing local connections to the arterial street network and transit system.

**Community places** – Destinations and gathering places such as hospitals and other medical services, civic places, such as post offices, churches, social services, libraries, schools and colleges, financial institutions, such as banks and credit unions, grocery stores, and retail services, such as hardware stores, pharmacies and laundry services

**Commute** – Regular travel between home and work or school.

**Commuter rail** – Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right-of-way on standard railroad tracks, usually shared with freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demand exists and where rail capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. *See also Inter-city rail.*

**Complete streets** – A transportation policy and design approach where streets are designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

**Complete streets project checklist** – A Project Checklist that is circulated for a sign-off from various agency departments when street designs are in process to ensure coordination to ensure projects implement Complete Street elements.

**Congestion** – A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds. Recurrent congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by incidents such as bad weather, special events and/or traffic accidents.

**Congestion management** – The application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. *See Appendix L for more information.*

**Congestion management process (CMP)** – A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state, regional and local needs. This systematic approach is required in transportation management areas (TMAs) to provide for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

Section 3.3.4 of the RTP describes the congestion management process policy to analyze and implement system and demand management strategies and/or a combination of other strategies (e.g. pedestrian, bicycle, transit strategies) prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and the Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G). Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how cities and counties implement the CMP in the local transportation system planning process. *See Appendix L for more information on the Congestion Management Process.*

**Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – A federal source of funding for projects and activities that reduce congestion and improve air quality, both in regions

not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

**Connected vehicles (CVs)** – Vehicles that communicate with each other, wireless devices or with infrastructure like traffic signals and incident management systems. It seems increasingly likely that vehicles in the near future will be automated and may include some connected elements, we typically use “automated vehicles” to refer to vehicles that include a mix of automated and connected elements, and only use “connected vehicles” to distinguish connected from automated vehicles.

**Connected vehicle (CV) infrastructure** – This refers to the communications, wireless devices and other infrastructure, such as traffic signals and roadside sensors, that offer the ability of vehicles to send and receive message to other vehicles, wireless devices and communication devices to communicate information in order to help them navigate the transportation system safely and efficiently.

**Connectivity** – The degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.

**Consideration** – One or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

**Constrained budget** – The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends presuming some increased funding compared to current levels.

**Constrained list** – Projects that can be built by 2040 within the constrained budget.

**Consultation** – One or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

**Context sensitive design** – A model for transportation project development that requires proposed transportation projects to be planned not only for its physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting.

**Cooperation** – The parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordinated public transit-human services transportation plan** – A locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local

needs, and prioritizes transportation services for funding and implementation. Trimet leads development of this plan for the region.

**Coordination** – The cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

**Corridor** – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, freight, active transportation and transit route alignments.

**Corridors (2040 design type)** – A type of land use that is typically located along regional transit routes and arterial streets, providing a place for somewhat higher densities than is found in 2040 centers. These land uses should feature a high-quality pedestrian environment and convenient access to transit. Typical new developments would include row houses, duplexes and one to three-story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher-intensity development along arterial streets, others may be more nodal, that is a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connection to adjacent neighborhoods and transit service.

**Countermeasure** – An activity, initiative or design element to prevent, neutralize, or correct a specific safety problem.

**Cordon pricing** - Motorists are charged to enter a congested area, usually a city center or other high activity area well served with non-driving transportation options. Cordon pricing is most often implemented as flat or variable rate fees.

**Crash** – A violent collision between two or more motor vehicles (including commercial vehicles, school buses, transit buses, etc.), or between a vehicle and a pedestrian, person on a bicycle or motorcycle, scooter, or other type of micromobility, or with a stationary object such as a pole or guard rail.

**Criteria pollutants** – Carbon monoxide, lead, ground-level ozone, nitrogen oxides, particulate matter, and sulfur dioxides. Criteria pollutants are the only air pollutants with national air quality standards that define allowable concentrations of these substances in ambient air.

**Cycletrack** – Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. A cycle track is an exclusive bike facility that has elements of a separated path and on-road bike lane. A cycle track, while still within the roadway, is physically separated from motor traffic and is distinct from the sidewalk. Cycle tracks may be one-way or two-way, and may be at road level, at sidewalk level, or at an intermediate level. They all share in common some separation from motor traffic with bollards, car parking, barriers or boulevards.

**Cyclist** – Person riding a bicycle.

**Data-driven safety analysis** – Uses data to promote the integration of safety performance into all roadway investment decisions. Broader implementing of quantitative safety analysis so that it becomes an integral part of safety management and project development decision making in order to lead to better targeted roadway investments that result in fewer fatal and serious injury crashes. Decisions are compelled by data, rather than by intuition or by personal experience.

**Deficiency** – A performance, design or operational constraint that limits, but does not prohibit the ability to travel by a given mode. Examples include locations where throughway capacity is less than six through lanes or that do not meet the travel speed thresholds defined in Table 3-5 (Mobility performance targets and thresholds), or that have poor or substandard design features; at-grade rail crossings; height restrictions; bike and pedestrian connections that contain obstacles (e.g., missing curb ramps, distances greater than 330 feet between pedestrian crossings, absence of pedestrian refuges, sidewalks occluded by utility infrastructure, high traffic volumes and complex traffic environments); transit overcrowding, inadequate frequency, or schedule unreliability; and high crash locations). A deficiency is a transportation need. *See also gap.*

**Delay** – The additional travel time required by all travelers, as measured by the time needed to reach destinations at posted speed limits (free-flow speed) versus traveling at a slower congested speed. Delay can be expressed in several different ways, including total delay in vehicle-hours, total delay per vehicle miles traveled (VMT) and share of delay by time period, day of week or speed range.

**Design type** – The conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the Regional Framework Plan, including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

**Diversions** - Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

**Dynamic rate fee** - Fee rates are continually adjusted according to traffic conditions to better achieve a free-flowing level of traffic. Under this system, fee rates increase when the priced facilities get relatively full and decrease when the priced facilities get less full. This system is more complex and less predictable than using a flat or variable rate fee structure, but its flexibility helps to better achieve the optimal traffic flow by reflecting changes in travel demand. MDynamic fee systems may sometimes include a pre-set maximum price. The current price is often displayed on electronic signs prior to the beginning of the priced facility.

**Electric vehicles (EVs)** – Vehicles that use electric motors for propulsion instead of or in addition to gasoline motors.

**Emergency** – Any human-made or natural event or circumstance causing orthreatening loss of life, injury to person or property, and includes, but is not limited to, fire, explosion, flood, severe

weather, drought earthquake, volcanic activity, spills or releases of oil or hazardous material, contamination, utility or transportation disruptions, and disease.

**Emergency medical services (EMS)** – The treatment and transport of people in crisis health situations that may be life threatening. Emergency medical support is applied in a wide variety of situations, including traffic crashes.

**Emergency transportation routes** – Priority routes used during and after a major regional emergency or disaster to move people and response resources, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and patients.

**Emerging technologies** – A blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to technologies like automated vehicles or smart phones and services that operate using these technologies, like car and bike share.

**Employer-based commute programs** – Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

**Employment areas** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

**Employment lands** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development.

**Environmental justice** – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (EPA definition)

**Environmental justice populations** – People living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.

**Environmental mitigation activities** – Strategies, policies, programs, and actions that, over time, will serve to avoid, minimize, rectify, reduce, or eliminate impacts to environmental resources associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan.

**Equitable Development** – An approach to creating healthy, vibrant, communities of opportunity by creating coordinated, intentional strategies to ensure that everyone (residents of all incomes, races and ethnicities) can participate in, and benefit from, decisions that shape their

neighborhoods and region. This approach involves investments, policies, and protections to prevent displacement of vulnerable residents, businesses, and community organizations.

**Equitable Outcomes** – Means outcomes that burdens underserved populations less than and benefits underserved populations as much or more as the city or county population as a whole. Examples of equitable outcomes include: (a) Increased stability of underserved populations, lowering the likelihood of displacement due to gentrification from public and private investments; (b) More accessible, safe, affordable and equitable transportation options with better connectivity to destinations people want to reach; (c) Adequate housing with access to employment, education, fresh food, goods, services, recreational and cultural opportunities, and social spaces; (d) Increased safety for people in public spaces, transportation and community development; (e) Equitable access to parks, nature, open spaces, and public spaces; (f) Better and more racially equitable health outcomes across the lifespan, particularly health outcomes connected to transportation choices, air pollution, and food; (g) Recognizing and remedying impacts of past practices such as redlining, displacement, exclusionary zoning, and roadway and other public infrastructure siting decisions that harmed underserved communities; and (h) Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas.

**Equity** – Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In transportation, a normative measure of fairness among transportation system users. *See also Racial equity, Social equity, and Transportation equity.*

**Equity focus areas** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

**Excessive delay** – The extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For the purposes of MAP-21 target-setting, the speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit, whichever is greater.

**Extreme events** – This term refers to risks posed by climate change and extreme weather events. The definition does not apply to other uses of the term nor include consideration of risks to the transportation system from other natural hazards, accidents, or other human induced disruptions.

**Extreme weather events** – Significant anomalies in temperature, precipitation and winds and can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires and windstorms (including tornadoes). Consequences of extreme weather events can include safety concerns, damage, destruction and/or economic loss. Climate change can also cause or influence extreme weather events.

**Facility** – The fixed physical assets (structures) enabling a transportation mode to operate (including travel, as well as the loading and unloading of goods and passengers). This includes



streets, thoroughways, bridges, sidewalks, bikeways, transit stations, bus stops, ports, air and marine terminals and rail lines and yards.

**Federal Highway Administration (FHWA)** – The U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally-funded highway projects. FHWA also governs the safety of hazardous cargo on the nation’s highways. The FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states, MPOs and local governments.

**Federal Transit Administration (FTA)** – U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.

**Federally recognized tribal lands** - Refers an area of land reserved for a Tribe or Tribes under treaty or other agreement with the United States, executive order, or federal statute or administrative action as permanent Tribal homelands, and where the federal government holds title to the land in trust on behalf of the Tribe. Approximately 56.2 million acres are held in trust by the United States for various Indian Tribes and individuals. Some reservations are the remnants of a Tribe’s original land base. Others were created by the federal government for the resettling of Indian people forcibly relocated from their homelands. Not every federally recognized Tribe has a reservation. Federal Indian reservations are generally exempt from state jurisdiction, including taxation, except when Congress specifically authorizes such jurisdiction.

**Federally recognized tribe** - Refers an American Indian or Alaska Native Tribal entity that is recognized as having a government-to-government relationship with the United States, with the responsibilities, powers, limitations, and obligations attached to that designation, and is eligible for funding and services from the Bureau of Indian Affairs. Furthermore, Federally recognized Tribes are recognized as possessing certain inherent rights of self-government (i.e., Tribal sovereignty) and are entitled to receive certain federal benefits, services, and protections because of their special relationship with the United States. At present, there are 574 federally recognized American Indian and Alaska Native Tribes and villages.

**Financial plan** – Documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

**Financially constrained or fiscal constraint** – This means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

**Fiscal (or financial) constraint** – A federal requirement that long-range transportation plans and four-year **Metropolitan** Transportation Improvement Programs (MTIP) include only projects that have a reasonable expectation of being funded, based upon anticipated revenues (for the long-range transportation plan) or secured revenues (for the four-year TIP). In other words, long-range transportation plans or TIP cannot be a wish lists of projects; they must reflect realistic assumptions about revenues that will likely be available or secured.

**Fixing America’s Surface Transportation Act (FAST Act)** – A funding and authorization bill to govern United States federal surface transportation spending, signed by President Obama on December 4, 2015. The FAST Act established funding levels and federal policy for highways and public transit systems for fiscal years 2016-2020. The \$305 billion, five-year bill maintained the core highway and transit funding programs established by its predecessor MAP-21, and established the National Highway Freight Program, a formula program focused on goods movement.

**Flat rate fee (toll)** - A flat rate fee, also known as a toll, charged by a toll facility operator in an amount set by the operator for the privilege of traveling on said toll facility. Tolling is a user fee system for specific infrastructure such a bridges and tunnels. Toll revenues are used for costs associated with the tolled infrastructures. This tool is used to raise funds for construction, operations, maintenance, and administration of specific infrastructure. Flat rate tolling can also serve as a method for congestion management, though it is not responsive to changing conditions or time of day. Additionally, flat rate tolling cannot be used for congestion pricing programs or projects authorized by the Value Pricing Pilot Program, Congestion Relief Program, or Section 166 on interstate highways under Federal law.

**Forecast** – Projection of population, employment or travel demand for a given future year.

**Freeway** – A design for highway in which all access points are grade separated. Directional travel lanes usually separated by a physical barrier, and access and egress points are limited to on-and off-ramp locations or a very limited number of at-grade intersections. In the RTP freeways are indentified with the Throughway classification.

**Freight intermodal facility** – An intercity facility where freight is transferred between two or more freight modes (e.g., truck to rail, rail to ship, truck to air).

**Freight mobility** – The efficient movement of goods from point of origin to destination.

**Freight modes** – Freight modes are the means by which freight achieves mobility. These modes fall into five basic types: road (by truck), rail, pipeline, marine (by ship or barge) and air.

**Freight rail** – A freight train that is a group of freight cars hauled by one or more locomotives on a railway, transporting cargo all or some of the way between the shipper and the intended destination.

**Frequent bus** – Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet (between 5 and 7 every mile), providing corridor service

rather than nodal service along selected arterial streets based on demand. This service typically runs at least every 15 minutes throughout the day and on weekends though frequencies may increase based on demand, and it can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting and median stations.

**Full Funding Grant Agreement (FFGA)** – An instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects

**Functional classification** – The class or group of roads to which the road belongs. There are three main motor vehicle functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local. Throughways and freeways fall under arterial in the federal classification system. Classifications also exist for biking and walking networks. These definitions can be found elsewhere in the glossary: bicycle parkway, regional bikeway, local bikeway, pedestrian parkway, pedestrian corridor and local pedestrian connector.

**Gap** – A missing link or barrier in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 3 of the RTP. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge or existing development. Gaps are a transportation need. *See also deficiency.*

**Goal** – A broad statement that describes a desired outcome. Actions are steps taken to make progress toward goals.

**Greenhouse gas emissions** – The six gases identified in the Kyoto Protocol and by the Oregon Greenhouse Gas Mandatory Reporting Advisory Committee as contributing to global climate change: carbon dioxide (CO<sub>2</sub>), nitrous oxide (N<sub>2</sub>), methane (CH<sub>4</sub>), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Greenhouse gases absorb solar radiation and act like a heat-trapping blanket in the atmosphere, causing climate change. More information is available at [epa.gov/climatechange](http://epa.gov/climatechange).

**Green infrastructure** – A network of multi-functional green spaces and environmental features, both natural and engineered, that use or replicate natural systems to better manage stormwater, protect streams and enhance wildlife corridors—trees, soils, water and habitats. Examples include: permeable paving, vegetated swales, rain gardens, green streets, green roofs, green walls, urban forestry, street trees, parks, green corridors such as trails, and other low impact development practices.

**Green streets** – An innovative stormwater management approach that captures rain where it falls by using vegetation, soil and engineered systems to slow, filter and clean stormwater runoff from impervious surfaces.

**Greenways** – Greenways generally follow rivers and streams and may or may not provide for public access. In some cases, greenways may be a swath of protected habitat along a stream with no public access. In other cases, greenways may allow for an environmentally compatible trail, viewpoint or canoe launch site. The greenways that are identified in Metro’s regional trails plan do not presently offer public access. Usage of the term “greenway” can be ambiguous because it is sometimes used interchangeably with the word “trail.” For example, “Fanno Creek Trail”, “Fanno Creek Greenway”, and “Fanno Creek Greenway Trail” are used with equal frequency for the same trail. Trail and greenway professionals prefer to make the technical distinction that the “trail” refers to the tread or the actual walking service, while the “greenway” refers to the surrounding park or natural corridor.

**Health impact assessment** – A combination of procedures, methods, and tools by which a policy, program or project may be evaluated as to its potential effects on the health of a population, and the distribution of these effects within the population.

**High capacity transit** – High capacity transit is public transit that can have exclusive right of way, non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. It includes:

- Light rail uses high capacity trains (68 seats with room and design for several passengers to stand) and focuses on regional mobility with stops typically one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. The service has its own right of way. Cars can be doubled, and service frequency increased, during peak hours.
- Commuter rail uses high capacity heavy rail trains (74 seats in a single car, 154 in doubled cars), typically sharing right of way with freight or other train service (though out of roadway). The service focuses on connecting major housing or local bus hubs and employment areas with few stops and higher speeds. The service may have limited or no non-peak service.
- Bus rapid transit uses coach-style or high capacity busses (40-60 seats with room and design for several passengers to stand). The service may be in the roadway with turnouts and signal priority for stops, have an exclusive right of way, or be some combination of the two. The service focuses on regional mobility, with higher speeds, fewer stops, higher frequency and more substantial stations than local bus, connecting concentrated housing or local bus hubs and employment areas. Service frequency can be increased during peak hours.
- Using the same technology as local streetcar, rapid streetcar focuses on regional mobility, offering fewer stops and primarily running in exclusive right of way to connect housing areas to jobs or other destinations. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic, in exclusive right of way or a combination of the two. Local streetcar also helps extend the reach of the high capacity transit network by acting as a circulator within the Central City and between dense urban regional centers in close proximity.

**High crash location** – Highway or road segments identified by the frequency and severity of motor vehicle crashes. Identification of high crash locations is part of the safety problem identification process.

**High injury corridors and intersections (RTP)** – Roadways where the highest concentrations of fatal and severe injury crashes involving people in cars, biking and walking occur on the regional transportation system Corridors and intersections were analyzed to determine aggregate crash scores based on the frequency and severity of crashes, using the following methodology:

- Fatal and Injury A (serious) crashes for all modes are assigned to the network;
- "Injury B", "Injury C", and "PDO (property damage only)" crashes involving bikes and pedestrians are also assigned to the network;
- Fatal and Injury A crashes are given a weight of 10;
- Roadways are analyzed in mile segments; if a segment has only one Fatal or Injury A crash it must also have at least one B/C (minor injury) crash, for the same mode, to be included in the analysis.; and
- Roadway segments are assigned an N-score (or "crash score") by calculating the weighted sum by mode and normalizing it by the roadway length.

To reach 60 percent of Fatal and Severe Injury crashes, roadway segments had to have an N-score of 39 or higher; high injury Bicycle Corridors had to have an N-score of 6 or more, and high injury Pedestrian Corridors had to have an N-score of 15 or more. Intersections with the highest weighted crash scores were also identified; 5 percent of intersections had an N-score (or "crash score") higher than 80 and are also shown on the map, and 1 percent of intersections (the top 1 percent) had to have an N-score higher than 128.

**High risk roadways** – Characteristics if high risk roads are identified by looking at crash history on an aggregate basis to identify particular severe crash types (e.g. pedestrian) and then use the roadway characteristics associated with particular crash types (e.g. arterial roadways with four-or more lanes, posted speed over 35 mph, unlit streets) to understand which roadways may have a higher risk of the same type of severe crash.

**High-occupancy vehicle (HOV)** – A vehicle carrying more than two passengers with the exception of motorcycles.

**High-occupancy vehicle lane** – The technical term for a carpool lane. *See also high-occupancy vehicle.*

**Highway** – A design for a Throughway in which access points are a mix of separate and at-grade.

**Incident management** – The detection and verification of incidents (crashes, stalled vehicles, etc. blocking traffic) and the implementation of appropriate actions to clear the highway.

**Indigenous** - Refers to ethnic groups who are the descendants of the original peoples or earliest known inhabitants of an area, as opposed to ethnic groups that have settled, occupied or colonized the area more recently. This term includes native and aboriginal peoples from across the planet, including those native to the Americas, Asia, Pacific Island nations and more.

**Induced demand** – The process whereby improvements in the transportation system intended to alleviate congestion and delay result in additional demand for the transportation segment, offsetting some of the improvement’s potential benefits. For instance, when a congested roadway is expanded from 2 to 3 lanes, some drivers will recognize the increased capacity and take this roadway though they had not done so previously. *See also capacity.*

**Industrial areas** – Areas set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development and retail users whose market area is larger than the industrial area are not considered supporting uses.

**Intelligent transportation systems (ITS)** – Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of the transportation system. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid crashes and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway) to identify congestion, crashes or unsafe driving conditions, manage traffic flow, or provide alternate routes to travelers.

**Intercity transit** – Intercity transit includes service that goes beyond regional boundaries to serve people traveling to destinations in and out of our region, connecting regions and even states. Intercity rail refers to passenger rail service that provides transportation between cities or metropolitan areas at speeds and distances greater than that of commuter or regional rail.

**Intermodal connector** – A road that provides connections between major rail yards, marine terminals, airports, and other freight intermodal facilities; and the freeway and highway system (the National Highway System).

**Intermodal facilities** – A transportation element that allows passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals, and rail-yards that facilitate the transfer of containers or trailers. See also passenger intermodal facility .

**Local bikeways** – Trails, streets and connections not identified as regional bicycle routes, but are important to a fully functioning network. Local bikeways are the local collectors of bicycle travel. They are typically shorter routes with less bicycle demand and use. They provide for door-to-door bicycle travel.

**Local jurisdiction** – For the purpose of this plan, this term refers to a city or county within the Metro boundary.

**Local pedestrian connectors** – All streets and trails not included on the regional network. Local connectors experience lower volumes of pedestrian activity and are typically on residential and low-volume/speed roadways or smaller trails. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

**Local streets or roads** – Local streets primarily provide direct access to adjacent land. While Local streets are not intended to serve through traffic, the aggregate effect of local street design impacts the effectiveness of the arterial and collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the arterial street network. In the urban area, local roadway system designs often discourage “through traffic movement.” Regional regulations require local street connections spaced no more than 530 feet in new residential and mixed used areas, and cul-de-sacs are limited to 200 feet in length. These connectivity requirements ensure that a lack of adequate local street connections does not result in the arterial system becoming congested. While the focus for local streets has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and sometimes transit.

**Low-carbon travel options** - Low-carbon travel options include walking, rolling, biking, transit, and electric vehicles.

**Low emissions zone pricing** - Similar to cordon pricing, drivers are charged when they enter a Low Emissions Zone, unless they have a vehicle that meets the requirements of the Low Emissions Zone, for example an electric vehicle that does not emit tailpipe emissions when only using electricity to run.

**Lower income focus area** – Census tracts with higher than regional average concentrations and double the density of people with lower income. Lower income is defined as households with incomes below 200 percent of the federal poverty level, adjusted for household size (i.e., with incomes up to twice the level of poverty), as defined by the U.S. Census.

**Main line rail** – Class I rail lines (e.g., Union Pacific and Burlington Northern/Santa Fe).

**Main roadway routes** – Designated freights routes that are freeways and highways that connect major activity centers in the region to other areas in Oregon or other states throughout the U.S., Mexico and Canada.

**Major transit stop** – Existing and planned light rail stations and transit transfer stations, except for temporary facilities and other existing and planned transit stops which:

- (A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and
- (B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:



- (i) Medium or high density residential development; or
- (ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or
- (iii) Uses likely to generate a relatively high level of transit ridership.

**Marginalized communities** – Communities of people that have been historically excluded from critical aspects of social participation including, voting, education, housing and more. Historical marginalization is often a result of systematic exclusion based on devaluation of any individual existing outside of the dominant culture. For purposes of the RTP, this includes people of color, people with limited English proficiency, people with lower-incomes, youth, older adults and people living with a disability.

**Marine facilities** – A facility where freight is transferred between water-based and land-based modes.

**Meaningful involvement** – This term means that the public should have opportunities to participate in decisions that could affect their environment and their health, their contributions should be taken into account by regulatory agencies, and decision-makers should seek and facilitate the engagement of those potentially affected by their decisions. (from EPA)

**Measure** – An expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

**Metric** – A quantifiable indicator of performance or condition.

**Metropolitan Greenspaces Master Plan (1992)** – Details the vision, goals and organizational framework of a regional system of natural areas, trails and greenways for wildlife and people in the region, and set the foundation for subsequent bond measures and trail plans.

**Metropolitan Planning Area Boundary (MPA)** – The geographic area determined by agreement between the Metropolitan Planning Organization (MPO) and the Governor, in which the metropolitan transportation planning process is carried out by the MPO.

**Metropolitan Planning Organization (MPO)** – A federally-required policy body responsible for the transportation planning, project selection and scheduling the use of federal transportation funds in its region. Governed by policy board, MPOs are required in urbanized areas with populations more than 50,000 and are designated by the governor of the state. JPACT and the Metro Council constitute the MPO for the Portland region. The MPO conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) for capital improvements identified for a four-year construction period, allocates federal transportation funding through the Regional Flexible Funds process (RFFA), a Unified Planning Work Program (UPWP), a congestion management process (CMP), federal performance-based planning and target-setting and conformity to the state implementation plan for air quality for transportation related emissions.

**Metropolitan Transportation Improvement Program (MTIP)** – The MTIP includes all federally funded transportation projects in the Portland metropolitan planning area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. The MTIP is incorporated in the Statewide Transportation Improvement Program (STIP), which identifies the state’s four-year transportation capital improvements. See also transportation improvement program.

**Metropolitan transportation plan** – The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. The Regional Transportation Plan is metropolitan transportation plan for the Portland region. **Microtransit** – Services such as Via, and others, can differ from conventional transit service in several different ways:

- Dynamic routing: Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.
- On-demand scheduling: Instead of operating on a fixed schedule, microtransit services may allow riders to request a ride when they need it.
- Smaller vehicles: Microtransit services often use vans or small buses instead of 40-passenger buses.
- Private operation: Many microtransit services are privately operated or operated through partnerships between public agencies and private companies.

We distinguish between microtransit that is coordinated with public transit, for example services that connect people to high-frequency transit or operate in areas that are hard to serve with conventional transit, and luxury microtransit that serve existing transit routes and offer more space or amenities than a public bus at a higher cost.

**Microtransit** – Services such as Via, Chariot and Leap can differ from conventional transit service in several different ways:

- Dynamic routing: Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.
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We distinguish between microtransit that is coordinated with public transit, for examples services that connect people to high-frequency transit or operate in areas that are hard to serve with conventional transit, and luxury microtransit that serve existing transit routes and offer more space or amenities than a public bus at a higher cost.

**Mileage Based User Fee** – See Road Usage Charge

**Mitigation** – Planning actions taken to avoid an impact altogether, minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact. Mitigation includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

**Mixed use** – Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

**Mixed-use development** – Areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

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

**Mobility corridor** – Mobility corridors represent subareas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies.

**Modal targets** – Performance targets for increased walking, biking, transit, shared ride and other non-drive alone trips as a percentage of all trips made in a defined area. The targets apply to trips to, from and within each 2040 Design Type. The targets reflect desired mode shares for each area for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupant vehicles and per capita vehicle miles traveled.

**Regional 2040 modal targets**

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers Town centers Main streets Station communities Corridors Passenger intermodal facilities	45-55%
Industrial areas Freight intermodal facilities Employment areas Neighborhoods	40-45%

Note: The targets apply to trips to, from and within each 2040 design type

**Mode** – A type of transportation distinguished by means used (e.g., such as walking, bike, bus, single- or high-occupancy vehicle, bus, train, truck, air, marine).

**Mode choice** – The ability to choose one or more modes of transportation.

**Mode share** – The proportion of total person trips using various modes of transportation.

**Motorcycle** – A motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. The NHTSA defines “motorcycle” to include mopeds, two or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes and pocket bikes.

**Moving Ahead for Progress in the 21st Century Act (MAP-21 ) (P.L. 112-141) –**

Reauthorization of Federal highway funding, signed into law by President Obama on July 6, 2012. Subsequent adoption of the FAST Act does not replace MAP-21 in all areas regulation of transportation safety planning and funding, so both must be referenced.

**Multimodal** – Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

**Multimodal level of service** – Multimodal level of service (MMLOS) is an analytical tool that measures and rates users’ experiences of the transportation system according to their mode. It evaluates not only drivers’ experiences, but incorporates the experiences of all other users, such as cyclists and pedestrians.

**Must** – When used in the context of actions and policies must means there is a legal obligation or requirement to take the action or enact the policy. Must is often used interchangeably with shall. *Also see should.*

**National Highway System (NHS)** – Title 23 of the U.S. Code section 103 states that the purpose of the NHS is to provide an interconnected system of principal routes that serve major population centers, international border crossings, ports, airports, public transportation facilities, intermodal transportation facilities, major travel destinations, meet national defense requirements, and serve interstate and inter-regional travel. Facilities included in the NHS are of regional significance.

**National Performance Management Research Data Set (NPMRDS)** – A data set derived from vehicle/passenger probe data (sourced from Global Positioning Station (GPS), navigation units, cell phones) that includes average travel times representative of all traffic on each mainline highway segment of the National Highway System (NHS), and additional travel times representative of freight trucks for those segments that are on the Interstate System. The data set includes records that contain average travel times for every 15 minutes of every day (24 hours) of the year recorded and calculated for every travel time segment where probe data are available. The NPMRDS does not include any imputed travel time data.

**Native American** - Refers to the Indigenous peoples of the continental United States and its territories. It arose in the 1960s as a word that was meant to include both American Indians and Alaska Natives. Since then, its meaning has been expanded to include Native Hawaiians and American Samoans, too.

**Needs** – see Transportaton needs.

**Neighborhood Greenway** - Neighborhood greenways are low-traffic and low-speed streets where priority is given to people walking, bicycling, and rolling. Neighborhood greenways are designed to provide a safe network that connects neighborhoods, parks, schools, and business districts. *see also Bicycle Boulevards*

**Network** – Connected routes forming a cohesive system.

**New mobility services** – Transportation services like ride-hailing, microtransit and car and bike share, which operate using smart phones and other emerging technologies. Many of these services are privately operated by new mobility companies.

**Non-motorized** – Generally referring to bicycle, walking and other modes of transportation not involving a motor vehicle.

**Non-SOV travel** – Any travel mode other than driving alone in a motorized vehicle (i.e., single occupancy vehicle or SOV travel), including travel avoided by telecommuting.

**Objective (in a plan)** – A specific, measureable desired outcome and means for achieving a goal(s) to guide action within the plan period.

**Off-peak hours** – The hours outside of the highest motor vehicle traffic period, generally between 9 a.m. and 3 p.m. and between 6 p.m. and 7 a.m.

**Older adults (vulnerable)** – The Moving Ahead for Progress in the 21st Century (MAP-21) Act created a new Special Rule for older drivers and pedestrians under 23 USC 148(g)(2), which was continued under the Fixing America's Surface Transportation (FAST) Act. If the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 in a State increases over the most recent 2-year period, this Special Rule requires a State to include strategies to address the increases in those rates in their State Strategic Highway Safety Plan (SHSP). FHWA issued the Section 148: Older Drivers and Pedestrians Special Rule Final Guidance in May 2016.<sup>1</sup> TriMet's *Coordinated Transportation Plan for Seniors and Persons With Disabilities* (2020) identifies several principles and actions related to addressing safety and security concerns getting to and at transit stops and on transit. *See Appendix G.*

**Operational and management strategies** – Actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.

**Oregon Transportation Commission (OTC)** – The Oregon Transportation Commission is a five-member governor-appointed government agency that manages the state highways and other transportation in the state of Oregon, in conjunction with the Oregon Department of Transportation.

**Oregon Transportation Plan (OTP)** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process by ODOT and approved by the Oregon Transportation Commission.

**Parking management** – Strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. Examples include developing an inventory of parking supply and usage, reduced parking requirements, shared and unbundled parking, parking-cash-out, priced parking, bicycle parking and providing information on parking space availability. When used in conjunction with other demand management strategies, parking management is an effective means of reducing drive-alone auto trips and achieving GHG reductions. More information can be found at [vtpi.org/park\\_man.pdf](http://vtpi.org/park_man.pdf)

**Parking pricing** - Drivers pay to park in certain areas. Parking pricing may include flat, variable, or dynamic fee structures. Dynamic pricing involves periodically adjusting parking fees to match demand, this can be paired with technology which helps drivers find spaces in underused and less costly areas.

<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration Older Drivers and Pedestrians Special Rule. <https://safety.fhwa.dot.gov/hsip/older/>

**Passenger car equivalent** – Passenger Car Equivalent (PCE) is a metric used in Transportation Engineering, to assess traffic-flow rate on a highway. A PCE is essentially the impact that a mode of transport has on traffic variables compared to a single car.

**Passenger intermodal facilities** – Facilities that accommodate or serve as transfer points to interconnect various transportation modes for the movement of people. Examples include Portland International Airport, Union Station, Oregon City Amtrak station and inter-city bus stations.

**Passenger rail** – Inter-city passenger rail is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. It is a transit system that operates, in whole or part, on a fixed guide-way. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.

**Passenger train** – A railroad train for only passengers, rather than goods. Amtrak is the company that controls the railroads that carry passengers in the U.S.

**Passenger vehicles** – Motor vehicles with at least four wheels, used for the transport of passengers, and comprising no more than eight seats in addition to the driver's seat. Light commercial vehicles are motor vehicles with at least four wheels, used for the carriage of goods.

**Peak period or hours** – The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (A.M.) or afternoon or evening (P.M.) peak. Peak periods in the Portland metropolitan region are currently generally defined as from 7–9 AM and 4–6 PM.

**Pedestrian** – A person traveling on foot, in a wheelchair or in another health-related mobility device.

**Pedestrian comfort index (PCI)** - Uses data such as auto volumes, auto speeds, number of auto lanes, sidewalk existence and width, number of pedestrian crossings on existing roadways and assigns a comfort rating for pedestrians. Results help identify roadways on the regional pedestrian network that could be upgraded to increase bicyclists comfort. Metro has collected and analyzed initial data for the regional pedestrian network but has not created a PCI. Additional data and analysis is needed.

**Pedestrian connection** – A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights-of-way or easements for future pedestrian improvements.

**Pedestrian corridor** – The second highest functional class of the regional pedestrian network. On-street regional pedestrian corridors are any major or minor arterial on the regional urban arterial network that is not a pedestrian parkway. Regional trails that are not pedestrian parkways are regional pedestrian corridors. These routes are also expected to see a high level of pedestrian activity, though not as high as the parkways.

**Pedestrian district** – A comprehensive plan designation or set of land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the following 2040 Design Types: Central City, Regional and Town Centers, Corridors and Main Streets. Though focused on providing a safe and convenient walking environment, pedestrian districts also integrate efficient use of several modes within one area, e.g., auto, transit, and bike.

**Pedestrian facility** – A facility provided for the benefit of pedestrian travel, including walkways, protected street crossings, crosswalks, plazas, signs, signals, pedestrian scale street lighting and benches.

**Pedestrian parkway** – A new functional class for pedestrian routes in the Regional Transportation Plan and the highest functional class. They are high quality and high priority routes for pedestrian activity. Pedestrian parkways are major urban streets that provide frequent and almost frequent transit service (existing and planned) or regional trails. Adequate width and separation between pedestrians and bicyclists should be provided on shared use path parkways.

**Pedestrian-scale** – An urban development pattern where walking is a safe, convenient and interesting travel mode. The following are examples of pedestrian scale facilities: continuous, smooth and wide walking surfaces, easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; and storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; all well-integrated into the transit system and having uses that cater to pedestrians.

**People of color focus area** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color and/or English language learners.

**Per capita** – Used to describe the rate of something per person.

**Performance-based planning and programming** – Refers to the application of performance management within the planning and programming processes of MPOs and transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.



**Performance management** – A strategic approach that uses data and information to support decisions that help to achieve identified performance outcomes.

**Performance measurement** – A process of assessing progress toward achieving goals using data.

**Performance measure** – A metric used to assess and monitor progress toward meeting an objective using quantitative or qualitative data and provide feedback in the plan’s decision-making process.

Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes based on actual empirical or observed data. In both cases, they can be applied at a system-level, corridor-level and/or project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments. As used in the RTP, performance measures are used to evaluate transportation system performance and potential impacts of the plan’s investments within the planning period. They are also used to monitor performance of the plan in between updates to evaluate the need for refinements to policies, investment strategies or other elements of the plan..

**Person trip** – A trip made by a person from one location to another, whether as a driver, bicyclist, passenger or pedestrian.

**Per vehicle miles traveled (VMT)** – Used to describe rate of something per the number of motor vehicle miles traveled, such as the crash rate per motorized vehicle miles. Except where otherwise noted, crash rates are per 100-million motorized vehicle miles travelled in this document.

**Physically separated bicycle lanes** – These types of facilities provide a physical buffer between a person riding a bicycle and auto traffic and can be referred to as cycle tracks, trails, paths and buffered bicycle lanes. Buffers can be provided by parked cars, landscaped strips, raised pavement, bollards and planters.

**Planning area boundary** – A boundary used by Metro for planning purposes – also called the metropolitan planning area boundary. Included within the boundary are all areas within the Metro jurisdictional boundary, the 2010 Census urbanized area, designated urban reserves and the urban growth boundary.

**Planning factors** – A set of broad objectives defined in Federal legislation to be considered in both the metropolitan and statewide planning process. The factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

**Policy** – A policy is a statement of intent and describes a direction and a course of action adopted and pursued by a government to achieve desired outcome(s).

**Posted Speed** – The speeds indicated on signs along the roadway. When speeds differ from statutory speeds there must be a posted sign indicating the different speed.

**Practicable** – This term means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.

**Preparedness** – This term refers to actions taken to plan, organize, equip, train, and exercise to build, apply, and sustain the capabilities necessary to prevent, protect against, ameliorate the effects of, respond to, and recover from climate change related damages to life, health, property, livelihoods, ecosystems, and national security.

**Pricing** - Motorists pay directly for driving on a particular roadway or for driving or parking in a particular area. Pricing includes applying different rates by location, level of congestion, or time of day, amongst other methods. Rates may vary based on vehicle size or type, incomes, or other variables. Pricing within the Portland metropolitan context could include the following methods and pricing strategies. Methods and strategies can be combined in different ways, such as variable cordon pricing or dynamic roadway pricing. Different types of pricing can be implemented in coordination with each other to provide greater systemwide benefits. Pricing can be implemented at the state, regional, or local level. Types of Pricing: Cordon / Low Emissions Zone; Parking; Road Usage Charge / VMT Fee / Mileage Based User Fee. Roadway Rate Types: Flat; Variable; Dynamic

**Principal arterial** – Limited-access roads that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition of Throughway.

**Project development** – A phase in the transportation planning process during which a proposed project undergoes a more detailed analysis of the project's social, economic and environmental impacts and various project alternatives to determine the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. After a project has successfully passed through this phase, it may move forward to right-of-way acquisition and construction phases. Project development activities include:

Environmental Assessment (EA)/Environmental Impact Statement (EIS) work, Design Options Analysis (DOA), management plans, and transit Alternatives Analysis (AA).

**Protected bike lanes** – Separated bike lane, cycle track, a bike lane that is physically separated from auto traffic, typically they are created using planters, curbs, parked cars, or posts and are essential for creating a complete network of bike-friendly routes. For bicyclists, safety increases significantly when there is physical separation from motorists through infrastructure. Fully protected bikeways can reduce bicycle injury risk up to 90 percent.<sup>2</sup> Another report found that on-street bike lanes that use barriers to physically separate bicyclists from motor vehicles are 89 percent safer than streets with parked cars and without bicycling infrastructure. When physical separation is not possible, infrastructure such as striped bike lanes, bicycle boulevards, and bike boxes help reduce the risk of conflict with motor vehicles.<sup>3</sup>

**Public health** – The health of the population as a whole, especially as monitored, regulated, and promoted by the state.

**Public Transportation Safety Action Plan (PTASP)** – A plan developed by certain operators of public transportation systems that are recipients or subrecipients of Federal Transit Administration (FTA) grant funds that include the processes and procedures necessary for implementing Safety Management Systems (SMS). Each safety plan must include, at a minimum:

- An approval by the agency’s Accountable Executive and Board of Directors (or an equivalent authority);
- The designation of a Chief Safety Officer;
- The documented processes of the agency’s SMS, including the agency’s Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;
- An employee reporting program;
- Performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP);
- Criteria to address all applicable requirements and standards set forth in FTA’s Public Transportation Safety Program and the NSP; and
- A process and timeline for conducting an annual review and update of the safety plan.

A rail transit agency’s safety plan also must include or incorporate by reference an emergency preparedness and response plan or procedures.

**Racial equity** – When race can no longer be used to predict life outcomes and outcomes for all groups are improved. The removal of barriers with a specific focus on eliminating disparities

<sup>2</sup> “Route Infrastructure and the Risk of Injuries to Bicyclists: a Case-Crossover Study,” Teschke, et al. American Journal of Public Health, Vol. 102, No. 12, December 2012.

<sup>3</sup> A Right to the Road, p.48, GHSA, 2017.

faced by and improving equitable outcomes for communities of color – the foundation of Metro’s strategy with the intent of also effectively identifying solutions and removing barriers for other disadvantaged groups.

**Rail branch lines** – Non-Class I rail lines, including short line or branch lines.

**Ramp meter or metering** – A traffic signal used to regulate the flow of vehicles entering the freeway. Ramp meters smooth the merging process resulting in increased freeway speeds and reduced crashes. Ramp meters can be automatically adjusted based on traffic conditions.

**Refinement plan** – Amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

**Regional bike-transit facility** – The hub where the spokes of the regional bikeway network connect to the regional transit network. Stations and transit centers identified as regional bike-transit facilities have high-capacity bike parking and are suitable locations for bike-sharing and other activities that support bicycling. Criteria for identifying locations are found in the TriMet Bicycle Parking Guidelines.

**Regional bikeway** – Designated routes that provide access to and within the central city, regional centers and town centers. These bikeways are typically located on arterial streets but may also be located on collectors or other low-volume streets. These bikeways should be designed using a flexible “toolbox” of bikeway designs, including bike lanes, cycle tracks (physically separated bike lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards).

**Regional centers (2040 design type)** – Compact, specifically-defined areas where higher density growth and a mix of intensive residential and commercial land uses exists or is planned. Regional centers are to be supported by an efficient, transit-oriented, multi-modal transportation system. Examples include traditional centers, such as downtown Gresham, and new centers such as Gateway and Clackamas Town Center.

**Regional Conservation Strategy (RCS) for the Greater Portland Vancouver Metropolitan Area, Intertwine and Metro** - Identifies high quality land and riparian areas in the region. The strategy was developed by The Intertwine Alliance, Metro and a broad coalition of conservation organizations to pull together 20 years of conservation planning and create an integrated blueprint for regional conservation. The plan will help government, nonprofit and private organizations work together to care for and restore thousands of acres of natural area land and create habitat for wildlife.

**Regional destinations** – Include the following types of places: employment sites with 300 or more employees (includes regional sports and attraction sites such as Oregon Zoo, Oregon Museum of Science and Industry, Providence Park, Moda Center); high ridership bus stop locations; regional shopping centers; major hospitals and medical centers; colleges, universities

and public high schools; regional parks; major government centers; social services; airports; and libraries.

**Regional Flexible Funds Allocation (RFFA)** – Regional flexible funds come from the Surface Transportation Block Grant Program and Transportation Alternatives set aside and the Congestion Mitigation/Air Quality Program federal funding programs. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive these funds to carry out RTP investment policy priorities. Regional flexible funds are allocated every three years and are included in the Metropolitan Transportation Improvement Program. Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested in a range of transportation projects or programs as long as federal funding eligibility requirements are met

**Regional freight network** – Applies the regional freight concept on the ground to identify the transportation networks and freight facilities that serve the region and state’s freight mobility needs.

**Regional intelligent transportation system (ITS) architecture** – A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

**Regional mobility policy** – The Regional Mobility Policy is a policy in Metro’s Regional Transportation Plan (RTP) as well as ODOT’s Oregon Highway Plan (OHP). It applies to system planning and plan amendment processes only within the Portland metropolitan area. The regional mobility policy is one of many policies that helps the region choose where to focus resources for the transportation system to support implementation of city and county comprehensive plans. The goal of the updated policy is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in RTP and 2040 Growth Concept, as well as with local and state goals. Specifically, the updated policy is intended to support mobility outcomes related to equity, efficiency, access and options, safety, and reliability. Six policies and three measures are included in the policy that have direct relationships to these desired mobility outcomes.

**Regional trails** – Regional Trails are defined by Metro as linear facilities for non-motorized users that are at least 75% off-street and are regionally significant. Bicycle/pedestrian sidewalks on bridges are also included in this definition. The term “non-motorized” is used instead of “multi-use” or “multi-modal” because some Regional Trails are pedestrian-only. Trails must meet two levels of criteria to be considered “regionally significant.” The criteria are adopted by the Metro Council in the *Regional Trails and Greenways Plan*. Regional trails are physically separated from motor vehicle traffic by open space or a barrier. Bicyclists, pedestrians, joggers, skaters and other non-motorized travelers use these facilities.

While all trails serve a transportation function, not all regional trails identified on Metro’s *Regional Trails and Greenways Map* are included in the RTP. The RTP includes regional trails that support both utilitarian and recreational functions. These trails are generally located near or in residential areas or near mixed-use centers and provide access to daily needs. Trails in the RTP

are defined as transportation facilities and are part of the regional transportation system. Regional trails in the RTP are eligible to receive federal transportation funds. Trails that use federal transportation funds need to be ADA accessible according to the AASHTO trail design guidelines. There are some pedestrian only trails or trails near sensitive habitat on the RTP network that would most likely not be paved. Regional bicycle connections are planned parallel to pedestrian only regional trails. Colloquially, terms like “bike path” and “multi-use path” are often used interchangeably with “regional trail,” except when referring to pedestrian-only regional trails.

**Regional Trails and Greenways Map** – A map developed and maintained by Metro. The map was first developed as part of the *Metropolitan Greenspaces Master Plan*. The map includes the existing and proposed trails and greenways in the regional system. Many of the regional trails are included in the Regional Transportation Plan.

**Regional transit network** – The regional transit system includes light rail, commuter rail, bus rapid transit, enhanced transit, frequent bus, regional bus, and streetcar modes as well as major transit stops.

**Regional Transportation Functional Plan (RTFP)** – A regional functional plan regulating transportation in the Metro region, as mandated by Metro’s Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.

**Regional Transportation Plan (RTP)** – A long-range metropolitan transportation plan that is developed and adopted for the greater Portland metropolitan planning area (MPA) covering a planning horizon of at least 20 years. Usually RTPs are updated every five years through the federally-mandated metropolitan transportation planning process. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for implementing policies and project priorities. Required by state and federal law, it includes programs to better maintain, operate and expand transportation options to address existing and future transportation needs. The RTP also serves as the regional transportation system plan under the Oregon Transportation Planning Rule.

**Regional transportation system** – The regional transportation system is identified on the regional transportation system maps in the Regional Transportation Plan. The system is limited to facilities of regional significance generally including regional arterials and throughways, high capacity transit and regional transit systems, regional multi-use trails with a transportation function, bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system, air and marine terminals, as well as regional pipeline and rail systems.

**Regional Travel Options (RTO) Program** – Regional program led by Metro and guided by a 10-year strategy aimed at reducing the demand for roadway travel, particularly single occupant vehicle travel and improving people's travel choices. Metro coordinates partner activities and provides grant funding for the following:

- support for employment-based programs to reduce SOV auto trips to worksites and ECO rule compliance
- a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely
- community-based programs that focus on the travel needs of specific neighborhoods or people
- funding for bicycle parking, wayfinding signage and other tools that help people to use travel options
- funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.

*See also transportation demand management.*

**Regionally significant industrial area (RSIA)** – 2040 land use designation; RSIA's are shown on Metro's 2040 map. Industrial activities and freight movement are prioritized in these areas.

**Regionally significant project** – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. Chapter 3 of the RTP defines the regional transportation system.

**Reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Reload facility** – An intermediary facility where freight is reloaded from one land-based mode to another.

**Resilience or resiliency** – This term means the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.

**Revision** – A change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification."

**Ride-hailing services** – Also known as transportation network companies, or TNCs like Uber and Lyft, which use apps to connect passengers with drivers who provide rides in their personal vehicles.

**Rideshare** – A transportation demand management strategy where two or more people share a trip in a vehicle to a common destination or along a common corridor. Private passenger vehicles are used for carpools, and some vanpools receive public/private support to help commuters.

Carpooling and vanpooling provide travel choices for areas underserved by transit or at times when transit service is not available.

**Right-of-way (ROW)** – Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

**Road diet** – Road diets are one way to reconfigure limited roadway space in a way that allows for the inclusion of wider sidewalks and separated bicycle facilities such as buffered bicycle lanes, which can provide space for all users to operate safely in their own “zones.” Road diets can have multiple safety and operational benefits for autos, as well as pedestrians and cyclists. On existing roadways, separated in-roadway facilities may be implemented by narrowing existing travel lanes, removing travel lanes, removing on-street parking or widening the roadway shoulder. If constraints, such as narrow existing right-of-way, prohibit providing optimally desired bicycle facility widths, then interim facility improvements can be used.

**Road Usage Charge / VMT Fee / Mileage Based User Fee** - Motorists are charged for each mile driven. A road usage charge is often discussed as an alternative to federal, state, and local gas taxes which have become less relevant to the user-pays principle as more drivers switch to fuel efficient or electric vehicles. Road usage charges are most often implemented as flat or variable rate fees.

**Road users** – A motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 USC section 148)

**Roadway connectors** – Roads that connect other freight facilities, industrial areas, and 2040 centers to a main roadway route.

**Roadway pricing** - Motorists are charged to drive on a particular roadway. Roadway pricing can be implemented as a flat, variable, or dynamic fee. Roadway prices that vary by time of day can follow a set fee schedule (variable), or the fee rate can be continually adjusted based on traffic conditions (dynamic).

**Rural reserves (2040 Design Type)** – Lands that are high value working farms and forests or have important natural features like rivers, wetlands, buttes and floodplains. These areas are protected from urbanization for 50 years after their designation.

**Safe Routes to School** – A comprehensive engineering/education program focused on youth school travel that aims to create safe, convenient, and fun opportunities for children to walk and roll (bike, scooter, etc.) to and from schools. City or school district based programs incorporate evaluation, education, encouragement, engineering, enforcement, and equity with the goal of increasing walking and rolling to school. Safe Routes to School is a national program that works to nationally, regionally and locally to create safe, healthy, and livable urban, suburban and rural communities. The program works with parents, school districts, local governments, government,



police and community partners to make it easy and safe for kids to walk and bike to school. Results are achieved through investments in small capital projects, educations and outreach such as walking school buses.

**Safe System Approach** – A data-driven, strategic approach to roadway safety that aims to eliminate fatal and severe injury crashes. The approach is based on a foundational understanding of the underlying causes of traffic fatalities and severe injuries (using data) and is based on the principle that errors are inevitable but serious crashes should not be. Transportation safety policies that use a Safe System approach include Vision Zero, Towards Zero Deaths, Road to Zero and Sustainable Safety.

**Safe System Approach Speed Setting** – Speed limits are set according to the likely crash types, the resulting impact forces, and the human body’s ability to withstand these forces. It allows for human errors (that is, accepting humans will make mistakes) and acknowledges that humans are physically vulnerable (that is, physical tolerance to impact is limited). Therefore, in this approach, speed limits are set to minimize death and severe injury as a consequence of a crash.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** – Signed into federal law in 2005, SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit through 2009. SAFETEA-LU refined and reauthorized TEA-21. SAFETEA-LU was subsequently replaced by MAP-21 and the FAST Act. *See also BIL*

**Safety** – Protection from death or bodily injury from a motor-vehicle crash through design, regulation, management, technology and operation of the transportation system.

**Safety benefit projects** – Projects with design features to increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes. Examples include adding sidewalks, bikeways, medians, center turn lanes and intersection or crossing treatments.

**Safety data** – Includes, but is not limited to, crash, roadway, and traffic data on all public roads. For railway- highway grade crossings, safety data also includes the characteristics of highway and train traffic, licensing, and vehicle data.

**Safety project** – Has the primary purpose of reducing fatal and severe injury crashes or reducing crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasures.

**Scenario planning** – An analytical approach and planning process that provides a comprehensive framework for evaluating how various combinations of strategies, policies, plans and/or programs may affect the future of a community, region or state. The approach involves identifying various packages or strategies or scenarios against a baseline projection.

**Security (public and personal)** – Protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.

**Serious Crash** – Refers to the total number of Fatal and Severe Injury (Injury A) crashes combined.

**Severity** – A measurement of the degree of seriousness concerning both vehicle impact (damage) and bodily injuries sustained by victims in a traffic crash.

**Shared mobility** – Describes services that allow people to share a vehicle, such as ride-hailing trips, shared e-scooters, car and bike share and microtransit, as well as traditional shared modes like transit, car- or vanpools and taxis. Some of these services are privately operated by shared mobility companies.

**Shared trips** – Trips taken by multiple passengers traveling in a single vehicle, including carpools, transit trips and some ride-hailing or car share trips.

**Short trip** – Generally defined as a one-way trip less than three miles.

**Should** – When used in the context of a policy or action, should means an expected course of action or policy that is to be followed unless inappropriate for a particular circumstance. *Also see must.*

**Sidewalk** – A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

**Single-occupant vehicle (SOV)** – A private motorized passenger vehicle carrying one occupant (the driver only). Also referred to as a drive alone vehicle. Also, an automated vehicle with one passenger.

**Smart cities** – The way in which public agencies are using technology to collect better data, provide better service, do business more efficiently and make better decisions.

**Social equity** – The idea that all members of a societal organization or community should have access to the benefits associated with civil society – the pursuit of an equitable society requires the recognition that there are a number of attributes that give members of a society more or less privilege and that in order to provide equitable situations the impacts of these privileges (or lack thereof) must be addressed. For transportation, equity refers to fair treatment or equal access to transportation services and options. In the context of safety, transportation equity relates to improving the travel choices, the safety of travel and not unfairly impacting one group or mode of transportation. More specifically it means improved safety for all transportation options and lessening the risks or hazards associated with different choices of transportation.

**Stakeholders** – Individuals and organizations with an interest in or who are affected by a transportation plan, program or project, including federal, state, regional and local officials and jurisdictions, institutions, community groups, transit operators, freight companies, shippers, non-

governmental organizations, advocacy groups, residents of the geographic area and people who have traditionally been underrepresented.

**State Highways** – In Oregon, is a network of roads that are owned and maintained by the Highway Division of the Oregon Department of Transportation (ODOT), including Oregon’s portion of the Interstate Highway System.

**State Transportation Improvement Program (STIP)** – The four-year funding and scheduling document for major street, highway and transit projects in Oregon. The STIP is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and other statewide plans as well as metropolitan transportation plans and MTIPs. The STIP covers the entire state and is overseen by the Oregon Transportation Commission (OTC). It must include all the metropolitan region’s TIPs without change as well as a list of specific projects proposed by ODOT in the non-metropolitan areas. Updated every three years, the STIP determines when and if transportation projects will be funded by the state with state or federal funds.

**State Transportation Plan** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process. See also Oregon Transportation Plan.

**Station communities (2040 Design Type)** – Areas generally within a 1/4- to 1/2-mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed-use communities with substantial pedestrian and transit-supportive design characteristics and improvements.

**Strategic plan** – Defines the desired direction and outcomes to guide decisions for allocating resources to pursue the strategy.

**Strategic project list** – Additional policy-driven transportation needs and priority projects that could be achieved with additional resources.

**Strategy** – Involves a set of actions that follows the planning process of setting goals, objectives and performance measures, and mobilizing resources to execute the actions. A strategy describes how the ends (goals) will be achieved by the means (resources).

**Street** – A gravel or concrete- or asphalt-surfaced facility. The term collectively refers to arterial, collector and local streets that are located in 2040 mixed-use corridors, industrial areas, employment areas and neighborhoods. While the focus for streets has been on motor vehicle traffic, they are designed as multi-modal facilities that accommodate bicycles, pedestrians and transit, with an emphasis on vehicle mobility and special pedestrian infrastructure on transit streets.

**Surface Transportation Block Grant (STBG)** – A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any

federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.

**Sustainability** – A social goal about the ability of people to co-exist on Earth over a long time, using, developing and protecting the natural environment and resources in a manner that enables people to meet current needs and while enabling future generations to meet future needs, from the joint perspective of environmental, economic and community objectives. **Sustainable** – A method of using a resource such that the resource is not depleted or permanently damaged.

**System efficiency** – Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

**Target** – A specific level of performance that is desired to be achieved within a specified time period.

**Threshold** - Thresholds determine the upper and lower limits of performance for a specific time period.

**Throughways** – Controlled access (on-ramps and off-ramps) interstates and major highways. These routes generally correspond to Expressways designated in the Oregon Highway Plan.

**Toward Zero Deaths** – The United States’ highway safety vision. The National Strategy on Highway Safety provides a platform of consistency for state agencies, private industry, national organizations and others to develop safety plans that prioritize traffic safety culture and promote the national Toward Zero Deaths vision. As a strategic policy it is similar to Vision Zero.

**Traffic** – Movement of motorized vehicles, non-motorized vehicles and pedestrians on transportation facilities. Often traffic levels are expressed as the number of units moving over or through a particular location during a specific time period.

**Traffic calming** – A transportation system management technique that aims to prevent inappropriate through-traffic and reduce motor vehicle travel speeds on a particular roadway. Traditionally, traffic calming strategies provide speed bumps, curb extensions, planted median strips or rounds and narrowed travel lanes.

**Traffic incident management** – Planned and coordinated processes followed by state and local agencies to detect, respond to, investigate and remove lane-blocking or rail-blocking vehicles and debris quickly and safely in order to quickly recover road, transit and other operations for travelers.

**Traffic management** – Actions that improve traffic conditions for safety and reliability during incidents such as special events, crashes, construction, inclement weather or a natural disaster that cause delays, unreliable travel times and/or the need for alternate routes and/or additional transit and other mobility services.

**Traffic signal progression** – A process by which a number of traffic signals are synchronized to create the efficient progression of vehicles.

**Transit accessibility** – Accessibility refers to two separate but related aspects of transit. One is to ensure that transit is physically accessible to everyone, regardless of age or ability. All transit users must access transit via biking, walking or rolling, even if stops are mere feet away. Complete sidewalks and bike paths improve safety and enhance the experience of using transit and the accessible stations are essential to making transit work for everyone. The first/last mile connection is also an important part of accessibility, as it often represents the best opportunity for people living in less developed areas, rural towns or outlying areas to access our transit system. The second is to ensure that schools, particularly high schools and colleges, community places, such as grocery stores and medical services, and jobs are accessible by transit. As the region grows, it's crucial to continue to expand community and regional transit service in order to improve access to these daily needs and encourage employers to locate on existing transit routes.

**Transit Asset Management Plan (TAMP)** – A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Asset Management System** – A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**Transit oriented development (TOD)** – Is a mix of residential, retail, and office uses and a supporting network of roads, bicycle, and pedestrian ways focused on a major transit stop designed to support a high level of transit use.

**(Metro) Transit Oriented Development (TOD) Program** - Metro began a regional Transit Oriented Development program in 1998 as part of a strategy to leverage the region's significant investment in high capacity transit. As part of Metro's TOD Program, the agency strategically invests to stimulate private development of higher-density, affordable and mixed-use projects near transit to help more people live, work and shop in neighborhoods served by high-quality transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, provides technical assistance to communities and developers, and acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places.

**Transit-supportive elements** - Transit-supportive elements include programs, policies, capital investments and incentives such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

**Transportation Alternatives Program** – The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2% of the total amount authorized from the

Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**Transportation demand** – The quantity of transportation services desired by users of the transportation system.

**Transportation demand management (TDM)** – A policy approach such as variable pricing to manage demand of limited transportation capacity or transportation services. Also, a strategy with a set of actions and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g. education, outreach, marketing, incentives, technology). The strategies aim to provide information, encouragement and incentives to help people choose non-SOV modes in order to make more efficient use of transportation infrastructure and services. Strategies include offering other modes of travel such as walking, bicycling, ride-sharing and vanpool programs, car sharing, alternative work hours, education such as individualized marketing, policies, regulations and other combinations of incentives and disincentives that are intended to reduce drive alone vehicle trips on the transportation network. Metro's TDM program is called the Regional Travel Options (RTO) program. *See also Regional Travel Options Program.*

**Transportation disadvantaged/persons potentially underserved by the transportation system** – Individuals who have difficulty in obtaining important transportation services because of their age, income, physical or mental disability. This includes every person in their youth and is likely to affect people in their oldest years.

**Transportation equity** – The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for marginalized communities, especially Black, Indigenous, people of color.

**Transportation improvement program (TIP)** – A prioritized listing/program of multimodal transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process. The TIP must be consistent with the metropolitan transportation plan, and is required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. In the Portland metropolitan region, the TIP is referred to as the Metropolitan Transportation Improvement Program (MTIP). In practice, the MTIP is a short-term, four year program of transportation projects that will be funded with federal funds expected to flow to the region and locally and state-funded regionally significant projects.

**Transportation management associations (TMA)** – Non-profit coalitions of local businesses and/or public agencies, and/or residences (such as condo Home Owner Associations and

Community Development Corporations) all dedicated to reducing traffic congestion and pollution while improving travel options for employees, residents and visitors.

**Transportation management area (TMA)** – An urbanized area with a population over 200,000, as defined by the U.S. Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. These areas must comply with special transportation planning requirements regarding congestion management process, project selection, processes for development of tan RTP and MTIP and certification identified in 23 CFR 450.300-340.

**Transportation needs** – Estimates of the movement of people and goods based on current population and employment and future growth consistent with acknowledged comprehensive plans. Needs are typically defined based on an assessment of existing transportation system gaps and deficiencies and projections of future travel demand, from a continuation of current trends as modified by policy objectives expressed in Statewide Planning Goal 12, the Transportation Planning Rule, federal planning factors and the RTP (Chapter 2 and Chapter 3).

Deficiencies are defined as the difference between the current transportation system and adopted standards based on performance measures and targets identified in Chapter 2. Deficiencies are capacity or design constraints that limit but do not prohibit the ability to travel by a given mode. Gaps are defined as missing links in the transportation system for any mode. Gaps either prohibit travel by a particular mode or make it functionally unsafe. Together, gaps and deficiencies are defined as needs.

- Local transportation needs means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.
- Regional transportation needs means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.
- State transportation needs means needs for movement of people and goods between and through regions of the state and between the state and other states.

*See also gap and deficiency.*

**Transportation performance management (TPM)** – Strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

**Transportation planning** – A continuing, comprehensive, and cooperative (3-C) process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs.

**Transportation planning rule (TPR)** – Oregon’s statewide planning goals established state policies in 19 different areas. The TPR implements the Land Conservation and Development Commission’s Planning Goal 12 (Transportation) which requires ODOT, MPOs, Counties and

Cities, per OAR 660-012-0015 (2) and (3), to prepare a Transportation System Plan (TSP) to identify transportation facilities and services to meet state, regional and local needs, as well as the needs of the transportation disadvantaged and the needs for movement of goods and services to support planned industrial and commercial development, per OAR 660-012-0030(1).

**Transportation system** – Various transportation modes or facilities (aviation, bicycle and pedestrian, throughway, street, pipeline, transit, rail, water transport, shared-use mobility) serving as a single unit or system.

**Transportation system management (TSM)** – A strategy composed of actions for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal performance, incident response, traveler information and integrated travel choices such as mobility on demand.

**Transportation system plan (TSP)** – The transportation element of the comprehensive plan for one or more transportation facilities that is planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and between geographic and jurisdictional areas. A TSP describes a transportation system and outlines projects, programs, and policies to meet transportation needs now and in the future based on community (and regional) aspirations. A TSP typically serves as the transportation component of the local comprehensive plan. The TSP supports the development patterns and land uses contained in adopted community and regional plans. The TSP includes a comprehensive analysis and identification of transportation needs associated with adopted land use plans. The TSP complies with Oregon's Transportation Planning Rule, as described in statewide Planning Goal 12. The RTP is a regional TSP.

Local TSPs must be consistent with the applicable Regional Transportation Plan. Jurisdictions within a metropolitan area must adopt TSPs that reflect regional goals, objectives, and investment strategies specific to the area and demonstrate how local transportation system planning helps meet regional performance targets. A jurisdiction within a Metropolitan Planning Organization area must make findings that the proposed Regional Transportation Plan amendment or update is consistent with the local TSP and comprehensive plan or adopt amendments that make the Regional Transportation Plan and the TSP consistent with one another. (OAR 660-012-0015) TSP updates must occur within one year of the adoption of a new or updated Regional Transportation Plan (OAR 660-012-0055).

**Travel options/choices** – The ability range of travel mode choices available, including motor vehicle, walking, bicycling, riding transit and carpooling. Telecommuting is sometimes considered a travel option because it replaces a commute trip with a trip not taken.

**Travel time** – The measure of time that it takes to reach another place in the region from a given point for a given mode of transportation. Stable travel times are a sign of an efficient transportation system that reliably moves people and goods through the region.



**Travel time reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Trip** – A one-way movement of a person or vehicle between two points. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.

**TripCheck** – An Oregon Department of Transportation website that displays real-time data and crowdsourced data regarding road conditions, weather conditions, camera images, crash alerts, delays due to congestion and construction, and other advisories. Additionally, TripCheck provides travelers with information about travel services such as food, lodging, attractions, public transportation options, scenic byways, weather forecasts, etc. This information is also available through the 511 travel information phone line.

**Truck terminal** – A facility that serves as a primary gateway for commodities entering or leaving the metropolitan area by road.

**Underserved communities** – Populations that have historically experienced a lack of consideration in the planning and decision making process. It describes historically marginalized communities in addition to those that are defined in the federal definition of Environmental Justice. These populations are seniors, persons with disabilities, youth, communities of color, low-income communities, and any other population of people whose needs may not have been full met in the planning process.

**Unified Planning Work Program (UPWP)** – This refers to annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

**United States Department of Transportation (USDOT)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; it is headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others.

**Universal access** – Universal access is the goal of enabling all citizens to reach every destination served by their public street and pathway system. Universal access is not limited to access by persons using automobiles. Travel by bicycle, walking, or wheelchair to every destination is accommodated in order to achieve transportation equity, maximize independence, and improve community livability. Wherever possible, facilities are designed to allow safe travel by youth, seniors, and people with disabilities who may have diminished perceptual or ambulatory abilities. By using design to maximize the percentage of the population who can travel independently, it becomes much more affordable for society to provide paratransit services to the remainder with special needs.

**Update** – For federal purposes, this means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas). For state purposes, this means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

**Urban growth boundary** – The politically defined boundary around an urban area beyond which no urban improvements may occur. In Oregon, UGBs are defined so as to accommodate projected population and employment growth within a 20-year planning horizon. A formal process has been established for periodically reviewing and updating the UGB so that it meets forecasted population and employment growth.

**Urbanized area (UZA)** – A geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

**Urban reserve** – Lands suitable for accommodating urban development over the 50 years after their designation.

**Variable rate fee** - With this type of pricing, a variable fee schedule is set so that the fee is higher during peak travel hours and lower during off-peak or shoulder hours. This encourages motorists to use the facility or drive less during less congested periods and allows traffic to flow more freely during peak times. Peak fee rates may be high enough to usually ensure that traffic flow will not break down, thus offering motorists a reliable and less congested trip in exchange for the higher peak fee. The current price is often displayed on electronic signs prior to the beginning of the priced facility and is often published as a schedule on agency websites and other routing resources.

**Value pricing** – A demand management strategy that involves the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day. Also called congestion pricing or peak period pricing. Also see *pricing*

**Vanpool** – A form of transit in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

**Vehicle** – Any device in, upon or by which any person or property is or may be transported or drawn upon a public highway and includes vehicles that are propelled or powered by any means.

**Vehicle miles traveled (VMT)** – A common measure of roadway use by multiplying miles traveled per vehicle by the total number of vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks and other passenger vehicles used for

the movement of people. The definition does not include buses, heavy trucks and other vehicles that involve commercial movement of goods.

**VMT Fee** – See Road Usage Charge

**Vision** – In this document, an aspirational statement of what the region (and plan) is trying to achieve over the long-term through policy and investment decisions.

**Vision Zero** – A system and approach to public policy developed by the Swedish government which stresses safe interaction between road, vehicle and users. Highlighted elements include a moral imperative to preserve life, and that the system conditions and vehicle be adapted to match the capabilities of the people that use them. Vision Zero employs the Safe System approach.

**Visualization techniques** – Methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as GIS- or web-based surveys, inventories, maps, pictures, and/or displays identifying features such as roadway rights of way, transit, intermodal, and non-motorized transportation facilities, historic and cultural resources, natural resources, and environmentally sensitive areas, to promote improved understanding of existing or proposed transportation plans and programs.

**Volume-to-capacity (v/c) ratio** – A traditional measure of congestion, calculated by dividing the number of motor vehicles passing through a section of roadway during a specific increment of time by the motor vehicle capacity of the section. For example, a V/C ratio of 1.00 indicates the roadway facility is operating at its capacity.

Also referred to as level-of-service, this ratio has been used in transportation system planning, project development and design as well as in operational analyses and traffic analysis conducted during the development review process. As a system plan, the RTP uses the volume-to-capacity ratio targets to diagnose the extent of motor vehicle congestion on throughways and arterials during different times of the day and to determine adequacy in meeting the region's needs. The v/c ratio targets are also used to determine consistency of the RTP with the Oregon Highway Plan for state-owned facilities. *See also level-of-service and regional mobility policy.*

**Vulnerable users** – In this document, refers to groups of people that are more vulnerable to being killed or severely injured in traffic crashes. Vulnerable users are people that are more vulnerable to being killed or seriously injured in crashes. Vulnerable users are pedestrians, bicyclists, motorcycle operators, children, older adults, road construction workers, people with disabilities, people of color and people with low income.

**Walkable neighborhood** – A place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc.

**Walk score** – An online tool that produces a number between 0 and 100 that measures the walkability of any address. Similar tools for transit and bicycling - Transit Score and Bike Score.

**Walkway** – A hard-surfaced transportation facility designed and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, hard-surfaced portions of accessways, regional trails, paths and paved shoulders.

**Wayfinding** – Signs, maps, street markings, and other graphic, tactile, haptic or audible methods used to convey location and directions to travelers. Wayfinding helps people traveling to orient themselves and reach destinations easily.

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**PUBLIC REVIEW DRAFT**

2023 Regional Transportation Plan

# Technical appendices

**July 10, 2023**

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## **Metro respects civil rights**

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

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

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

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

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

Project website: [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

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





## Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

Due to the size of the 2023 Regional Transportation Plan Appendices, it is being included in the packet electronically via this document. The appendices can be found at <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment> or click on the blue links below to view the individual documents. Printed copies are available on request.

- **[Appendix A - 2023 RTP Constrained Priorities Project List](#)** (2023 to 2045 project lists and [interactive map](#) and [interactive project list](#)). This appendix documents the projects that fit within “financially constrained” budget of federal, state and local funds the greater Portland region can reasonably expect through 2045, consistent with federal and state law. These projects are eligible for state and federal funding under federal law. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- **[Appendix B - 2023 RTP Unconstrained Strategic Priorities Project List](#)** (2023 to 2045 strategic project list and [interactive map](#) and [interactive project list](#)). This appendix documents additional priority projects that could be constructed with additional resources. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- **[Appendix C – Federal Air Quality Attainment Status Certification Letter](#)**. This appendix contains a certification letter from the U.S. Environmental Protection Agency declaring the region’s attainment status for air quality and that transportation conformity requirements no longer apply for federally-funded transportation projects. The region remains responsible for implementation of transportation control measures contained in the Oregon State Implementation Plan.
- **[Appendix D – 2023 RTP Public and Stakeholder Engagement and Consultation Summary](#)**. This appendix documents the engagement and consultation process to inform development of the 2023 RTP and comments received during the final public comment period. *This appendix is under development and will be finalized following adoption of the 2023 RTP and Appendices.*
- **[Appendix E – 2023 RTP Regional Mobility Policy Documentation](#)**. This appendix documents the research, policy development and related engagement activities conducted to inform development of the 2023 RTP regional mobility policy and action plan for future work. *This appendix will be developed and reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- **[Appendix F – 2023 RTP Environmental Assessment and Potential Mitigation Strategies](#)**. This appendix documents the methods and data used to conduct a system-level environmental analysis of the 2023 RTP projects and discusses environmental requirements and potential environmental mitigation strategies. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- **[Appendix G – Coordinated Transportation Plan for Seniors and People with Disabilities](#)**. Adopted in June 2020 by the TriMet Board, this appendix documents regional planning conducted to assess the transportation needs of seniors and people with disabilities, fulfilling federal requirements for a coordinated human services plan.
- **[Appendix H – 2023 RTP Financial Strategy Documentation](#)**. This appendix documents the methods and data used to develop the financially constrained revenue forecast for the 2023 RTP. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*



## Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

- [Appendix I – 2023 RTP Performance Evaluation Documentation.](#) This appendix documents the regional system performance evaluation outputs. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix J – 2023 RTP Climate Smart Strategy Implementation and Monitoring.](#) This appendix documents progress implementing the adopted Climate Smart Strategy and the analysis tools and technical assumptions used to forecast future greenhouse gas emissions and related vehicle miles traveled per capita. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix K – 2023 RTP Performance Targets Summary.](#) This appendix documents the RTP performance targets. *This appendix will be finalized once the final model runs are complete following adoption of the 2023 RTP by Ordinance No. 23-1496. See Chapter 2 for information about performance measures and targets. See Chapter 7 for information performance of the draft plan.*
- [Appendix L – 2023 RTP Federal Transportation Performance Management and Congestion Management Process Documentation.](#) This appendix documents the region's approach for addressing federal transportation performance management and congestion management monitoring and reporting requirements. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix M – 2023 RTP Regional Modeling and Analysis Documentation.](#) This appendix documents travel model assumptions, regionally coordinated and adopted land use forecast and transportation analysis zone assumptions. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix N – Southwest Corridor Light Rail Locally Preferred Alternative.](#) This appendix documents the locally preferred alternative for Southwest Corridor light rail project adopted by JPACT and the Metro Council by Resolution No. 18-4915.
- [Appendix O – Earthquake Ready Burnside Bridge Locally Preferred Alternative.](#) This appendix documents the locally preferred alternative for the Earthquake Ready Burnside Bridge Project adopted by JPACT and the Metro Council by Resolution No. 23-5306.
- [Appendix P – East Metro Connections Plan.](#) This appendix documents the adopted final action plan recommendations contained in the East Metro Connections Plan.
- [Appendix Q – Sunrise Project Locally Preferred Alternative.](#) This appendix documents the adopted locally preferred alternative for the Sunrise Project.
- [Appendix R – I-5/99W Connector Study Recommendations.](#) This appendix documents the locally-adopted I-5/99W Connector Study recommendations.
- [Appendix S – I-5 Interstate Bridge Replacement Modified Locally Preferred Alternative.](#) This appendix documents the modified locally preferred alternative for the I-5 Interstate Bridge Replacement Program endorsed by JPACT and the Metro Council by Resolution No. 22-5273.
- [Appendix T – Clackamas to Columbia Corridor Plan.](#) This appendix documents the final recommendations contained in the Clackamas to Columbia Corridor Plan.
- **Appendix U – Key JPACT and Metro Council discussions and actions on ODOT projects in the greater Portland area undergoing the NEPA process.** *This appendix will be developed following adoption of the 2023 RTP and will reflect commitments and expressed desired outcomes for each project contained in Attachment 1 to Exhibit C (Part 1) to Ordinance No. 23-1496.*
- **Appendix V – 2023 RTP Summary of Comments and Recommended Actions.** *This appendix will be developed following adoption of the 2023 RTP by Ordinance No. 23-1496 and will reflect Exhibit C (Part 1 and Part 2) to Ordinance No. 1496.*

**Supplement to Exhibit A to Ordinance No. 23-1496:  
2023 Regional Transportation Plan Appendices**

- **Appendix X – RTP Amendments Overview and Checklist.** *This appendix will be developed following adoption of the 2023 RTP by Ordinance No. 23-1496 and will reflect Section 8.3 of the 2018 Regional Transportation Plan.*

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## **Exhibit B to Ordinance No. 23-1496**

### **Chapter 2 Regional Framework Plan**

The policies of Chapter 2, Transportation, are repealed and replaced as follows:

#### **Goal 1: Mobility Options**

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

- **Objective 1.1 Travel Options** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- **Objective 1.2 System Completion** – Complete all gaps in planned regional networks.
- **Objective 1.3 Access to Transit** – Increase household and job access to current and planned frequent transit service.
- **Objective 1.4 Regional Mobility** – Maintain reliable person-trip and freight mobility for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.

#### **Goal 2: Safe System**

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

- **Objective 2.1 Vision Zero** – Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- **Objective 2.2 Transportation Security** – Reduce the vulnerability of travelers and critical passenger and freight transportation infrastructure to crime and terrorism.
- **Objective 2.3 State of Good Repair** – Maintain or bring facilities for all modes up to a state of good repair.

## Exhibit B to Ordinance No. 23-1496

### Goal 3: Equitable Transportation

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

- **Objective 3.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
- **Objective 3.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

### Goal 4: Thriving Economy

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

- **Objective 4.1 Connected Region** – Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
- **Objective 4.2 Access to Industry and Freight Intermodal Facilities** – Maintain access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 4.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- **Objective 4.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- **Objective 4.5 Asset Management** – Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving people and goods.

## Exhibit B to Ordinance No. 23-1496

### Goal 5: Climate Action and Resilience

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

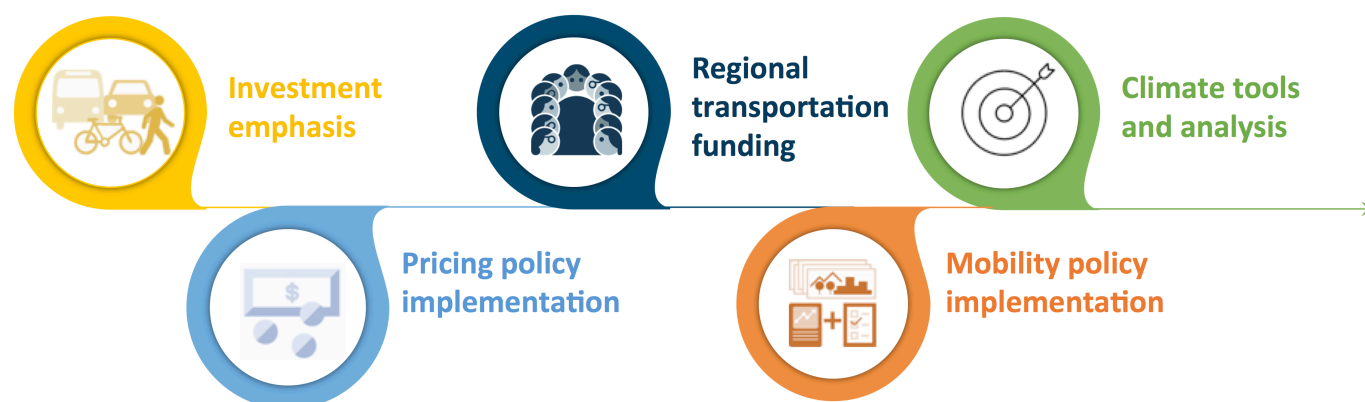
- **Objective 5.1 Climate Change Mitigation** – Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
- **Objective 5.2 Climate-Friendly Communities** – Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
- **Objective 5.3 Resource Conservation** – Preserve and protect the region’s biological, water, historic, and culturally important plants, habitats and landscapes, and integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- **Objective 5.4 Adaptation and Resilience** – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards, including seismic events, helping to minimize risks for communities.
- **Objective 5.5 Resilient Infrastructure** – Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.

## Exhibit C (Part 1) to Ordinance No. 23-1496

### 11/3/23 TPAC Recommendation to JPACT on Discussion Items

This document summarizes recommended actions to address key concerns raised during the final comment period for the 2023 Regional Transportation (RTP). The concerns and recommendations have been organized into five policy topics shown in Figure 1.

**Figure 1. Key Policy Topics for Discussion and Recommendation**



On October 25, the Metro Policy Advisory Committee (MPAC) recommended the Metro Council approve the actions listed in the tables that follow as part of making an overall recommendation to the Metro Council adopt the RTP by approving Ordinance No. 23-1496 and its exhibits. MPAC's recommendations will be brought forward to the Metro Council for consideration as the 2023 RTP is finalized for adoption in late November.

The Transportation Policy Alternatives Committee (TPAC) used the MPAC recommendations as the starting point for making a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). **On November 3, TPAC recommended that JPACT discuss and consider MPAC's recommendation on Policy Topic 2, Recommended Action 2 and to approve the other recommended actions listed in the tables that follow as part of making an overall TPAC recommendation to JPACT to adopt the RTP** by approving Ordinance No. 23-1496 and its exhibits. TPAC's recommendations will be brought forward for consideration by JPACT on November 16, 2023. JPACT's recommendation will be brought forward to the Metro Council for consideration as the 2023 RTP is finalized for adoption in late November.

**Exhibit C (Part 1) to Ordinance No. 23-1496**

**11/3/23 TPAC Recommendation to JPACT on Discussion Items**

TPAC recommended changes to MPAC's recommendation (10/25/23) are shown in purple ~~strikethrough~~ and underscore.

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# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



TPAC recommended changes to MPAC's recommendation (10/25/23) are shown in ~~purple~~ strikethrough and underscore.

Policy Topic 1 – Investment Emphasis	
Key concerns	RECOMMENDED ACTIONS
<p>The emphasis of investments does not align with regional goals. There is too much investment in freeways relative to the following investments, which need more resources:</p> <ul style="list-style-type: none"> <li>transit service</li> <li>completing gaps in active transportation network</li> <li>addressing the safety needs of urban arterials reducing climate pollution</li> </ul>	<ol style="list-style-type: none"> <li><b>Ensure Accountability:</b> Ensure project partners for the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, Regional Mobility Pricing Project and the I-205 Toll Project are accountable to commitments and desired outcomes to address safety, climate and equity priorities for each project.<sup>1</sup></li> <li><b>Unbundle and identify ODOT safety projects:</b> Recommend that ODOT unbundle and prioritize safety projects within RTP Project #12095 (\$349 million)(Safety &amp; Operations Projects 2023-2030) to provide more specificity about the location and project details. This would increase transparency and align and leverage proposed local projects on state-owned arterials. It would also enable the projects to be included in the final 2023 RTP analysis. Specific recommendations include: <ol style="list-style-type: none"> <li>Add individual 2024-27 STIP/MTIP projects to the 2023 RTP project list that have the RTP ID 12095 and a cost estimate of \$2 million or greater.<sup>2</sup></li> <li>Add a new project that reflects ODOT's ongoing ADA Program investments in the region.</li> <li>Recommend ODOT continue to host and advertise ODOT presentations on the draft STIP list at TPAC and JPACT and provide opportunities for input on project selection.</li> <li>Recommend ODOT present on the 27-30 STIP program allocations and project selection processes and criteria for safety projects, including the ARTS program that includes safety projects on both the ODOT and local systems.</li> </ol> </li> <li><b>Report on safety investments in the region:</b> Recommend that all transportation agencies provide regular reports to TPAC and JPACT on the location, type and amount of federally-funded safety investments made in the region. These updates would ideally be coordinated with each MTIP cycle and can be used to aid Metro in reporting and evaluating MTIP performance.</li> <li><b>Improve the RTP project list development and review process in advance of the 2028 RTP:</b> <ol style="list-style-type: none"> <li>Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include:</li> </ol> </li> </ol>

<sup>1</sup> JPACT and Metro Council discussions and actions on projects undergoing the NEPA process in the Portland area are listed in Attachment 1.

<sup>2</sup> The 2024-27 STIP and 2024-27 MTIP include 12 projects (\$66 million in investments) with a cost estimate of \$2 million or greater. These projects are listed in Attachment 2.

# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 1 – Investment Emphasis	
Key concerns	RECOMMENDED ACTIONS
	<ul style="list-style-type: none"> <li>i. Recommend Metro convene a group to review Metro's existing metrics and tools for evaluating safety, climate, equity, mobility and economic development impacts of transportation decisions across the RTP, MTIP, RFFA and investment area programs to ensure metrics and tools reflect community and regional priorities <u>and advance our ability to manage the existing system in a way that rectifies past and present harms and reduces further burdens on marginalized communities</u>. This could lead to recommendations on new tools and/or process improvements that may be needed to better align investment priorities with RTP goals and funding opportunities.</li> <li>ii. Recommend Metro conduct a review of the 2023 RTP project list development process in advance of the 2028 RTP update. The intended outcome of this review is an improved project assessment process that better aligns project selection with community and regional priorities. An improved project assessment process would provide transparency and enable decision-makers to consider the benefits and impacts of multiple projects comprehensively when making investment decisions.</li> <li>iii. Recommend that Metro Council members and staff present to elected councils around the region to highlight the goals of the 2023 RTP and expectations around identification of investment priorities during the scoping phase for the 2028 RTP update.</li> <li>b. Post RTP adoption, recommend all agencies engage community members, community-based organizations, tribes, cities, counties, transportation providers, businesses and other interested parties in the process of identifying and prioritizing locations and projects to address safety, climate, equity and transit needs in advance of the 2028 RTP Call for Projects. As part of this work, consider new/innovative data and metrics to benchmark and measure performance on safety and equity.</li> </ul> <p><b>5. Continue to improve coordination and support for small jurisdictions.</b></p> <ul style="list-style-type: none"> <li>a. Following adoption of the 2023 RTP, develop strategies to support smaller jurisdictions to be more effective for funding opportunities.</li> <li>b. Prior to the 2028 RTP Call for Projects, consider strategies to improve coordination on submitting projects on state or multi-jurisdictional facilities.</li> </ul>

# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 2 – Pricing Policy Implementation	
Key concerns	RECOMMENDED ACTIONS
<ul style="list-style-type: none"> <li>Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions.</li> <li>Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. These details are necessary to understand how tolling will interact with other projects in the RTP and to identify policies and projects to address diversion and safety. <ul style="list-style-type: none"> <li>It is unclear how much diversion from tolling will likely occur and how much diverted traffic is likely to be local travel that should use the local system versus longer distance travel that should be using throughways.</li> <li>Concern about the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets that are already high injury corridors. This information is needed to identify potential mitigation projects.</li> <li>Need to recognize that diversion is highly dependent on local conditions</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li><b>Update Chapter 8 to identify work needed to address local and regional concerns prior to implementation of tolling projects:</b> <ol style="list-style-type: none"> <li>As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state's tolling authority and decision-maker on allocation of toll revenues <u>using an extensive public engagement process</u>. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. <ol style="list-style-type: none"> <li>Tolling efforts for the IBR program will be developed in a bi-state process involving the legislatures, transportation commissions, and departments of transportation from both Oregon and Washington. The OTC and WSTC will jointly determine toll rates and toll policies for the IBR program. However, unlike in Oregon where the OTC determines how toll revenue is spent; in Washington, the Legislature, not the WSTC, has this authority.</li> <li>ODOT has made a series of commitments to ensure that pricing projects contained in ODOT's Urban Mobility Strategy align with the Pricing Policy in the 2023 RTP as documented in Appendix U. To ensure continuing accountability with those commitments, <b>JPACT and Metro Council shall coordinate with regional partners (including ODOT) on a proposed toll revenue sharing approach</b> to address safety and diversion impacts from tolling and work together to expand transportation options along priced corridors. JPACT and Metro Council shall provide testimony to the OTC in support of the collaboratively developed toll revenue sharing approach, <del>and ODOT shall present the approach to the OTC for consideration prior to January 1, 2026.</del></li> </ol> </li> <li><b>ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and influencing decision-making</b> about the revenue raising potential of tolling and/or pricing consistent with EMAC's foundational statements accepted by the OTC. <u>ODOT shall seek opportunities to incorporate the equity framework of the EMAC where appropriate.</u> Due to the bi-state nature of the IBR program, the advisory committees established by ODOT for the Oregon Toll Program will not be the entities utilized for the IBR program. The IBR program will work with the OTC and WSTC to identify the process for incorporating public, advisory group, and partner agency input around toll rate-setting and policies. <del>ODOT shall,</del></li> </ol> </li> </ol>

# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 2 – Pricing Policy Implementation	
Key concerns	RECOMMENDED ACTIONS
<p>(e.g., I-205 in West Linn vs. in East Portland) and therefore must be addressed at the mobility corridor level.</p> <ul style="list-style-type: none"> <li>Concern that ODOT has not demonstrated how tolling projects in the RTP (e.g., I-205 Toll Project and Regional Mobility Pricing Project) will help meet state and regional climate and safety goals and per capita GHG and VMT reduction targets.</li> </ul>	<p><del>however, seek opportunities to incorporate the equity framework of the EMAC, where appropriate, into all pricing programs.</del></p> <p>c. <b>ODOT will evaluate, document and address diversion on local routes</b> where diversion is identified as part of the ongoing NEPA analyses consistent with Federal requirements and the additional commitments made by ODOT referenced in Key Policy Topic 2 Recommended Action 1.a. Consistent with these commitments and to inform decision-making, ODOT shall provide participating agencies with technical information regarding anticipated short- and long-term safety and mobility impacts resulting from tolling, including but not limited to one set of maps for each RMPP Option based on select-link analysis that show the major routes in the region conveying vehicles to/from I-5/I-205, including identified mobility corridors.</p> <p>d. Consistent with the ongoing I-205 NEPA processes, <b>ODOT will utilize the Metro Regional Travel Demand Model and other models that rely on state, regional and local data to evaluate tolling options</b> for I-205. ODOT will conduct a separate analysis to determine if a managed lane concept on I-205 between OR 43 and Stafford Road is viable. This analysis will include an evaluation of using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion.</p> <p>e. JPACT and Metro Council shall clarify expectation of <b>ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments with the Metro Council are addressed when requesting JPACT and the Metro Council consider future MTIP amendments</b> for toll projects.</p> <p>f. Revise Page 8-68, Section 8.3.1.6 to add: <u>“As the I-205 Toll Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.</u></p> <p>g. Revise Page 8-70, Section 8.3.1.7 to add: <u>“As the I-5 &amp; I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u></p>

## 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 2 – Pricing Policy Implementation	
Key concerns	RECOMMENDED ACTIONS
	<p>2. <u>Due to the technical complexity and political nature of the issue, JPACT should discuss and consider the MPAC recommendation:</u> Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.</p> <p><u>TPAC members expressed concern with process and precedent with the proposed amendment and recognized the volume of outstanding community concerns with the RMPP. To ensure that JPACT has appropriate information on the subject, Metro and ODOT staff should provide as much relevant information as possible about timeline, cost and process change implications for this and other related tolling projects for the Nov 16<sup>th</sup> JPACT meeting.</u></p>

**Exhibit C (Part 1) to Ordinance No. 23-1496**

**11/3/23 TPAC Recommendation to JPACT on Discussion Items**

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# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 3 – Regional transportation funding	
Key concerns	RECOMMENDED ACTIONS
<ul style="list-style-type: none"> <li>There is insufficient funding to meet the region's currently identified needs and RTP goals; the gas tax continues to fall behind in the near-term; and is not viable in long-term, yet it is unclear whether new revenues such as congestion pricing, VMT/road user fee will fill this gap.</li> <li>Regional consensus is on how to prioritize investments made with existing or new funding.</li> <li>Existing funding streams tend to under-invest in transit and multimodal improvements.</li> </ul>	<ol style="list-style-type: none"> <li><b>Expand regional efforts on transportation funding:</b> Update Chapter 8 and RTP adoption legislation to recommend preparing a JPACT work plan to focus on increasing and accelerating regional transportation investments. The work plan should address: <ol style="list-style-type: none"> <li>developing state and federal funding legislative priorities position supported by JPACT and the Metro Council, such as the need to maintain the transportation system, invest more in transit and active transportation, address resiliency of bridges and the system, and create dedicated funding for active transportation, transit, Great Streets and Willamette River and other major bridges;</li> <li>dedicating resources and coordination to increase region's competitiveness for emerging BIL federal funding opportunities;</li> <li>pursuing transportation funding, including new funding sources to replace the gas tax, in the 2025 legislative session and federal funding opportunities;</li> <li>dedicating staff time to assess whether new revenues such as congestion pricing, a VMT/road user fee and changes to user fees and taxes on gasoline sales and other aspects of travel can provide the necessary funding building on the equitable funding research conducted as part of the 2023 RTP update; and</li> <li>developing effective strategies to fund and implement transportation infrastructure in Urban Growth Boundary expansion areas and adjacent networks to meet urban multimodal standards and support complete communities consistent with the Regional Growth Concept.</li> </ol> </li> <li><b>Work to secure sustainable, long-term funding to meet the region's demand for increased frequent and reliable transit service to meet climate and other goals:</b> As part of the legislative priorities in recommendation #1, advocate for the 2025 Legislature to fund increased transit service and transit-supportive investments, including community-based services that complement regional service, at levels needed to meet the region's state-mandated climate target.</li> </ol>

**Exhibit C (Part 1) to Ordinance No. 23-1496**

**11/3/23 TPAC Recommendation to JPACT on Discussion Items**

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# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 4 – Climate Tools and Analysis	
Key concerns	RECOMMENDED ACTIONS
<ul style="list-style-type: none"> <li>RTP climate analysis and Climate Smart Strategy should better inform RTP investment priorities.</li> <li>Statewide Transportation Strategy (STS) assumptions need to be updated.</li> <li>Tools for climate analysis in the RTP, MTIP/RFFA and other investment decisions need to be improved.</li> </ul>	<ol style="list-style-type: none"> <li><b>Update RTP Climate Analysis and Findings:</b> Update the climate analysis to reflect the 2023 RTP, vehicle fleet mix and turnover rates today and report this information back to policymakers and in Chapter 7 and Appendix J, with recommendations to use the updated assumptions as the basis of future climate analysis.</li> <li><b>Update RTP climate assumptions in Chapter 7 and Appendix J to:</b> <ol style="list-style-type: none"> <li>Describe which state assumptions are required to be used in the RTP climate analysis and why.</li> <li>Document state assumptions in more detail, including a table describing key state assumptions (e.g., vehicle fleet turnover rate, share of SUV/light truck vs. passenger vehicles, share of electric vehicles), as well as current trends with respect to these assumptions and discussions of state policies, programs or other actions the state is taking to support the state assumptions used in the RTP climate analysis.</li> <li>Describe that the region will not meet its targets if the state assumptions used in the analysis are not met, along with the results of the RTP 23+AP scenario, which quantifies how much the region falls short of its targets if the Statewide Transportation Strategy (STS) assumptions are not included in the analysis.</li> <li>Describe current trends in GHG emissions, both in the region and state, and nationally, based on DARTE and other inventory sources.</li> <li>Use the updated assumptions as the basis of future climate analysis.</li> </ol> </li> <li><b>Advocate for updates to Statewide Transportation Strategy (STS) assumptions:</b> Submit a letter to state agencies encouraging a review of and update to key state assumptions used to set the regional GHG targets, highlighting the need for an update to the STS Monitoring Report that compares the STS assumptions to recent trends and policy changes, and identifies actions needed to achieve STS assumptions that are not on track.</li> <li><b>Continue to improve climate analysis tools:</b> Update Chapter 8 and Appendix J to describe future efforts to continue to improve climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.</li> </ol>

# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



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Policy Topic 4 – Climate Tools and Analysis	
Key concerns	RECOMMENDED ACTIONS
	<p>5. <b>Take action to support Federal and State electrification efforts:</b> Update Chapter 8 to identify actions for improved coordination and assessing the needs and gaps in local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs. Potential local and regional actions may include:</p> <ul style="list-style-type: none"> <li>• setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision;</li> <li>• identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs;</li> <li>• making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates);</li> <li>• preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily development;</li> <li>• partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and</li> <li>• siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).</li> </ul>

# 11/3/23 TPAC Recommendation to JPACT on Discussion Items



TPAC recommended changes to MPAC's recommendation (10/25/23) are shown in ~~purple~~ purple ~~strikethrough~~ and underline.

Policy Topic 5 – Mobility Policy Implementation	
Key concerns	RECOMMENDED ACTIONS
<ul style="list-style-type: none"> <li>The regional mobility policy is a critical step toward investments that prioritize safety, mobility and equity. The current project list does not reflect the influence of that policy because it is new.</li> <li>Remaining regional mobility policy work needs to be completed to support local, regional and state implementation through transportation system plans, RTP and the Oregon Highway Plan.</li> </ul>	<ol style="list-style-type: none"> <li><b>Update Chapter 8 to identify the remaining work needed to support implementation of the regional mobility policy and the process to complete the work:</b> <ol style="list-style-type: none"> <li>Describe the work that will be completed as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the statewide CFEC implementation program and Oregon Highway Plan update that is underway.</li> <li>Describe that local implementation of the regional mobility policy would follow adoption of updates to the Regional Transportation Functional Plan and Oregon Highway Plan.</li> <li>Describe the timeline and process to support local implementation of the mobility policy in transportation system plan and comprehensive plan amendments.</li> <li>Define future analysis needed to determine appropriate reliability metrics for signalized thoroughways and that this work will be completed in collaboration with affected jurisdictions and TPAC as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the update to the Oregon Highway Plan (2023-24).</li> <li>Clarify what land use decisions the regional mobility policy applies to in coordination with the statewide CFEC implementation program that is underway.</li> <li>Include a task to develop an approach for evaluating household-based VMT per capita to aid cities and counties when making land use decisions in the Portland area in coordination with the statewide CFEC implementation program that is underway.</li> <li>Include a task to finalize guidance for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO).</li> <li>Include a task to reconsider use of the VMT/employee measure.</li> </ol> </li> <li><b>Update Chapter 3 of the RTP to acknowledge that additional work remains that will inform implementation actions.</b> <ol style="list-style-type: none"> <li>Delete Section 3.2.5.2 (Mobility policy system planning actions) and Section 3.2.5.3 (Mobility policy plan amendments evaluation actions).</li> </ol> </li> </ol>

**Exhibit C (Part 1) to Ordinance No. 23-1496**

**11/3/23 TPAC Recommendation to JPACT on Discussion Items**

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**Attachment 1 to  
Part 1 to Exhibit C to Ordinance No. 23-1496**

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## **Key JPACT and Metro Council discussions and actions on ODOT projects in the greater Portland area undergoing the NEPA process**

This document summarizes JPACT and Metro Council discussions and actions on ODOT projects undergoing the NEPA process in the Portland area. All of these projects are proposed for adoption in the 2023 Regional Transportation Plan. Attachments to this document reflect adopted commitments and expressed desired outcomes for each project.

### **I-5 Interstate Bridge Replacement Program (IBR)**

- June 5, 2008 – Metro Council adopted Metro Council concerns and considerations to identify unresolved issues to be addressed as the CRC project moved forward (Res. No. 08-3938B)
- July 17, 2008 – Metro Council adopted Columbia River Crossing LPA (Res. No. 08-3960B)
- December 5, 2019 – Metro Council amended the 18-21 MTIP to add a new planning study of a replacement Interstate 5 bridge between Oregon and Washington (Res. No. 19-5046).
- December 2, 2021 – Metro Council amended the 21-24 MTIP to add a partially-funded Preliminary Engineering phase to IBR (Res No. 21-5217).
- January 6, 2022 - Metro Council adopted Metro Council's Values, Outcomes, and Actions for the I-5 Bridge Replacement Program, which provides direction to the IBRP participants regarding the values, outcomes, and actions expected by the Metro Council for the project (Res. 21-5206)
- July 14, 2022 – Metro Council adopted Metro Council conditions of approval for the modified IBR LPA (Res. No. 22-5278)
- July 14, 2022 – Metro Council endorsed modified IBR LPA (Res. No. 22-5273)

### **I-5/Rose Quarter (I5RQ)**

- November 2, 2017 – Council approved an MTIP amendment package that added several projects funded through HB 2017 to the MTIP, including I5RQ (then known as the “I-5 Broadway/Weidler Interchange Improvements” project) (Res. No. 17-4844)
- February 5, 2019 – Council received informational presentation on the I5RQ project from ODOT and PBOT staff.
- March 29, 2020 – Metro Council President submitted a comment letter on the I5RQ Environmental Assessment on behalf of the Metro Council.
- April 2, 2020 – Metro Council approved an amendment to the 2021-24 MTIP that added additional funding for the Engineering and Right of Way phases of I5RQ (Res. No. 20-5088).
- April 7, 2020 – Metro Council discusses Metro Council's Values, Outcomes, and Actions for I5RQ, which were intended to guide all Metro decisions and review of future funding requests for the project. This document was sent to ODOT as part of a letter on April 10, 2020.
- January 12, 2021 – Metro Council received a staff presentation with an update on the implementation of Council's Values, Outcomes, and Actions for the I5RQ project.



- June 15, 2021 – Metro Council received a staff presentation on the different cover development scenarios that were being considered as part of the I5RQ project. Following this discussion, Metro Council President submitted a letter to the I5RQ Executive Steering Committee expressing support for cover designs that create more developable space.
- August 4, 2022 – Metro Council received an email progress update on I5RQ from the PDR Director focused on progress in developing and implementing the highway cover.

### **I-205 Toll Project and I-205 Improvement Project (NB/SB) Widening**

- May 16, 2016 – Metro Council amended the 2015-16 MTIP to add a planning phase for I-205 improvements between Stafford Rd. and OR 99E (Res. No. 16-4705).
- July 29, 2021 – Metro Council amended the 21-24 MTIP to add a construction phase for I-205 improvements between OR 43 and OR 213 (Res. No. 21-5192).
- April 26, 2022 – Metro Council amended the 2018 RTP and 2018-21 MTIP to add I-205 Toll Project preliminary engineering phase and ODOT commitments as project moves forward in the NEPA process (Ord. No. 21-1467, Res. No. 22-5234)
- April 27, 2022 - I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement Clarifying Commitments between Metro and the Oregon Department of Transportation (signed by Director Strickler on 4/25/22 and Metro Council President Peterson on 4/27/22)

### **Regional Mobility Pricing Project**

- No formal actions have been taken on RMPP.
- Draft Feb. 17, 2022 – Metro Council developed I-205 Tolling Project and RMPP Values, Outcomes and Actions to clarify the values, outcomes and actions wanted from a statewide congestion pricing program and the initial projects therein. This document was discussed at a Metro Council work session on 2/8/22 and revised based on Metro Council requests for JPACT discussion on 2/17/22 in advance of JPACT and Metro Council consideration of Ord. No. 21-1467.

<https://oregonmetro.legistar.com/View.ashx?M=E1&ID=926673&GUID=2CD0C577-3820-415C-BE12-FE7668015683>

### **/Attachments**

1. IBR Modified Locally Preferred Alternative Recommendation (May 27, 2022)
2. Metro Council Conditions of Approval for IBR Modified Locally Preferred Alternative (Exhibit A-1 to Res. No. 22-5278)
3. I-5 Rose Quarter Metro Council Values and Outcomes (April 10, 2020)
4. I-205 Toll Project and Regional Mobility Pricing Project Metro Council Values, Outcomes and Actions for JPACT discussion (Feb. 17, 2022)
5. I-205 Toll Project Commitments for ODOT and Regional Partners (Exhibit B to Ord. 22-1467)
6. I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement (April 27, 2022)



## MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
  - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
  - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
  - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
  - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

**RESOLUTION 22-5278**

**Exhibit A-1**

**Metro Council Conditions of Approval for the Interstate Bridge Replacement Program Modified Locally Preferred Alternative**

Metro Council recognizes that endorsement of a Locally Preferred Alternative (LPA) is one important focusing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. Metro Council originally endorsed the LPA for the Columbia River Crossing on July 17, 2008 (Resolution 08-3960B). The project was restarted in 2019 as the Interstate Bridge Replacement Program (IBRP). Metro is a project partner under the National Environmental Policy Act (NEPA) and participated in the original Environmental Impact Statement (EIS) for the project. To achieve regulatory approvals, the project requires a Modified LPA and a Supplemental Environmental Impact Statement (SEIS).

Identifying a Modified LPA provides an important foundation for the project partners to move forward into the SEIS process. However; Metro Council is cognizant that many important issues are unresolved at the time of endorsement of a Modified LPA. A clear articulation of the conditions on which Metro Council's approval is given is required to ensure that these unresolved issues are appropriately addressed and resolved during the next phases of design, engineering, and financial planning, with participation by local communities and their elected representatives, and prior to construction.

While the Metro Council endorses the Modified LPA of the Interstate Bridge Replacement that includes light rail and tolling, as described in Resolution 22-5273, Metro Council simultaneously finds that the following conditions must be met in the upcoming refinement of design, engineering and financial planning.

**A. CLIMATE**

The IBR program must demonstrate how, with comprehensive variable-rate tolling intentionally designed to manage congestion and repay construction costs and with visionary improvements in transit and active transportation options, it achieves at least a proportionate contribution to the State of Oregon's greenhouse gas (GHG) goals that call for the state to reduce its GHG emissions (1) at least 45 percent below 1990 emissions levels by 2035; and (2) at least 80 percent below 1990 emissions levels by 2050. The construction of the bridge should use methods that provide the greatest level of sustainability possible.

- To create baselines, determine the hourly average vehicle miles traveled (VMT) across the bridge in 2022 by mode and use evidence-based methodologies to estimate the GHG by hour in the project area.
- Prepare an in-depth analysis of VMT in the BIA, taking into account tolling, induced automobile and truck demand, as well as the potential for modal shift resulting from improved transit speed, comfort, convenience, and affordability. The results of the analysis, which should include assumptions regarding tolling consistent with the Oregon Toll Program, must be made publically available.
- Implement a plan with current best practices to reduce GHG during the construction of the bridge, including the use of low-carbon materials and adherence to the Clean Air Construction Program requirements during the construction phase of the project.
- Implement and operate variable rate tolling, along with improvements to transit and active

transportation, in a manner that aims to reduce greenhouse gas emissions.

## **B. EQUITY AND COMMUNITY**

The project should continue to apply the equity framework agreed upon by project partners and meaningfully engage equity priority communities throughout the IBRP to inform decision making and achieve equitable outcomes.

- Develop Community Benefits Agreement(s) with the communities to mitigate for any potential adverse impacts to human health and improve multimodal access for communities in or near the project area.
- Commit to robust community engagement throughout all stages of the project, including design, construction, and naming.
- Evaluate and implement equitable outcomes using the performance measures developed by the IBRP Equity Advisory Group (EAG) to measure benefits and impacts to equity priority communities in the SEIS.
- Under the purview of the EAG, implement contracting and workforce strategies that hire and train local minority-owned contractors and small businesses for both short-term and long-term jobs, both in construction and in bridge system operation and maintenance, using strategies that align with regional Construction Careers Pathways Program.
- Work with local health agencies to develop a health impact assessment.

## **C. TOLLING AND DEMAND MANAGEMENT**

To meet Metro Council's climate, safety, mobility, equity and land use goals as identified in the 2018 Regional Transportation Plan and the 2040 Growth Concept, it is essential that variable rate tolling is implemented in conjunction with providing a range of transportation options with the goal of reducing VMT.

- Implement variable rate tolling as soon as legally and practically permissible, in coordination with the Oregon Toll Program (Regional Mobility Pricing Project) in order to manage congestion and prevent diversion impacts, particularly to the I-205 corridor.
- Develop a variable rate tolling program that advances equity and climate goals.
- Develop a low-income program to address potential financial impacts of tolling on low income persons.
- With implementation of tolling, provide and publicize a wide range of alternative transportation options including high capacity light rail transit with good connections to bus rapid transit and other bus lines, and improved bike and pedestrian facilities easily accessible to the project area; in addition, encourage other low-carbon modes of travel such as vanpooling.
- Conduct an investment grade analysis based on projected traffic volumes with tolling.

## **D. ACTIVE TRANSPORTATION**

The project should commit to exceptional bike and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that provide a desirable transportation option that accommodates current and attracts more active transportation users.

- Undertake additional design to provide high-quality, attractive, safe bike and pedestrian facilities across the bridges and connections to transit stops and neighborhoods throughout the bridge influence area.

- Design of active transportation facilities should adhere to ODOT's Blueprint for Urban Design principles.
- Mitigate for bike and pedestrian access impacts caused by construction, ensuring safe routes and connections for those modes are maintained.

#### **E. TRANSIT**

Light rail must be included in the infrastructure package that goes to construction, acknowledging that the region may need to address future projected capacity limits of the light rail line. Transit ridership in the project area should be optimized to improve the transit network to meet the region's needs today and into the future.

- In addition to light rail, the project partners will work together to develop and refine all transit options in or near the project area, including connections between light rail, bus rapid transit and bus service to meet the latent demand for transit service in and near the Bridge Influence Area. Particular attention will be paid to access for lower income and disadvantaged groups that rely on transit.
- Optimize bus routing and station locations on both sides of the river to provide excellent bus access to light rail, improve transit ridership and reduce vehicle miles travelled.
- Develop the high-capacity transit terminus in a manner that allows for future potential expansions.

#### **F. BRIDGE DESIGN**

The bridge size, type and aesthetics shall be right-sized to fit community needs and reflect regional and local community values and the historic and cultural importance of the Columbia River corridor.

- Limit the design of the bridge to a total of three through lanes and one auxiliary lane in each direction.
- Minimize the width of the shoulders to address needs for transit and emergency use only. Shoulders must not be restriped and/or used to expand travel capacity except during construction or maintenance or for Bus on Shoulder.
- In design, use outcome-based, practical design principles to minimize negative impacts to communities and mitigate for traffic noise on the bridge.
- Design an architecturally attractive bridge that reflects community values and the historical and cultural significance of the bridge within the given legal and engineering constraints.
- Engage the public to inform the aesthetics of the bridge, including artwork and other cultural elements.
- Allow for efficient movement of freight and commerce, especially to and from the Port of Portland and the Port of Vancouver.

#### **G. FINANCING PLAN**

After the LPA endorsement, Metro Council expects transparency and agency partnerships in the development of a financial plan that will support the project.

- The IBR project team will provide frequent updates on the IBR financial plan to Metro Council, including an updated Conceptual Financial Plan by the end of 2022, a Financial Plan by March 2023, and a revised cost estimate at 30% design. The Financial Plan shall include all improvements in the BIA, including local improvements.
- In a joint work session with JPACT and Metro Council, the Washington Department of Transportation will provide a presentation on the Cost Estimate Validation Process (CEVP) development,

independent review, assumptions, and use. The IBR project team will provide a presentation on the cost estimate for the project with an overview of risk.

- Develop a financial plan that indicates the level of federal, state and local sources of revenue.
- The financial plan should include assumptions about how funding from variable rate tolling will be used and implemented with the Oregon Toll Program, including an estimate of the duration of bond repayment. An analysis of the application of the Oregon Toll Program's Low Income Toll Study will be included.
- The financial plan must balance revenue generation and demand management, including project capital and operating costs, sources of revenue, and impact to the funds required for other potential expenditures in the region.
- The financial plan shall take into account the maintenance and operations needs of transit.

## **H. ENGAGEMENT**

Continue a robust public engagement process for input to inform the SEIS. Continue to engage the Community Advisory Committee (CAG), EAG and Executive Steering Group (ESG), and demonstrate how committee feedback is incorporated into project efforts, timelines, and milestones. Consider a public bridge-naming process.

As a project partner, Metro Council expects to be involved in:

- 1) Development and completion of the SEIS and all NEPA-related activities.
- 2) Project design, including, but not limited to: examining ways to provide efficient solutions that meet safety, transportation, equity and climate goals, including consistency with Oregon and Washington's statutory reduction goals for GHG emissions.
- 3) Development of tolling policies, revenue allocation, and toll rate-setting for the IBRP
- 4) Development of the Community Benefit Agreement, and
- 5) Development of any public naming/designation process.



## I-5 Rose Quarter Project: Values, Outcomes, and Actions

*Metro Council's support for the I-5 Rose Quarter Project is contingent on a clear commitment from the Oregon Transportation Commission to the outcomes listed below. This document will guide all Metro decisions and review of future funding requests for the project.*

### **Value: Advancing racial equity and committing to restorative justice**

#### **OUTCOMES**

- Institutional leadership demonstrates an explicit commitment to restorative justice.
- A community-led visioning process elevates the voices of and benefits historically harmed and marginalized communities.
- Connectivity within neighborhoods and to job centers is increased, air quality and noise are improved, and active, safe, and usable spaces are created in the Albina community.
- Community stability and value are restored and pathways are paved for wealth generation in the Albina community in both the short and long-term.
- The wealth that was taken from the historic Albina community due to the construction of I-5 is recognized and the impacts of development of the Moda Center, Coliseum, and Convention Center are acknowledged.
- Disadvantaged Business Enterprise (DBE) opportunities are maximized at every phase of the construction project to gain jobs and address specific minority contracting needs in Portland.

#### **ACTIONS REQUESTED**

- Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to take into account the land value created by this project and the urban design features described in the Albina Vision.
- Appoint a landscape design team to inform a community-led decision-making process on highway cover design.
- Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.
- Establish a committee to oversee implementation of the DBE contracting process.

### **Value: Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions**

#### **OUTCOMES**

- Congestion pricing is implemented as part of the project to both manage transportation demand and traffic, and generate revenue while maximizing limited transportation funding resources
- A more efficient transportation system is achieved that improves traffic flow of the highway and improves and increases multi-modal mobility in the project area.
- Economic growth is enhanced by capitalizing on opportunities for supporting goods movement reliability within the statewide network.



- A complete project that incorporates highway lid designs realizing the vision set forth by the Albina Trust, improving development opportunities in the community, and enhancing connectivity of the local street network, particularly for transit, bicycle, and pedestrian users.
- Air quality is improved and impacts to human health are minimized in the project area, particularly for communities of color disproportionately impacted by air toxins.

#### ACTIONS REQUESTED

- Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.
- Link the project with larger I-5 corridor planning efforts by taking into account the transportation needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.
- Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.

#### **Value: Engaging stakeholders through a transparent and inclusionary decision-making process**

#### OUTCOMES

- People with diverse backgrounds and expertise are brought together in local community spaces through engagement that is creative, intentional, and fosters community building.
- Engagement efforts reach out to communities to foster a two-way dialogue that demonstrates how those conversations meaningfully inform decision making.
- The process is community-led and supported by a clearly defined governance structure that is responsive to information, feedback, and insight gained through engagement.
- All stages of the process reflect the shared power of the community and local, regional, and state government to influence project decisions and outcomes, ensuring there is consensus on the scope and that the project ultimately meets needs at every scale.
- Communication and collaboration with interagency partners is clear, consistent, and predictable, and there is demonstrated alignment regarding and accountability for project outcomes.

#### ACTIONS REQUESTED

Additional potential actions requested from ODOT toward furthering this outcome:

- Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.
- Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).
- Clearly describe to agency partners how the OTC's 11 actions will be incorporated into the project and have timelines synchronized in a way that ensures transparency and accountability.
- Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.



Discussed at Metro Council Work Session on 2/8/22.

Revised draft (2/11/22) based on Metro Council requests

For JPACT discussion on 2/17/22



## **Values, Outcomes and Actions (VOA):**

### **I-205 Tolling Project and Regional Mobility Pricing Project**

**Purpose:** Clarify the values, outcomes and actions wanted from a statewide congestion pricing program and the initial projects therein.

**Background:** The Oregon Department of Transportation (ODOT) is developing a Toll Program and the first two congestion pricing projects proposed by ODOT are the Regional Mobility Pricing Project and I-205 Toll Project. Each of these projects are working towards federal approval or milestone decisions by 2024.

In terms of policy framework, the current Regional Transportation Plan (RTP) calls for the use of congestion pricing to manage demand and reduce greenhouse gases. In 2021, Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted the findings and recommendations of Metro's Regional Congestion Pricing Study based on two years of modeling, data analysis and input from an expert panel. Congestion pricing has been shown to address issues of mobility, greenhouse gas emissions, equity, and safety where it has been applied. The success of a project or program is largely based on how it is developed and implemented. JPACT and Metro Council directed Metro staff to incorporate the findings and recommendations from Metro's study into the 2023 RTP.

Metro appreciates the work by our ODOT partners to improve congestion in the Portland Metro region by implementing congestion pricing. In general, Metro Council supports the use of congestion pricing to manage traffic demand and reduce greenhouse gases. However, Metro believes that we need a stronger policy framework and more evaluation of the issues before moving forward. Our regional partners on the JPACT and MPAC committees have been clear that they want to see congestion pricing implemented on I-5 and I-205 as part of a larger long-term plan for system-wide congestion management.

For the purpose of this document, congestion pricing is defined as a strategy that charges drivers for driving on a particular roadway or for driving or parking in a particular area. There are various tools to implement congestion pricing, including tolling (where a road owner charges a fee to drive on a certain roadway, bridge, or corridor) and a road user charge, also referred to as a vehicle miles traveled fee (where drivers pay a fee for every mile they travel).

Below are Metro Council's Values, Outcomes and Actions desired for ODOT's tolling projects, which align with Metro's Regional Transportation Plan and the recommendations in Metro's Regional Congestion Pricing Study.

Value: Reduce Congestion and Manage Demand.

- **Outcome: Integrate the I-205 Tolling project with ODOT's Regional Mobility Pricing Project (RMPP) in terms of timing and approach to develop a comprehensive regional tolling and congestion pricing plan.** A system-wide approach is supported by the findings and recommendations from Metro's Regional Congestion Pricing Study and an Expert Panel Review, and is aligned with the ODOT's Office of Urban Mobility's strategy in the Portland Metro region. The implementation of the I-205 Tolling project should be in sync with ODOT's Regional Mobility

Discussed at Metro Council Work Session on 2/8/22.

Revised draft (2/11/22) based on Metro Council requests

For JPACT discussion on 2/17/22

Pricing Project. State decisions around congestion pricing costs, revenues, and reinvestment decisions should happen at a regional scale and follow regional priorities as pricing programs have benefits and impacts across the region.

#### Actions

- Integrate the I-205 Toll project into the Regional Mobility Pricing Project so that the system starts at approximately the same time across the region
- Use a consistent and standard approach to setting variable toll rates across the region; including a program for low-income users
- Apply tolling to all lanes of traffic
  - Use data and modeling to manage the system and the demand throughout the system
  - Use data and modeling to identify benefits, impacts, and mitigations at a local and regional level
- Share information on estimated revenues and proposed allocation of revenues, and work with regional partners to develop local oversight of revenue allocation.
- Local oversight over the revenues and an agreement with local jurisdictions on oversight of local projects.

Value: Address Traffic Safety on Local Streets.

- **Outcome: Prioritize safety on local streets by minimizing diversion from the Interstate to local roads.** Based on modeling data, there is a high likelihood that ODOT's I-205 Tolling Project and other ODOT tolling projects could cause substantial diversion from the Interstate system onto local streets owned by the counties and cities. ODOT needs to have a clear plan in place to manage traffic diversion, including coordination with transit agencies to provide robust transit options. In addition, State law HB 3055 makes clear that ODOT is to address safety issues on local streets and that tolling revenues could be used on a wide-range of multi-model projects to create a comprehensive approach to managing traffic diversion.

#### Actions

- Set aside funds to manage diversion on local streets. State law (HB 3055) allows ODOT to use the revenue from tolling for traffic safety and diversion, and explicitly on roadways that are parallel or adjacent to any interstate highway tolled by the State.
- Identify specific, local projects that will be funded with the tolling revenue along the I-205 corridor and along I-5 as part of the RMMP
- Create a Transit Action Plan for the "impact area" of the tolling projects, coordinating with TriMet and SMART, and identify the specific capital investments in transit that ODOT will make to increase access to transit in the tolling locations
- Use traffic data to continue identifying and mitigating diversion to local streets after tolling projects are implemented.
- Provide transparency in terms of the estimated revenue and proposed allocation of that revenue.

Discussed at Metro Council Work Session on 2/8/22.

Revised draft (2/11/22) based on Metro Council requests

For JPACT discussion on 2/17/22

Value: Reduce Greenhouse Gases.

- **Outcome: Create a pricing system that is truly responsive to travel demand to reduce greenhouse gases.** There is an opportunity to combine the RMPP with the I-205 Toll project to create an efficient, regional system. Congestion pricing has the potential to improve travel times and reduce greenhouse gas emissions, if done correctly and comprehensively. Ongoing monitoring of performance is necessary to adjust and optimize a region-wide program once implemented.

Actions

- Set up operations to manage the I-205 Tolling Program, the RMPP, and variable rate tolling on the I-5 Bridge Replacement project as one comprehensive, dynamic congestion pricing system.
- Measure and monitor vehicle miles travelled on the Interstate and local roadways, taking into account potential and observed diversion caused by tolling.
- Increase multi-modal options; fund with tolling revenue

Value: Address Equity and Reduce Impacts to Low-Income Drivers

- **Outcome: Equity and affordability should be built into the project from the outset.** A tolling project should build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding “mitigations” later. Per the recommendation of ODOT’s Equity and Mobility Advisory Committee on Tolling, ODOT should use the tolling revenue to provide travel benefits to low-income users, pay for multi-modal needs in the project area, and minimize harm to Black, Indigenous and People of Color (BIPOC) communities.

Actions

- Use a co-creation process with local communities to make decisions on tolling project goals, toll rates, and revenue allocation.
- When setting up tolling rates, create a special program and/or discounts for low-income users of the transportation system that consider the costs of transportation to users compared to their relative incomes
- When allocating revenues, invest in low-income and BIPOC communities who are disproportionately impacted by the costs of the toll.
- Work with partners to provide toll-free transportation options such as transit
- Conduct modeling, data analysis, and mapping to understand where impacts and benefits are concentrated and use that information to inform where mitigations and discounts should be targeted; in addition, conduct analysis of cost burdens on users compared to travel-time benefits
- Set up a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.

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## Exhibit B to Ordinance No. 21-1467

### I-205 Toll Project: Commitments for ODOT and Portland Regional Partners

The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA). The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments.

The Oregon Department of Transportation commits to addressing the following items during the NEPA process:

#### 1. Elevating the role of local policymakers and stakeholders by creating a Regional Toll Policy Advisory Committee and clarifying the role for local decision-making.

The charter and by-laws for this committee will outline the process to be used to with impacted local jurisdictions to identify and prioritize projects, programs and services, monitor performance, and make recommendations to the OTC related to ongoing investment decisions. Toll projects and policies will continue to be developed in coordination with regional partners to build an equitable and successful transportation system, for the region and the state.

To accomplish this goal, we commit to the following:

- Supporting the creation of a Regional Toll Policy Advisory Committee (Toll PAC) provide recommendations on key policies and project-level decisions, which include:
  - Addressing impacts to people experiencing low incomes
  - Defining the corridor for net toll revenues
  - Financing plan, strategy, and partnerships needed to advance ODOT's Urban Mobility Strategy
  - Short- and long-term plan for mitigation and monitoring to address neighborhood health and safety impacts from tolling-based diversion
  - Comprehensive strategy for enhanced and increased transit and multimodal transportation options
  - How congestion management is defined and achieved through the RMPP environmental review analysis
- Clarifying the Metro Council and JPACT decision-making role in future toll program development.
- Supporting Equity and Mobility Advisory Committee (EMAC) through toll rate setting to continue their work in recommending equitable steps for ODOT and the OTC.

**Timing:** February 2022 through 2024.



## Exhibit B to Ordinance No. 21-1467

### 2. Develop diversion impacts and mitigation plan in coordination with the region.

In addition to identifying the needed investments on local roads to address the impacts of diversion, strategies will be developed to address diversion including solutions to address near term impacts to the local roadway system that may have not been anticipated by the NEPA analysis. An accountability structure and diversion monitoring program shall be developed in conjunction with local partners through the Regional Toll Policy Committee.

ODOT is continuing to evaluate the potential for diversion as our planning work continues, and our consultant teams are actively working with Metro modelers and other experts from across the region to ensure we identify potential impacts, propose and adopt appropriate mitigation measures and timelines in our I-205 Toll Project Environmental Assessment (EA).

To provide clarity on the timing of diversion information and address concerns about the short- and long-term plans, we commit to the following:

- Supporting the creation of a Regional Toll Policy Advisory Committee (Toll PAC) provide recommendations on project-level decisions for mitigation, which includes:
  - Review short- and long-term plans for mitigating the impacts of rerouting through the I-205 Toll project and Regional Mobility Pricing Project (RMPP)
  - Development of the monitoring programs for once tolls are in place would consider the following factors:
    - Performance measures to track goals and diversion patterns
    - Accountability structure, especially for local governments and the commitments to equity
    - Plan to work with local communities to address impacts (e.g. needs for incident management support, manage traffic flows, technical support, and financial resources to defray indirect costs)
- The I-205 Toll Project will include the following:
  - Design to prioritize safety on local streets by minimizing diversion to local roads
  - Identify local projects as mitigation
  - Study impacts in 2027
  - Work with local governments and communities to gain input on the plan for, and prioritization of, mitigation investments deal with the impacts that communities, neighborhoods, and residents experience from diversion from a toll on I-205
  - Measure vehicle miles traveled (VMT) on I-205 and local roadways
  - Conduct modeling, data analysis, and mapping to understand impacts and benefits
  - Conduct analysis of cost impacts on users compared to travel-time benefits

**Timing:** Toll PAC begins in March 2022 and the draft I-205 Toll Project Environmental Analysis is published in June 2022.



## Exhibit B to Ordinance No. 21-1467

### 3. Enhancing the connection between the Regional Mobility Pricing Project and I-205 Toll Project.

During the I-205 Tolling NEPA process, the cost, opportunities and impacts associated with tolling on I-205 and the RMPP will be identified and discussed with regional partners before design activities for the tolling program begin. In addition, Regional Toll Policies will be developed. This will inform the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the RMPP has been approved or ODOT has developed a plan the region supports.

We need regional commitment and partnership to both accelerate the schedule and fully develop the RMPP system. The I-205 Toll Project with the Regional Mobility Pricing Project (RMPP) should be connected in terms of approach to develop a comprehensive regional tolling and congestion pricing plan.

To accomplish this goal, we agree to the following:

- Every I-205 Toll Project policy decision is a regional toll policy decision.
- Policy decisions outlined on the OTC Roadmap will be vetted through the Toll PAC.
- Public policies for tolling and congestion pricing will be included in both the Oregon Highway Plan and Regional Transportation Plan update processes.
- Through the RMPP environmental analysis, we will work together to design a comprehensive system to manage congestion, address VMT, Greenhouse Gas Emissions (GHG), safety, diversion, and air quality goals, and response to travel demand.
- In late 2023, ODOT will be completing the environmental analysis for RMPP, the I-205 toll rate setting will started but not be finalized. At that time ODOT will solicit a recommendation from the Toll PAC and will need JPACT and Metro Council to adopt the updated RTP and MTIP amendment to proceed. This will be a key check in point with the region on how the I-205 Toll Project and RMPP are being developed as a comprehensive system.
- We plan to set up operations to manage the I-205 Toll Project, the Regional Mobility Pricing Program and variable rate tolling on the Interstate Bridge Replacement Project as one comprehensive, congestion pricing system.

**Timing:** Congestion pricing/toll policy updates to the Oregon Transportation Plan (OTP) and Regional Transportation Plan updates are planned to occur between early 2022 and mid-late 2022. The assumptions for RMPP environmental analysis are being set in late 2022. The OTP, RTP, and MTIP adoption is planned to occur in late 2023.



## **Exhibit B to Ordinance No. 21-1467**

### **4. Centering equity in our process and outcomes.**

Continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. In addition, the NEPA process should demonstrate how the pricing system is truly managing to travel demand to reduce greenhouse gases. The Low-Income Toll Report will inform the NEPA process. The NEPA process should also include income-based strategies and revenue projections.

To center equity in the process and outcomes of the I-205 Toll Project and Regional Mobility Pricing Project, and specifically address impacts to people experiencing low incomes, we commit to the following:

- Apply the Oregon Toll Program's Equity Framework to the development of toll projects.
- Support the development of EMAC recommendations through toll rate setting on the RMPP.
- Pursue actions to support the EMAC/OTC Foundation Statements.
- Explore a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.
- To understand impacts to low-income users of the transportation system, evaluate the costs of transportation to users compared to their relative incomes.
- Use a consistent and standard program for low-income users across the region.
- Consider how to address lower-income workers who will not be able to adjust their schedule.
- Include a plan for how to address cost-burdened low income drivers from day one.

**Timing:** See the EMAC 2022 Game Plan for recommendations and OTC Roadmap for timing of future recommendations. Our plan for how to address impacts to people experiencing low-incomes will be developed with feedback from Metro Council, JPACT, and a recommendation from Toll PAC by September 2022.





## Exhibit B to Ordinance No. 21-1467

### 5. Increasing regional transit and multimodal transportation options.

In coordination with a Transit Multimodal Work Group (TMWG), a Transit and Multimodal Corridor Strategy will be developed to identify and fund priority projects and programs and ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework<sup>1</sup> communities. The Transit and Multimodal Corridor Strategy will address how priority projects that are ineligible for State Tollway Account revenue or gas tax revenue will be funded, including funding for ongoing operations and capital cost of additional buses, stops, facilities and other transit improvements. The Transit and Multimodal Corridor Strategy will address how ODOT and regional partners will secure and distribute the necessary funding required to implement the Transit and Multimodal Corridor Strategy in coordination with local jurisdictions and transit providers.

Work in coordination with the Transit Multimodal Work Group (TMWG), composed of Portland regional transit and multimodal transportation service providers, to ensure that a reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework communities.

To accomplish this goal, we commit to the following:

- TMWG will help ODOT create a Transit and Multimodal Corridor Strategy for I-205 and I-5 that addresses “impact area” of the tolling projects.
- TMWG will provide a recommendation on how transit and multimodal transportation options are addressed in the toll project environmental analysis documents.
- ODOT will work with the TMWG on interoperability between transit and tolling services.

**Timing:** The draft I-205 Toll Project Environmental Analysis is planned for June 2022.

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<sup>1</sup> As defined by the Oregon Toll Program’s [Equity Framework](#), people experiencing low-income or economic disadvantage; Black, Indigenous, and People of Color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.



## Exhibit B to Ordinance No. 21-1467

### 6. Providing the fiscal transparency needed to build trust and understanding.

Through involvement in the NEPA Level Traffic and Revenue Analysis report, local jurisdictions will receive information about the estimated revenues and proposed allocation of revenues, and the financial and toll rate assumptions. This process will inform the discussion and recommendations for revenue allocation before toll setting, and will provide transparency on the financial commitments to each component (equity/transit; local projects; and Urban Mobility Office capital projects).

All groups need to know what fiscal information is available today and when we will know more about the financing plans and revenue assumptions for the I-205 Toll Project, RMPP, and how they fit into the ODOT Urban Mobility Strategy.

To accomplish this goal, we commit to the following:

- Understanding that the schedule for implementing tolls on I-205 is directly linked to the construction schedule for the I-205 Improvements Project.
- Share information what we know today and the plan for when we will know more about estimated toll revenues and allocation.
- Share the I-205 Improvements Project funding plan, including the sources of anticipated revenue and the amount of money that each revenue source will contribute.
- Clarify the allowed uses of tolling dollars on I-205 (what elements of mitigation, transit, and equity can be funded with current tolling model and what cannot?).
- Clarify the financial plan, or timing when it will be available, behind the RMPP and how I-205 fits into the long-term plan for congestion pricing in the region. Also, the financial connections between I-205 improvements, I-205 toll rates, and RMPP.

**Timing:** The draft I-205 Toll Project Environmental Analysis, which includes a NEPA-level traffic and revenue analysis, will be available in June 2022. The RMPP will have high-level toll rate ranges and revenue estimates as a part of the Planning and Environmental Linkages process, which is being prepared for spring 2022.



April 25, 2022

**Re: I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement  
Clarifying Commitments between Metro and the Oregon Department of Transportation**

This letter outlines the commitments of the Oregon Department of Transportation (ODOT) as it works closely with Metro and regional partners to develop the I-205 Toll Project, which is currently being evaluated under the National Environmental Policy Act (NEPA) process. The I-205 Toll Project would add a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), and the tolls would raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion on this section of I-205.

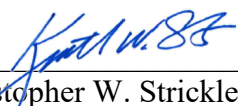
The commitments below reflect considerable input received over the past several months from regional partners, including Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), and Metro Policy Advisory Committee (MPAC).

- **ODOT will submit the Regional Mobility Pricing Project into the federal Value Pricing Pilot Program (VPPP).** This program provides more flexibility and innovation to manage demand. While the I-205 Tolling project is not going through the VPPP process, it does include demand management and ODOT acknowledges that any tolling project in the region must include funding for diversion mitigation and integrate demand management.
- **Integration of I-205 Tolling with the Regional Mobility Pricing Project (RMPP).** As I-205 tolling proceeds in order to finance critical shared priorities, ODOT will design this project to align with the RMPP. Metro Council, JPACT and MPAC will create congestion pricing policies to include in the 2023 RTP. Concurrently, the Oregon Transportation Commission will be seeking public input on the Oregon Highway Plan (OHP) and Oregon Transportation Plan (OTP), which will incorporate statewide tolling policies. ODOT, Metro Council, JPACT, and MPAC will work collaboratively to align the RTP, OHP, and OTP documents. This will provide a comprehensive framework to incorporate the I-205 tolling project and the RMPP in the context of the larger regional and statewide transportation system. In addition to not starting collection of tolls on I-205 until after the RMPP application has been submitted to FHWA/USDOT under VPPP, ODOT and Metro will work to keep the RMPP application submittal on schedule and will

make reasonable effort to narrow this window even further when opportunities become available.

- **Center Equity in our Process and Outcomes.** ODOT will continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. Before a toll is assessed, the Project will establish and implement equitable income-based toll strategies as described in HB 3055 Section 162 (2021). A Low Income Toll Report will inform the NEPA process and be submitted to the Oregon legislature in Fall 2022.
- **Monitor diversion and fund projects that address diversion impacts.** As indicated in the amendments made to the 2018 Regional Transportation Plan, ODOT will fund projects to help manage local diversion impacts from the I-205 Tolling project.
- **Local input on the direction of tolling revenue.** While toll policies will be developed for statewide applicability, the only place that ODOT currently plans to toll is in the Portland region. Regional representatives must have a significant, majority voice in any advisory body consulted on tolling revenue allocation. ODOT commits to ensuring a strong local voice in decisions around the allocation of tolling revenue and when and how local projects that address diversion impacts are funded. ODOT will work collaboratively with Metro and JPACT to determine how the regional input is incorporated.
- **ODOT will terminate the collection of tolls upon retirement of bonds associated with the initial tolling of I-205 and costs associated with construction of the I-205 South Corridor Widening and Seismic Improvements Project, if the Regional Mobility Pricing Project, or other regional tolling project, is not implemented.** The Oregon Transportation Commission (OTC), as the tolling authority for state-owned roads in Oregon, will set a rate structure and determine the duration of tolling. However, local governments represented at JPACT, MPAC and the local coordinating committees have expressed their concern about isolated tolling for the I-205 South Corridor Widening and Seismic Improvements Project continuing in perpetuity if the Regional Mobility Pricing Project (RMPP), or other regional tolling project, does not come to fruition.

Given that the shared understanding of the congestion pricing projects can result in transportation, climate, equity and financial benefits, ODOT and Metro agree to support ongoing and timely development of the I-205 Toll Project, incorporating continued local input throughout the process.

  
 Kristopher W. Strickler  
 Director, Oregon Dept. of Transportation

4/25/2022  
 Date

  
 Lynn Peterson  
 President, Metro Council

4/27/2022  
 Date



**Attachment 2 to  
Part 1 to Exhibit C to Ordinance No. 23-1496**

ODOT Projects Adopted in 2024-27 MTIP and 2024-27 STIP with RTP ID 12095

9/25/23

MTIP Investment Category	ODOT Key Number	RTP ID	Project Name	Description	Cost (2024-27 totals in year of expenditure dollars)
Roads and Bridges	22906	12095	Portland Metro and Surrounding Area Safety Construction	Construction funding for safety (ARTS) projects	\$5,821,350
TSMO	22421	12095	Cornelius Pass Hwy: US 26 to US30 ITS Improvements	On Cornelius Pass Hwy complete various safety and ITS improvements such as upgrade and install signing striping and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.	\$4,673,000
Pedestrian	22431	12095	OR 141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area construct ADA compliant curbs and ramps.	\$7,518,278
TSMO	21606	12095	OR 224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	\$3,077,537
Pedestrian	22435	12095	OR 47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards curbs and ramps at multiple locations along OR47 OR8 and US30 to reduce mobility barriers and make state highways more accessible to disabled persons.	\$8,854,171
Pedestrian	21608	12095	OR 8 at Armco Ave Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	\$4,516,645
Roads and Bridges	22827	12095	92nd Ave E Burnside St and N Basin Ave (Portland)	Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St E Burnside at 122nd and 148th Ave N Basin St at Emerson St.	\$3,656,000
	20304	12095	City of Portland Safety Project	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic seperators; striping; signing; warnings and other safety improvements. (ARTS PGB)	\$5,821,350
TSMO	21607	12095	OR 213 at NE Glisan St and NE Davis St	Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.	\$4,052,477
Roads and Bridges	23112	12095	OR 213: 82nd Ave Improvements	Funding for upgrades to road elements using safety bike ped operations and preservation funds for improvements for all modes of travel.	\$13,400,000
Roads and Bridges	21629	12095	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	\$2,113,472
Roads and Bridges	22826	12095	NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and Install a signal at the 21st Ave intersection. Install streetlights at both locations.	\$2,314,000
				<b>Total in year-of-expenditure dollars</b>	<b>\$65,818,280</b>

This list includes projects with a cost of \$2 million or greater in year-of-expenditure dollars.

Exhibit C (Part 2) to Ordinance No. 23-1496  
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(comments received 7/10/23 to 8/25/23, 10/25/23, 11/2/23 and 11/3/23)

Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project List or RTP Overall or HCT Strategy	RTP ID <i>if applicable</i>	Project Name <i>if applicable</i>	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Change Recommended (Y/N)	Discussion or Consent topic (D/C)
1	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	HCT Strategy			Y	Request that the RTP be revised to show the the OR 99W and I-5 corridors as Tier 2 (HCT) corridors. The proposed High-Capacity Transit Strategy was based on modeling that does not consider trips into or out of the region, and thus underestimates the demand and need for transit in the Tualatin area and similar communities near the edges of the region. In particular, this results in a lower ‘tier’ for the OR 99W corridor and essentially missed the I-5 corridor. Several thousand employees in Tualatin commute from outside the Metro region, and we would estimate similar percentages for similar cities. If good transit service met these commuters on OR 99W near Sherwood or on I-5 near Wilsonville, they could enjoy riding transit to employers in Portland, Hillsboro, Tualatin, and the rest of the region while the region would significantly reduce overall VMT and resulting emissions. We are confident that if all trips are considered, the OR 99W and I-5 corridors would more than justify being Tier 2 corridors; we respectfully request that the RTP be revised to show them as Tier 2 corridors.	No change recommended at this time. In addition to WCCC and WCCC TAC, a working group worked closely on all of the milestones for the strategy that included representation from Washington County. Guided by the policy framework, the working group of partners developed criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: - forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); - maintains consistency with the Federal Transit Administration’s Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; -reflects the greater Portland region’s history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and - considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since the criteria and guiding policy framework were developed closely with partners, this is the basis for the technical results used to establish the tiers with room for technical adjustments. This is a different process than establishing corridors of regional priority like the funding measure, for instance, although that framework did influence the overall vision. On specific corridors of concern: Initial letters we received from Tualatin and Washington County included requests to continue to consider WES for investments (still a strategic investment in project #10900 and #11751), for instance in addition to rapid bus on Hall Boulevard, and for considering improvements nearer-term. This will be identified in the forthcoming corridor-specific matrix and will be consideration for Chapter 8 in the next RTP. While there is strong community support for this corridor and good employment density, the land use demand and policies and key destinations and access for the corridor could still be strengthened. This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Additionally, the cost per rider is very high and there is an added challenge in pursuing additional federal funding on this corridorbecause the region already received funding and needs a very strong case for how additional funding could support more ridership and why the region is confident in the outcome. This is a key reason that we have proposed additional corridor study take place to identify the correct solution(s) from the several options available. For all of the reasons above, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation.	N	C
2	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	HCT Strategy			N	Expresses support for the transit policies and proposed pipeline of near- and long-term regional HCT investment tiers, understanding not all of the corridors identified in the vision are ready for high capacity transit and that the region must make hard choices about prioritizing where to invest first by considering which corridors will provide the most benefit now and in the future.	No change recommended; comment expressed support for transit policies and investment tiers.	N	C
3	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy		Southwest Corridor LRT	N	Expresses support for Southwest Corridor Light Rail project as a “Tier 1” near-term priority corridor.	No change recommended. Comment noted.	N	C
4	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses support of newly identified “Tier 3” HCT routes C4 and C6 that would provide new and improved transit connectivity to destinations and cities within Clackamas County.	No change recommended. Comment noted.	N	C
5	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses disappointment that “Tier 4” C2, the Pacific Highway corridor between Tigard and Sherwood, received the lowest tier ranking, but understands, and commits to working to advance the corridor along with “Tier 4” corridor, C3.	No change recommended. Comment noted.	N	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.



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6	Charles	John	Cascade Policy Institute	Letter	8/25/2023	HCT Strategy			Y	<p>Recommends significant changes to the high-capacity transit strategy to serve job centers other than downtown Portland and support smaller services that provide better coverage throughout the region. Argues that high-capacity transit in the region has not been successful and that Portland is not recovering from pandemic-era losses of jobs downtown.</p>	<p>No changes recommended. While the share of regional jobs accessible by transit (within 45 minutes during peak hours) is low (7%), 64% of jobs were located within walking distance of a frequent transit station. The COVID-19 pandemic has reduced the central city's role and travel draw, but it is still a major center and travel destination. We've seen other centers increase in relative travel draw during this period, to a level closer to that of the central city. We also saw travel patterns change. While many more people stayed working from home, many trips to destinations besides work (e.g., services, commerce, restaurants, medical) via transit held steady. Further, we are seeing travel patterns continue to change - many people are back in the office a few days a week with more flexibility around hours that has shifted peak travel times. Ridership during the pandemic also declined the least on routes/corridors serving retail and service sector jobs and lower-income areas and areas with households with limited access to personal vehicles. Ridership is still down (about 30%) and the 2023 RTP makes more modest assumptions about ridership due to that (including that 10-30% of riders have not returned in 2025). However, ridership is anticipated to increase as service fully recovers and increases with implementation of Forward Together which also responds to changing travel patterns to increase efficiency as well as other factors (e.g., growth, transit-supportive actions, additional investment through the 2023 RTP project list).</p> <p>The 2023 RTP base year (2020) has about 82,000 jobs in the central city central business district and then an additional 75,000 jobs within the central city but outside the CBD and this number is expected to increase by 13% by 2045 to add another 30,000 jobs. So in short, the central city is still an important center for jobs and commerce. However, so are regional centers and reflecting that and enhancing key connections to these growing hubs was a key part of updates in TriMet's Forward Together service concept as well as the High Capacity Transit Strategy. High capacity transit plays an important role in connecting growing major travel centers and needs a higher level of capital investment to achieve the capacity for serving the higher number of trips along these corridors, as well as to provide comfort, convenience similar to driving to encourage mode shift. These are also important collaborative regional projects to transform corridors into transit-supportive environments. The High Capacity Transit Strategy reaffirms a regional commitment to improving high capacity transit service along the Beaverton to Wilsonville major travel corridor, which could include improvements to WES and/or complementary service via another mode. The strategy also affirms that additional study is needed given the unique opportunities and challenges for this corridor to identify the right solution. The High Capacity Transit Strategy does focus on connections to centers outside of the central city to move away from the hub and spoke system focused on the central city, to creating broader, more gridded connections between other regional and town centers in areas across the region (as identified in the 2040 Growth Concept). As mentioned previously, TriMet's Forward Together service concept shifts service emphasis from the central city to more of these centers of jobs and commerce elsewhere in the region.</p>	N	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.



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											The Connecting First and Last Mile Study outlined in Section 8.2.3.3 will expand on work done by partners to create a policy framework and strategy for microtransit and other local transit solutions in the region. TriMet already provides the Honored Citizen discount hop pass program which both provides reduced fare and allows for collecting of ridership information. This is supported by Transit Policy 11 in the RTP which encourages additional actions making transit affordable to those with low incomes. Metro's transit-oriented development projects opening between just between January 2021 and June 2022 will generate 260,325 additional transit trips annually. Each year, over 1.65 million more travel trips are made by transit, rather than by car, as a result of TOD program supported projects. TOD projects increase the supply of housing in areas with lower commuting costs. As needs in the region have changed, the large majority of new TOD supported projects now include affordable units. Projects opening this period provided 866 housing units, including 788 regulated affordable units. To date, the TOD program has supported construction of approximately 6,281 housing units. Of these, approximately 2,677 are set aside for households earning 60% or less than the area medium income. This comment has also been forwarded to TriMet for consideration.		
7	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Reconcile report title with text- change "High Capacity Transit Strategy Update" references throughout to "High Capacity Transit Strategy".	Amend as requested.	Y	C
8	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Use FTA's defined terms to distinguish between corridor-based BRT and fixed guideway BRT. Where BRT is used to indicate fixed guideway, spell this out throughout.	Amend as requested.	Y	C
9	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			N	No change proposed. Expressed concern that the investments/benefits described often result in costs associated with a New Starts project.	No change proposed to address this comment, but changes are proposed for the more detailed comment below. This is an important point. Even when developing a New Starts project to provide these features and investments there are many trade-offs to consider as the level of need is often much greater than the transit project can provide on its own and why equitable development strategies are important and the report focuses on investments that partners can make on a corridor ahead of the transit investment to increase readiness. However, there is also benefit to consider (and different trade-offs) in a more nimble, flexible approach (including Small Starts but also for New Starts). This is an important regional conversation and something key to work on together as part of the BRT Implementation Plan which takes the next step from the HCT Strategy to answer these questions.	Y	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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10	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "Definition of Rapid Bus: This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT including transit priority, enhanced amenities, and frequent, branded service. Rapid bus is distinct from “better bus” improvements that focus on spot treatments for speed and reliability."	Amend as requested.	Y	C
11	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Add to end of second paragraph: The level of amenities vary depending on the type of transit project or corridor project.	Amend HCT strategy page 49 to add a call-out box as follows: "High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments.  These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	Y	C
12	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services."	Amend as requested.	Y	C
13	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "At the same time, planning for the new Southwest Corridor MAX line is <del>moving forward</del> remains a priority.	Amend as requested.	Y	C
14	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Remove FX vs Better Bus box.	Revise graphic to replace "FX" with "rapid bus". The text accompanying the graphic also already qualifies it noting that it is identifying "common treatments" to compare the difference in level of investment between rapid bus and better bus.	Y	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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15	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend to add “Better Bus” yellow dot to “Transit Signal Priority” and “Street Access Improvements”	Add yellow Better Bus dot to transit signal priority and add new category for "Station Access Improvements" and add Better Bus yellow dot and green rapid bus dot.	Y	C
16	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Clarify what is meant by "lower tier corridors".	Amend as follows: “In most cases, <del>lower tier</del> corridors in lower tiers (Tiers 3 and 4) do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term.”	Y	C
17	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend second sentence in call-out box as follows: “Additional community priorities are focused on making high capacity transit for <u>faster and more</u> comfortable to use:”	Amend as requested.	Y	C
18	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: “For transit investments to meet success and be utilized to its fullest potential, <u>when projects are funded through New Starts grants</u> , other elements and improvements around the transit service and infrastructure are needed; projects delivered with Small Starts grants will <u>need to be more focused on transit investments.</u> ”	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments.</u> <p><u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u>"</p>	Y	C
19	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Add table title and text below table: <u>These elements are scalable depending on the level of investments in the corridor.</u>	Amend as follows to add the following figure title: "Figure 18. Transit-supportive element details" and reconcile the following figure numbers. No change recommended to the table text- the introductory sentence for this table notes that these are all the things that can be considered as strategies through the corridor planning process.	Y	C

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20	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "The role of community engagement... These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see. [New paragraph] These practices generally apply to larger projects with exclusive transit guideways. Smaller-scale projects will feature engagement strategies tailored to the level of investment.""	No change recommended. Community engagement strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done in partnership so that this responsibility is not solely the transit agency's responsibility.	Y	C
21	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "For larger projects with exclusive transit <u>guideways</u> , developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>  <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y	C

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22	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "Commitment to corridor: <u>larger projects</u> with exclusive transit <u>guideways</u> delivers economic potential to entire corridors, and local jurisdictions should be ready..."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>  <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y	C
23	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "However, <u>large-scale</u> HCT investments can incentivize redevelopment of property along project corridors and have historically been one of several contributors to ongoing land value and rent increases."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>  <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y	C

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24	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend the first sentence of the first section as follows: “ <u>For larger projects with exclusive transit guideways, creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies.</u> ”	No change recommended. Equitable development strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done and implemented in partnership so that this responsibility is not solely the transit agency's or transit project's responsibility. Part of this work is outlining where those opportunities and roles lie.	Y	C
25	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend the first section as follows: “This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks <del>and</del> to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>The level of investment will vary by project and corridor.</u> ”	Amend as follows: “This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks <del>and</del> to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>Since HCT projects in the region are context sensitive, the level and types of investment are likely vary by project and corridor.</u> ”	Y	C
26	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend third bullet under the second paragraph in the Federal Funding and Eligibility section as follows: “include features such as traffic signal priority for buses, <del>off-board fare collection, park and ride facilities, etc.</del> ”	Amend as requested.	Y	C
27	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			N	No change proposed. Expressed appreciation for including a point about opportunities vs challenges in lessons learned from early regional rapid bus implementation.	No change recommended.	N	C
28	Ottenad	Mark	City of Wilsonville	Email	7/21/23	HCT Strategy		WES Commuter Rail	Y	Amend the HCT Strategy to include and prioritize the WES extension to Salem.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chaper 3 under transit policy 8 on page 3-117: “When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.”	N	C

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29	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	The figure used to present the general vision (p 6) is evocative but also is a bit too general to clarify the concepts for our area. Two items of note are these: (1) we do not clarify either how we identify “regional centers” compared to “town centers” nor (2) do we identify the “regional centers” that are critical in our area. To that point, we clearly have a “central city” in Portland, but it is important to note that we now have at least three regional centers, i.e. Vancouver, Beaverton, and Hillsboro. It is unclear (perhaps arguable) whether the West Linn-Gladstone-Oregon City area is a “town center” or a “regional center” and the same can be said of Gresham-Troutdale and also the Wilsonville-Tualatin-Sherwood job triangle.	Amend the HCT Strategy to hyperlink Figure 1 to the latest 2040 Growth Concept online interactive map. Figure 1 on page 6 of the High Capacity Transit Strategy is the vision map and growth concept from <i>The Nature of 2040</i> that describes the urban design concepts in more detail developed as part of a collaborative region-wide process and with the aspirations this concept supports described in <i>Our Place in the World</i> (both available on Metro's website). As such, this map is an excerpt included in the HCT strategy (which also informed development of the strategy in considering future land use growth) but developed through a different planning effort and maintained through a different process. Though it is difficult to see in the HCT Strategy at the report scale and given the slight differences in shade used in the symbology, the differences are clear in the full size map online. Gresham, Gateway, Clackamas Town Center, Oregon City, Washington Square, Beaverton, Tanasbourne/ AmberGlen and Hillsboro are all regional centers while the other areas shown in lighter purple (including Troutdale, Wilsonville, Tualatin and Sherwood among others) are town centers. Local jurisdictions have the discretion to propose redesignating and/or identifying new centers which are subject to differing requirements outlined in Metro's Regional Functional Plan and implementing documents (Urban Growth Management Functional Plan and Regional Transportation Functional Plan). Additionally, Chapter 8 of the RTP does identify future work on the 2040 refresh and this comment has been forwarded to staff working on the update.	Y	C
30	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	It is notable that the “Prioritized Investment” figure shows key commercial “activity” centers such as Tanasbourne/Amber Glen or Washibgton Square, but these “activity” centers are not conceptualized on the HCT Vision figure. It seems unclear whether they are what we define as “regional centers” or a category intermediate between “town centers” and “regional centers”.	Amend Figure 16 to add symbology to the legend identifying the regional and town center bubbles shown on the map.	Y	C
31	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	One further note is that this schematic identifies what looks like a “ring” connection of radial spokes to the regional centers, whereas our current planning vision stops short of that goal. If these newer areas are to be considered “regional centers”, then a longer term vision would seem to suggest a more complete “ring” system.	No change proposed. The first HCT Plan for light rail envisioned a more "hub and spoke" network connecting regional centers to the central city which has been largely completed (with the exception of extensions to Oregon City and Vancouver). This updated HCT strategy uses rapid bus as a tool for envisioning new connections of regional centers and town centers to expand the network.	N	C

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32	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	The whole concept of HCT utility hinges on the identification of critical corridors. For individual travel, corridors fall into three categories: Interregional, intraregional, and local. In addition freight and commerce are other critical corridor functions. Commerce implies local business and service as opposed to interregional freight hauling. The key feature of RTP corridors is the “intraregional” aspect. All corridors of import for the RTP will have an “intraregional” function but will vary as to other functions, e.g. OR 43 is of marginal “local” and “interregional” function and essentially no “freight” value. HCT corridors are a subset of “intraregional” corridors and are those whose dominant function is for “intraregional and local” conveyance. A complete listing of all critical RTP corridors would make it easier to see how the HCT corridors fall into the overall RTP picture. As an example, Marine Drive is a critical corridor but is primarily “freight”, and so is not an HCT consideration. Hwy 26 is primarily “interregional” and so only portions of it qualify for HCT due to limited “local” access.	No change recommended. Metro’s Atlas of Mobility Corridors: User Guide summarizes the different mobility functions of key regional corridors for moving cars via limited access freeways or less limited access highways, people riding transit and in need of a future high capacity solution, people riding bikes and walking and in need of a connecting trail and also freight goods. Not all corridors serve all functions. This information also informed the High Capacity Transit Strategy. Additionally, local access was a consideration in the assessment criteria for evaluating corridors and one of the reasons the transit solutions are context sensitive (looking different from one corridor to another).	N	C
33	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	1) It seems impractical to show corridors such as C20 as single corridors since it is unlikely there are large number of “thru” riders on this route (i.e. St. Johns to Milwaukie)...it would seem more practical to list as two connected corridors, e.g. C20A and C20B	No change recommended. Corridor C20 (St. Johns to Milwaukie via Cesar Chavez) is a longer corridor and we know given the funding cap associated with New Starts that segmentation will be a consideration, similar to other recent planning efforts. However, this would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
34	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	2) The short “vision corridor” from Beaverton to Washington Square is not labeled.	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service, or extension of light rail. Segmentation may be a consideration for the rapid bus or light rail solutions. Both the mode and alignment extent would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
35	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Corridor C-4 implies a new bridge over the Willamette River, a concept that has not been formally presented, and in fact, this C-4 is really 3 corridors: Clackamas to Milwaukie, Milwaukie to Lake Oswego, and Lake Oswego to Tigard/Beaverton, the point being that each of these will likely serve different riderships.	No change recommended. Corridor C4 follows the existing railroad bridge which presents a potential future rail crossing opportunity. The alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C

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36	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Lake Oswego to Tualatin is an important corridor (Boones Ferry) and is not shown...this could arguably be an HCT.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Lake Oswego to Tualatin corridor is not one identified in these plans as a major regional travel corridor as demand has not yet reached that level. However, high capacity transit is planned on the mobility corridors/major arterials identified from Lake Oswego to Tigard (C4) and then Tigard to Tualatin (C3) to create this connection. The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N	C
37	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	C-6 is really 2 disparate corridors with the inflection at Tualatin/Lake Grove.	No change recommended. While Corridor C6 (Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center) is long, the alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
38	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Why is Damascus shown and without any connectivity? For completeness other non-Metro jurisdictions might be shown (e.g. North Plains, Canby, Sandy).	No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit.	N	C
39	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	Tualatin-Sherwood is a critical corridor for commerce and freight, though not for HCT purposes, but with job expansions might become one.	No change recommended. The Tualatin-Sherwood corridor is a mobility corridor in the atlas identified for freight and highway functions. This comment is also noted for future work.	N	C

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40	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Concerned that C2 (OR 99W) remains a tier 4.OR 99W serves all functions: local, inter, intra, commerce and freight.	No change recommended. In addition to WCCC and WCCC TAC, we worked closely with a working group on all of the milestones for the strategy which included representation from Washington County. Guided by the policy framework, we worked with that group of partners to develop criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: o forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); o maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; o reflects the greater Portland region's history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and o considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets then reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since we developed that criteria and its guiding policy framework closely with partners, we're relying on its technical results to establish the tiers with room for technical adjustments. So it is a different process than establishing corridors of regional priority like the funding measure did for instance, although that framework did influence the overall vision. The Highway 99W corridor is showing both land use and employment demand, however only at the level of over 11,000 potential transit attractions in 2040 (compared to hundred thousangs for many Tier 2 corridors). Work during the transportation funding measure also identified some key corridor needs to give us a head start. But there is a lot of work to do in promoting high density land use and then time for the market to respond in implementing that and other key destinations, even considering out of region trips which in whole for this area are only about 10,000 more (not necessarily transit attractions for this corridor). This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Travel times here are also relatively good compared to other areas of the region. Again, even when considering inter-regional trips, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation. However, one key point is that the High Capacity Transit Strategy provides a pipeline prioritizing these types of transit investments by corridor. It does not apply to all transportation investments on the corridor or limit other corridor planning activities like the broader Westside Multimodal Improvements Study focused on Highway 26.	N	C
41	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	No "vision" corridor is shown for the Sherwood/King City/Murray-Scholls/Hillsboro corridor...a corridor with substantial development planned. Current plans are for up to 10,000 new homes along this corridor.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Hillsboro to Sherwood corridor is not one identified in these plans as a major regional travel corridor, nor is there a continuous major arterial planned north-south as while growth is occuring it is not yet at that level of need. However, high capacity transit is planned on the mobility corridors/major arterials identified from Hillsboro to Beaverton (TV Highway) and then Beaverton to Tigard (WES/Hall Blvd) and Tigard to Sherwood (Hwy 99). The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N	C
42	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-3 is evocative, but what does "in the vicinity of" imply - WES can become an effective HCT corridor only with the addition of additional trackage options (i.e. a 2nd track).	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail.	N	C
43	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-17S is good conceptually, but, under a corridor functionality definition it actually becomes 2 corridors - West Linn to Sellwood Bridge, and a Sellwood Bridge to Downtown corridor.	No change recommended. The alignment extent and/or segmentation for C17S (Oregon City to Downtown Portland via Hwy 43) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C

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44	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-14 - has anyone done a preliminary penciling out of the cost/benefit of a river tunnel including the potential grade implications? Of more concern is thenimportance of “through” ridership using the Central City concept which would imply that trips out of the central city are dominant. It is hard to believe this is a higher priority than many other projects such as 99W, Sherwood/Murray-Scholls/Hillsboro, or West Linn/Oregon City-Tualatin. Has a “limited stop express” concept been evaluated?	No change recommended. TriMet and Metro staff have explored the feasibility and cost/benefit of the tunnel via the MAX Tunnel Study. While the tunnel would reduce the number of stops downtown, it would still retain some subway-style stops in the central city. This was consistently the top community priority expressed in reply to surveys and tabling activities by people throughout the region. While speed is a key benefit, one of the main problems that the tunnel is a solution for is limited capacity for trains on the Steel Bridge that will not allow for the number of trains needed in the future to keep pace with anticipated growth. While express trains have some speed benefit, capacity on the Steel Bridge is still a limiting factor. Additional work to study the tunnel and Steel Bridge capacity is also included in Chapter 8 Section 8.2.3.4 Steel Bridge Transit Bottleneck Study.	N	C
45	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C23 would seem to be 2 distinct corridors- 155th and Farmington Road.	No change recommended. The alignment extent and/or segmentation for C23 (Bethany to Beaverton via Farmington/SW 185th) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
46	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Given recent plans by SMART to supplement C-3 and C-6; it would seem a corridor along I-5 might be conceptualized.	No change recommended Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) is representative and not a final alignment. The representative alignment follows WES- the infrastructure existing today- but the HCT solution could be upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail. Those options would all be slightly different routes between Beaverton and Wilsonville and could include an alignmen paralell to I-5.	N	C
47	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C22S seems odd in that C-29 already exists...is this really higher priority than C-2 (Hwy99W) or C26?	No change recommended. In line with the High Capacity Transit Strategy policy framework Corridor C22S PCC Sylvania to Downtown Portland via Capitol Hwy provides a more direct connection to the college campus and is an alternative to the shuttle connections planned as part of Southwest Corridor. Even with Southwest Corridor, due to the school the demand projected for this corridor is high and higher than Tier 3 and 4 corridors. Additionally, there is already a bus priority lane pilot along this corridor. This connection does need further study along with Southwest Corridor as far as feasibility and phasing and will be reconsidered with regional discussion again in the 2028 Regional Transportation Plan.	N	C
48	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	It is notable that PDX is not shown, although Washington Square and Clackamas TC are shown. Although we already have MAX to PDX, in the future, HCT connection to regional rail, perhaps in Oregon City, might be a useful concept and better connectivity to Clark County might be important	No change recommended. PDX airport was considered along with other major employers and job centers, as well as medical centers and affordable housing when developing the High Capacity Transit Strategy vision and prioritized pipeline. Rather than show all of these, the vision map focuses on centers which are the key element guiding the network concept in the policy framework. The full transit network map in the 2023 RTP does show employment areas and air terminals as well.	N	C

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49	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	I also wonder whether we should consider, in some other category, some of the other connections such as North Plains to Hillsboro, Newberg to Sherwood, Canby to Oregon City, Woodburn to Wilsonville/Tualatin, and Damascus to Clackamas. Because Vancouver has become an important “regional center” some further discussion might be useful on the connections between the two HCT systems.	<p>No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs).</p> <p>While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit.</p> <p>Two connections to Vancouver's growing rapid bus system (Mill Plain, 4th Plain, OR 99W) are envisioned in the strategy: 1) an extension of the yellow line downtown (planning underway with Interstate Brige Project) and 2) a connection across I-205 (anticipated to connect but shown conceptually to not yet assume a connection point as C-TRAN continues to plan and build the network).</p>	N	C
50	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Add a short section devoted to explaining that HCT is a critical, but not the only, element in the system, and that transit connectivity, i.e. “reaching many interconnected destinations” and “last mile connections” are also part of the overall system and supplemental to the HCT system.	<p>Amend page 29 of the High Capacity Transit Strategy following Figure 13 as follows: "<u>As illustrated by the transit spectrum shown in Figure 13, high capacity is a critical tool but also one of many other tools used providing a complete transit system. The Regional Transportation Plan transit network provides the broader vision where local transit significantly expands system coverage, frequent bus runs on most arterial streets, better bus improves key congested corridors and high capacity transit supports travel on major corridors. It is important that the different modes in the network work together to connect regional destinations to get people where they need to go, such as underlying or interconnecting buses that provide access to areas without a stop on the high capacity route and shuttles and streetcars that provide first/last mile connections that increase access to the high capacity network. See page 47 for more information on future regional work around first and last mile connections.</u>"</p>	N	C
51	Shepley	David	Community member	Online Comment Form	7/22/2023	HCT Strategy			N	No change proposed. Expressed support for corridor C17S Oregon City to Downtown Portland via Hwy 43 within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C17S is included in the HCT Strategy vision.	N	C
52	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	HCT Strategy and Project			N	No change proposed. Expressed support keeping the Southwest Corridor Light Rail Plan in Tier 1. We shared many comments with Metro while this plan was being developed, and hope Metro will fund station access projects such as the sidewalks and bike paths on SW Taylors Ferry Road in the near future.	No change proposed. Comment noted.	N	C

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53	Holmqvist	Ally	Metro Staff		8/8/23	HCT Strategy Appendix A			Y	Amend Appendix A to add the High Capacity Transit Community Vision Survey Summary and OPAL Community Survey Results. These summaries were not yet available at the time the HCT Strategy Public Review Draft was released.	Amend as requested. The outreach summarized informed development of the HCT Strategy Public Review Draft and the Engagement summary and these documents are now available to attach for documentation of additional detail.	Y	C
54			HCT Strategy Working Group	Working Group Meeting #7	7/17/2023	HCT Strategy Appendix F		Transit Priority Lanes	Y	Amend Appendix F of the HCT Strategy to update the corridor titles and descriptions to add the corresponding corridor map ID and identify the locations of planned and implemented transit priority lanes (including Rose Lane projects). Make additional technical corrections as needed.	Amend as requested.	Y	C
55	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	High Capacity Transit strategy			Y	Requests additional clarification on the definition of "high capacity" transit, including a quantitative definition of the number of passengers such transit can move per hour.	No change recommended. There is a definition of high capacity transit on page G-16 of the 2023 Regional Transportation Plan Glossary that provides more information on the capacity level by mode. Additionally, Figure 3-28 on page 3-109 provides relative information on level of capacity by high capacity transit mode and the supportive density required. Further, the description under Transit Policy 7 on page 3-115 provides more information on the elements that make transit high capacity which include a mix of vehicle size, frequency, service span, roadway priority and station and vehicle efficiency improvements. These are also described in more detail in the High Capacity Transit Strategy which also notes while streetcar and commuter rail contain many of these elements, there are additional improvements needed to make these modes truly high capacity (e.g., frequency, span, speed). Together, this framework identifies that to be high capacity in its highest form, transit must have a larger vehicle than a standard bus to hold more people, strive for better frequencies than 15 minutes (ideally 10 or less), have a schedule operating most of the day (no not just people throughput per hour but per day), have as much priority as possible (ideally fully dedicated space to run) and more efficient, comfortable, convenient stations. While together this is the goal, there is some flexibility to allow for context-sensitive implementation and flexibility for retrofits, particularly within the different definitions established by the Federal Transit Administration.	N	C
56	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	High Capacity Transit Strategy			N	Requests that ongoing coordination occur between the Gateway to Clark County project identified in the High Capacity Transit strategy and planned transit strategy updates in Clark County.	No change recommended. Ongoing bi-state coordination will occur as the High Capacity Transit Strategy is implemented following the adoption of the 2023 RTP and as part of future RTP updates and updates to the Clark County High Capacity Transit Strategy.	N	C
57	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	RTP Chapter 3			Y	Requests that the regional mobility policy include policy definitions and specific analyses / performance measure thresholds for the I-5 and I-205 corridors as they cross the Columbia River.	Amend Chapter 3, page 3-58, to state "Ongoing bi-state coordination and cooperation between Metro, the Southwest Regional Transportation Council (SW RTC) and local, regional and state partners will inform future mobility policy implementation, performance monitoring and investment decisions for the I-5 and I-205 bridge areas as they cross the Columbia River."	Y	C

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58	Newsom	Michael	Community member	Online Comment Form	8/13/2023	RTP - General			N	Expressed that affordable housing and job opportunities for laborers and the resulting commute pattern needs are important considerations.	No change recommended. These are important considerations in the 2023 Regional Transportation Plan. Chapter 7 describes the performance measures used to asses outcomes of the plan related to shared regional goals. Those measures include the share of capital spending and network completeness in equity focus areas (where people with low incomes live) and the number of jobs accessible by driving and transit in equity focus areas (how investments improve access to where people with low incomes work). This was also further explored for our current networks as part of the needs assessment analysis for the plan (decribed in Chapter 4) and affordable housing (in addition to equity focus areas, and travel patterns) was also a criteria included in the assessment that developed the high capacity transit vision.	N	C
59	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Appendix			Y	Add language to a technical appendix of the RTP to describe the exemption, screening and enhanced review process described in the requested Chapter 3 edits to pages 3-92 to 3-94.	Amend as requested.	Y	C
60	Faulkner	Chris	Clean Water Service	Email	8/25/2023	RTP Appendix F			Y	Change the dates of Clean Water Services standards and guidance to “latest” or “current” standards and or guidance.	Amend as requested.	Y	C
61	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			N	The Metro region lies at the northern end of the Willamette Valley, which is the fastest growing ecoregion in the state. Several important priority habitats identified in the Oregon Conservation Strategy face severe habitat loss and fragmentation from development including oak woodlands, grasslands (including oak savanna), wetlands, riparian and aquatic. Oregon Conservation Strategy species in need of action include western gray squirrel, northern red- legged frog, northwestern pond turtle, Oregon vesper sparrow, fringed myotis, acorn woodpecker, and Pacific lamprey. Lower Columbia River fall chinook, coho and steelhead as well as upper Willamette River spring chinook are strategy species in addition to being listed fish species. Thoughtful, climate informed, collaborative development of transportation in the region is critically important to the survival of Oregon’s most imperiled species. The Department and Metro share a common goal of protecting and enhancing Oregon's fish and wildlife and their habitats for enjoyment by present and future generations, and we look forward to working together to achieve this.	No change recommended. No change proposed. Comment noted.	N	C

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62	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Please find below a listing of the most applicable statutes, administrative rules and policies administered by the Department that would pertain to the TSP. Several of the below have been mentioned in the plan, however, the applicable statute or administrative rule number may be missing. Oregon Revised Statutes (ORS): •ORS 496.012 Wildlife Policy •ORS 506.036 Protection and Propagation of Fish •ORS 496.171 through 496.192 Threatened and Endangered Wildlife and Fish Species. •ORS 498.301 through 498.346 Screening and By-pass devices for Water Diversions or Obstructions •ORS 506.109 Food Fish Management Policy •ORS 509-140 Placing Explosives in Water •ORS 509.580 through 509.910 Fish Passage; Fishways: Screening Devices	Amend as follows. Add in the following statute or administrative rule. Oregon Revised Statutes (ORS): •ORS 496.012 Wildlife Policy •ORS 506.036 Protection and Propagation of Fish •ORS 496.171 through 496.192 Threatened and Endangered Wildlife and Fish Species. •ORS 498.301 through 498.346 Screening and By-pass devices for Water Diversions or Obstructions •ORS 506.109 Food Fish Management Policy •ORS 509-140 Placing Explosives in Water •ORS 509.580 through 509.910 Fish Passage; Fishways: Screening Devices	Y	C
63	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Requests that the application for a transportation project identify the appropriate habitat category for all affected areas of the proposed project on mapping; provide basis for each habitat category selection; and provide an appropriate mitigation plan to compensate for any adverse impacts which will then be reviewed by the Department. The Department recommends applicants initiate mitigation planning early within the permitting effort. For project impacts that cannot be avoided, the Department will readily work with the applicant to identify minimization opportunities and potential mitigation options to offset those impacts that will occur outside of avoidance and minimization measures.	Amend as follows. Add the following to Appendix F as a description of process and best practice that should be followed: " <u>The application for a transportation project should identify the appropriate habitat category for all affected areas of the proposed project on mapping; provide basis for each habitat category selection; and provide an appropriate mitigation plan to compensate for any adverse impacts which will then be reviewed by the Department.</u> <u>The Oregon Department of Fish and Wildlife recommends applicants initiate mitigation planning early within the permitting effort. For project impacts that cannot be avoided, the ODFW will readily work with the applicant to identify minimization opportunities and potential mitigation options to offset those impacts that will occur outside of avoidance and minimization measures.</u> "	Y	C
64	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	The Department recommends all in-water work be planned for and completed during the Oregon Guidelines for Timing of In-Water Work and that coordination of this in water work is one of the first considerations for the project. These guidelines are to assist the public in minimizing the potential impacts to fish, wildlife and habitat resources.	Amend as follows. Add the following information to Appendix F: " <u>All in-water work should be planned for and completed during the Oregon Guidelines for Timing of In-Water Work and that coordination of this in water work is one of the first considerations for the project. These guidelines are to assist the public in minimizing the potential impacts to fish, wildlife and habitat resources.</u> "	Y	C
65	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Recommends including The Oregon Connectivity Assessment and Mapping Project (OCAMP) on Priority Wildlife Connectivity Area's in Appendix F section 2.3.2, page 28 (pg 32/86).	Amend as requested.	Y	C

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66	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Please consider including an abbreviated summary from the “Interpreting and using PWCAs” guidance document such as the following “Roadways and vehicular traffic are a significant contributor to fragmentation of habitat and impacts to wildlife connectivity. Most species face at least some level of mortality risk associated with roadways, and many species display behavioral avoidance of the activity, noise, lights, vibrations, and smells associated with roads. Any location the PWCA network intersects with a roadway is a potential site for transportation mitigation. However, some roads pose a greater risk to wildlife connectivity than others, based on road width/number of lanes, traffic volumes, traffic speed, driver sightlines, and proximity to higher-quality habitats. Hexagons attributed with a Recommended Conservation Action of ‘Transportation Mitigation’ are areas of the PWCA network that are particularly susceptible to fragmentation from roadways, as determined both by the value of the surrounding habitat for facilitating movement, as well as known areas of high densities of wildlife-vehicle collisions. Areas designated as needing Transportation Mitigation would benefit from installation of wildlife crossing structures or autonomous animal detection systems that would improve wildlife passage across the road.”	Amend as requested.	Y	C
67			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Appendix F: Table 2, the Metro boundary contains land east of the Sandy River. Accordingly, proposes that the Columbia Gorge Commission and/or the Gorge Scenic Area designation apply to some uses and could therefore be listed in the table.	Amend as follows. Add the <u>Columbia River Gorge National Scenic Area Act</u> to the law/rgulation/perm column and the <u>USDA Forest Service and Columbia Gorge Commission</u> to the responsible agency column. Add <u>Consistency with Gorge Management Plan</u> in the Documentation or Processes Required column. Add <u>National Scenic Area lands and water</u> in the Regulated Resource(s) column.	Y	C
68			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Proposes noting that on Table 14 in Appendix F that ODOT has been or is working on a wetland bank on Sauvie Island for the any needed mitigation related to the Interstate Bridge project.	No change recommended. Wetland banks listed in Table 14 are established wetland banks. Information on a wetland bank on Sauvie Island related to the IBR project could be found. If and when the wetland bank on Sauvie Island is established, and credits are available, it may be added to Table 14.	N	C
69	Holmqvist	Ally	Metro Staff		8/7/2023	RTP Appendix L			Y	Amend Appendix L, pages 35-47, to update the federal TAM and PTASP performance measures reported to add missing information for prior years and new data related to 2022 performance and 2023 targets where applicable. Make additional technical corrections as needed.	Amend as requested. While Appendix L includes the federal TAM and PTASP measures included in the 2022 performance report, some information was not available at the time of reporting and more recent information is also now available for year 2022, as well as for 2023 targets.	Y	C
70	Mohammad	Mohammed Elia	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service very good	No change recommended. No change proposed.	N	C
71	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Add the San Francisco Bay area to Figure 1.1	Amend as requested.	Y	C

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72	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Figure 1.7 can be expanded to show TPAC and JPACT milestones	No change recommended. JPACT milestones already shown in Figure 1.7	N	C
73	Tun	Thet Naing	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service.	No change recommended. No change proposed.	N	C
74	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add the following new objective to Goal 4: Thriving Economy <b>Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving goods.</b>	Amend as follows, "Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving people and goods."	Y	C
75	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add new objective to Goal 2 as follows, "Objective 2.3: <u>Maintain or bring facilities for all modes up to a state of good repair to prevent traffic deaths and serious crashes related to poor infrastructure conditions.</u> "	Amend as follows, "Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair."	Y	C
76	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	ODOT also suggests these additional opportunities to add objectives tied to preservation of the system and seismic resilience in Goal 5, as follows, " <b>Objective 5.5 Adaptation and Resilience – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events, helping to minimize risks for communities.</b> <b>Objective 5.6: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.</b> "	Amend as requested.	Y	C
77	Min	Aye Aye	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 2			N	Excellent service	No change recommended. No change proposed.	N	C
78	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that references to 2040 Growth Concept should note that the concept as written needs to be “refreshed”, particularly regarding: a) the emergence of new major centers; b) new development options and standards with more neighborhood communities; c) much stronger emphasis on “readiness” for industrial and job lands; d) the emergence of large scale development on the western UGB edge; e) the failure of the eastern periphery to develop rapidly; and f) emergence of southern tier jobs area that impacts the northern Willamette Valley.	No change recommended. These types of changes will be addressed in the 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments have been shared with Metro staff leading that project. See also Comment #345.	N	C
79	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Recommends a “gap” analysis specifically focused on the major employment lands. This recommendation was made in response to "Objective 1.2 System Completion – Complete all gaps in planned regional networks."	No change recommended. Comment has been forwarded to Metro Urban Policy & Development planners for consideration in Urban Growth Report process that is underway and for consideration as part of the future 2040 Growth Concept Refresh that is pending further Metro Council discussion and direction. See also Comment #345.	N	C

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80	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that VMT is less relevant if the fleet were all electric and that it should be applied only to fossil fuel vehicles.	No change recommended. The VMT targets are adopted in state administrative rules and reflect the equivalent of the light-duty vehicle greenhouse gas emissions that are needed to meet state goals. These reductions are in addition to what state agencies anticipated would be reduced by electrification of the fleet and transition of the fleet to cleaner, low carbon fuels. See Appendix J for more information.	N	C
81	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that throughway reliability is critical but the RTP needs a clear list of “Current” and “Future” throughways along with specific locations, connections and congestion points.	Amend as requested. This information will be included within Chapter 4 of RTP and Appendix I.	Y	C
82	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that SAFE system (Goal 2) is an aspirational goal. Suggest that due to human nature we will never have zero; SAFE also needs to deal with personal safety when riding common transit; “Harassment and intimidation” elimination should be goals along with crime and terrorism.	No change recommended. Metro developed and adopted a vision zero goal in the 2018 RTP with extensive input from the public and policy makers. As described in the 2018 Metro Regional Transportation Safety Strategy, setting a goal of zero deaths and severe injuries, with interim targets for reaching the goal, reflects the perspective that these deaths are not accepted as unpreventable deaths. Setting ambitious transportation safety goals is increasingly used as a policy tool because places that set ambitious goals are resulting in better outcomes when those ambitious targets are supported by rigorous interventions and prioritization. Safety Policy 8 in RTP Chapter 3 states: "Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit." This policy addresses personal security. Personal security is defined in the RTP glossary as protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.	N	C
83	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding a section on Regional Equity (Goal 3) - i.e. system costs and performance should appear approximately the same for travelers in all regions.	No change recommended. This is referenced in the equity and pricing policies in RTP Chapter 3.	N	C
84	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that within Goal 4 each major employment area needs “transit access” analysis and specific goals.	No change recommended. This comment has been forwarded for consideration as part of the Access to Transit study identified in RTP Chapter 8.	N	C
85	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding text to goal 4: “to provide efficient (energy and time) flow of people and goods as needed to support a complex and robust economy”	No change recommended. Current goal language recognizes importance of transportation system to the economy.	N	C
86	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that Access to Jobs could use some estimate of the time of travel parameters and discussion of relevance (and comparison) of different modes; it should also be expanded to reference education and training.	No change recommended. This is described in more detail in RTP Chapter 4 and Chapter 7.	N	C
87	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Asks if there are guideposts for what % of income that transportation should not account for more than (similar to rent - 30%).	No change recommended. Comment will be considered as part of development of the Housing and Transportation Expenditure Tool (currently described in RTP Chapter 8, Section 8.4.4.3)	N	C

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88	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding items on climate and resilience within Goal 5 -1) making sure earthquake routes are resilient, 2) avoidance of environmentally sensitive areas, and 3) multimodal options and redundancy in case of emergency.	No change recommended. This is addressed within policy language in RTP Chapter 3 and will be also be further considered within phase 2 of the Regional Emergency Transportation Routes (ETR) project described in RTP Chapter 8 (section 8.2.3) and has been forwarded to staff who will be working on that project.	N	C
89	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests combining Objectives 5.4 and 5.5 and describe them more simply: “Do Not Build Transportation Facilities in Ecologically, Culturally, or Historically Sensitive Areas if any alternative exists.” Within Objectives 5.3 and 5.4, add concepts for “adaptable, flexible and redundant technologies that guarantee personal privacy”.	Amend as follows: Combine Objectives 5.3 and 5.4. preserve and protect and integrate and rename the Objective “Resource Conservation.”	Y	C
90	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes confusion with Table 2.1 (Mobility) - what is the base amount of mode share to be tripled? Notes that making transit and vehicle time-equal is not very likely. The access to options does not identify a “base year” and we should define radius goals for each mode.	Amend as follows: Clarify this and related measures to reference base year of 2010 and eventual out year aspiration. For access to jobs – clarify that it is relative to 2020 base year and that the base year will be updated with each RTP.	Y	C
91	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that in Table 2.1 (Safety) - %’s in goals only means something if we also list the baseline.	Amend as requested. Clarify that base year is 2015.	Y	C
92	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggest specifying the stretches that add to the 4 hour limit when talking about throughway reliability. The US 26 tunnel must be included.	No change recommended. Reporting of performance in Chapter 7 and Appendix I will identify locations that exceed thr 4-hour threshold, including the US 26 tunnel.	N	C
93	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that each job center should have a special section with goals and gaps identified.	No change recommended. This comment has been forwarded to Metro Urban Policy & Development staff for consideration in Urban Growth Report process.	N	C
94	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Asks where are the climate goals for emission reductions from heavy vehicles and a goal for electrification by vehicle sector.	No change recommended. The state sets goals in statewide transportation strategy for reducing greenhouse gas emissions. The region's GHG reduction target is for passenger vehicles - cars and light duty trucks, and as such is the focus of the RTP. At this time they are not including heavy vehicles. With regard to electrification goals, in 2019 Senate Bill 1044 outlined new Zero Emission Vehicle adoption targets for Oregon: 50,000 registered ZEVs on Oregon roads by 2020; 250,000 registered ZEVs on Oregon roads by 2025; at least 25 percent of registered vehicles and at least half of the new vehicles sold annually are ZEVs by 2030; and at least 90 percent of new vehicles sold annually are ZEVs by 2035. In September of each odd-numbered year, the Oregon Department of Energy issues a Biennial Zero Emission Vehicle Report that provides updates on reaching the targets, along with other ZEV information, such as charging infrastructure and cost differences.	N	C
95	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Suggests that the only way to make sure we stay on track is to “test” each “strategic” project to see if it meets the goals. This is arduous but probably necessary for all projects that are regional - local projects can use a simplified screening.	No change recommended. A high level assessment is included in Chapter 6 . The high level assessment is recommended to be further developed to support the 2028 RTP.	N	C

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96	Yaseen	Maung	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 2			N	Excellent service very good	No change recommended. No change proposed.	N	C
97	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 3			N	The RTP, particularly with respect to High Capacity Transit projects, needs to have clear strategies that transportation agencies need to implement to address the impacts on small businesses before, during and after project construction. This includes potentially providing financial assistance to compensate for loss of revenue. Implementers must comply with equity policies to ensure neither residents nor businesses are displaced during, or as a result of, project development.	No change recommended. The High Capacity Transit Strategy includes clear actions and strategies around minimizing impacts to businesses as part of implementation of the transit project: <ul style="list-style-type: none"><li>• P57 summarizes those lessons learned- including planning for seamless service during construction, a traffic control plan and construction management plan that minimize impacts to businesses and prioritize communication. P42 also reinforces how involving businesses from the outset to understand needs is crucial to project success. P 45-6 outline the actions recommended in the strategy related to this topic.</li><li>• P 17 also notes support needed to maintain business affordability and avoid displacement, a key part of equitable development strategies summarized on P45. P44 outlines the actions recommended in the strategy related to this topic.</li><li>• While on the one hand the strategy has actions recommended to minimize impacts to businesses, it's important to remember too that those are temporary. P50 documents the business case for HCT and the return on investment and multiplier effect on business from the investment (also to the relevance of affordability strategies mentioned above).</li></ul> Further, the detailed actions for each project would be further developed with community as part of the work to create the equitable development strategy for the corridor. As an example for Division Transit this included a business competitiveness and property development program, enhancing the Neighborhood Prosperity Initiative work including hiring an outreach coordinator, and developing a construction plan that maximized access and visibility for businesses and supported local patronage in contracts.	N	C
98	Ariana	Gonzalez	Getting There Together Coalition	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Not change proposed. Expressed support for values and policies reflected in the RTP and need to continue move forward.	No change proposed. Comments noted.	N	C
99	Bodamer	Christina	American Heart Association	Letter	8/25/2023	RTP Chapter 3			Y	Requests that Metro establish a comprehensive and binding complete streets policy that requires all transportaion projects to enable reasonably safe travel for all users, prioritizes projects in under-resourced communiees, creates a process for equitable and inclusive community engagement on all phases of implementaton, and monitors and reports on progress.	No change recommended. The RTP includes comprehensive complete streets and other policies that require transportaion projects to enable reasonably safe travel for all users, prioritizes projects in under-resourced communiees, and creates a process for equitable and inclusive community engagement on all phases of implementaton. Monitoring and reporting on progress occurs through the MTIP and RTP preformance assessments.	N	C

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100	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 3			Y	Suggests some minor additions to Policy 1 under 3.2.4.5 Transportation preparedness and resilience policies to reference the need to mitigate or retrofit many of the designated RETRs to be operational after a disaster and support regional recovery: Policy 1 "Designate, <b>and</b> maintain, <u>and strengthen the resilience of</u> regional emergency transportation routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal <u>and will be critical to response and recovery of the region.</u> "	Amend as requested.	Y	C
101	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			Y	Requests that the mobility policies be reviewed and revised to allow plans to increase VMT per capita.	No change recommended. This request is inconsistent with the Transportation Planning Rule (TPR). TPR Section 0160 requires the 2023 RTP to meet per capita vehicle miles traveled reduction targets and updates to local transportation system plans (TSPs) must demonstrate they do not increase VMT per capita from the base year of the TSP if implemented.	N	C
102	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			N	Comments that the symbol used to denote the equity vision does not include a car, while driving is the most used mode, and that equity populations are disproportionately affected by congestion and safety issues stemming from congestion, and would be disproportionately affected by tolls. Expresses concern that a number of the proposed policies would have consequences that would work against equity goals by increasing the time and the expense to get to jobs, school, medical care and other essential services for equity populations.	No change recommended. No change proposed. Comment noted.	N	C
103	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			N	Expresses concern that the policies and planning decisions result in more services and funding to the central part of the region than the edges of the region. Expresses concern about modelingtrips that begin and end in the region. Expresses concern about Regional High Injury Corridors methodology.	No change recommended. No change was proposed. Comment noted.	N	C
104	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			Y	Asserts that the definition of equity used in the regional mobility policy is meaningless, and questions the RTP assertion that equity is best addressed through multimodal investments. Recommends a change to focus on investments in roads and driving to advance equity investments under the assumption that these provide greater equity benefits.	No change recommended. The definition of equity in the regional mobility policy is consistent with and supports transportation equity policies and actions defined in Chapter 3 of the RTP. The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. People of color, people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe and affordable multimodal travel options. Addressing these disparities is a priority for Metro and ODOT as we plan for and invest in the regional transportation system.	N	C

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105	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			Y	Asserts that the definition of efficiency used in the regional mobility policy is counter to a common-sense assumption that efficiency means maximizing throughput on the transportation system. Implicitly recommends revising the definition of efficiency to focus on reducing vehicle delay.	No change recommended. The mobility policy more comprehensively defines efficiency of transportation system to include reliability of the region's throughways as well as more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight, and goods movement by truck and for longer trips. Efficiently using land and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths. The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at “vehicle miles traveled (VMT) per capita” for home-based trips. The mobility policy for the Throughway system is used to identify needs while developing transportation system plans. ODOT manages the freeway system for longer distance interstate, statewide and regional trips through use of many tools such as ramp metering and other transportation system management and operations strategies, demand management, including roadway pricing, and by adding lanes where the three through-lanes are not yet constructed and auxiliary lanes.	N	C
106	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3			N	Comments that tolling is a major detriment, including diversion, with few positives.	No change recommended. No change proposed.	N	C
107	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3			N	Comments that climate is an issue and the need to reduce vehicle emissions with with new technologies, automation, artificial intelligence, and technology improvements in batteries, and other electrical power storage devices. Comments that vehicles used in publictransport, in the future are Hybrid or NO-Carbon Emissions in Urban Greater Portland-Metro Geographic Area.	No change recommended. No change proposed. Comment noted.	N	C
108	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 3			Y	Add the following text below to the Table notes on page 3-59 as follows, " <u>To clarify, this measure and the maps indicate clear and undeniable transportation needs on throughways designated in the RTP. Other analysis that agencies may conduct at a more detailed scale, such as during development of a facility plan or TSP, may also be used to document the need for operational investment in order to improve performance. When a need is identified using this measure, via observed data or traffic simulation models, transportation agencies should then follow the adopted congestion management process and ODOT’s OHP Policy 1G to evaluate the need using field data and identify solutions to address the need.</u> "	Amend page 3-59 as follows, " <u>This measure is used to identify transportation needs on throughways designated in the RTP. Other analysis that agencies may conduct at a more detailed scale, such as during development of a facility plan, refinement plan or TSP, may also be used to document the need for operational investment and other solutions in order to improve performance. When a need is identified using this measure, via observed data or traffic forecasting models, transportation agencies should then follow the adopted congestion management process and ODOT’s Oregon Transportation Plan Policy MO.2.1, and Oregon Highway Plan Policy 1G to evaluate the need using observed data and traffic forecasting tools and identify solutions to address the need.</u> "	Y	C

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109	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise Policy 5 as follows, "Policy 5: Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, including <del>adding or extending an auxiliary lane of more than one-half mile</del> , demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy."	Amend as requested.	Y	C
110	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Replace Policy 6 with the following language, " <b><u>When enhanced review of select roadway projects is required under OAR 660-012-0830, including auxiliary lanes, the project will first be analyzed using established statewide methods for determining whether it increases capacity and, if so, then a facility plan, refinement plan, TSP amendment or similar documentation that demonstrates need, function, impacts and alternative options evaluated to address the identified need will be prepared and publicly adopted consistent with the OTP, OHP, Congestion Management Process, and OAR 660-012-0830; or a qualifying exception will be documented.</u></b> "	Amend as requested.	Y	C
111	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the sections on the "Throughways and auxiliary lanes" and "Analysis of throughway and auxiliary lanes" on pages 3-92 through 3-94 as follows, "...Throughways are planned to consist of six through lanes (three lanes in each direction) with grade-separated interchanges or intersections, and serve as the workhorse for regional, statewide, and interstate travel. <del>Additional through travel lanes may be needed in some places based on the importance of a facility to regional and state economic performance, excessive demand and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas.</del> "	Amend as requested.	Y	C

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112	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Add the following language to the beginning of the "Use of auxiliary and other special purpose lanes" section as follows, " <b><u>Additional throughway travel lanes, as well as auxiliary lanes and other special purpose lanes, may be warranted in some locations, including those with a high number of serious or fatal crashes, excessive demand from a facility important to regional and state economic performance, substandard interchange spacing, connecting throughway systems that are relatively close but not directly linked, geometric constraints, slope, and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas.</u></b> "	Amend as requested.	Y	C
113	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the following language as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. <del>An auxiliary lane is intended to provides a direct connection from one interchange ramp to the next.</del> The lane separates slower traffic movements from the mainline <u>through traffic</u> , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. <del>Auxiliary lanes add additional motor vehicle capacity. Auxiliary lanes can be used to keep regional trips on the throughway system instead of diverting them to local roadways. These system-to-system interchange connections currently exist on I-5 between OR-217 and I-205. The intention is not to "add capacity" to the six through lanes, it is rather to serve trips that are traveling from one interchange to another and can stay in the same lane without merging with through traffic.</del> "	Amend as follows,"An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. <del>An auxiliary lane is intended to provides a direct connection from one interchange ramp to the next.</del> The lane separates slower traffic movements from the mainline <u>through traffic</u> , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes <u>typically add additional motor vehicle capacity for the purpose of serving shorter, more local trips and allowing through lanes to serve longer, regional trips.</u> Auxiliary lanes can be used to keep regional trips on the <u>throughway system.</u> These system-to-system interchange connections <u>currently exist on I-5 between OR-217 and I-205.</u> The intention is not to "add capacity" to the <u>six through lanes, it is rather to serve trips that are traveling from one interchange to another and can stay in the same lane without merging with through traffic.</u> " The original statement in the RTP that auxiliary lanes add motor vehicle capacity is consistent with guidance in the Highway Capacity Manual, as promulgated by FHWA in its Guide for Highway Capacity and Operations Analysis of Active Transportation and Demand Management Strategies.	Y	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.



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114	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the section on "Analysis of throughway and auxiliary lanes" to read follows, " <u>Analysis Enhanced review of throughway and auxiliary lanes - Auxiliary lane projects that meet the exemption criteria of OAR 660-012-0830 are not subject to further review. That exemption will be documented in accordance with the details in Appendix XYZ, using ODOT’s Analysis Procedures Manual. Otherwise, auxiliary lanes will be evaluated to determine whether they would add additional vehicular capacity beyond the existing general purpose travel lanes, documented in accordance with the details in Appendix XYZ. If an auxiliary lane will not add capacity, no further review is required. If an auxiliary lane is not exempt and would add capacity, then enhanced review will be conducted through a TSP amendment, refinement plan or facility plan, documented in accordance with the details in Appendix XYZ.</u> "	Amend as requested.	Y	C
115	Ford	Chris	ODOT Region 1	Letter	9/11/2023	RTP Chapter 3			Y	Update Chapter 8 to add continued collaboration with Metro to develop effective metrics for non-limited access throughways as a post-RTP adoption effort. Options for next steps include revised metrics and reviewing the RTP throughway designations applicability to some of these facilities.	Amend as requested with the addition of language noting this work will be coordinated with the Oregon Highway Plan update that is planned for 2023-2024.	Y	C
116	Francis	Carley	WSDOT	Letter	8/25/2023	RTP Chapter 3			Y	Expressed support for ODOT revisions to RTP Chapter 3 motor vehicle policies related to auxiliary lanes.	See recommendations on Comments #108 to #115.	Y	C
117	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Chapter 3			N	Expressed support to retain the following polcies in the RTP: 3.2.5 (Pricing policies); 3.2.6 (Mobility policies); 3.3.3.2 (Regional motor vehicle network policies).	No change recommended. No change proposed. Expressed support for draft policies.	N	C
118	Jackman	Isaiah	Community member	Online Comment Form	8/22/23	RTP Chapter 3			Y	Requests an update to Action 6 of the Transportation Equity Policy 3 to offer free charging ports and free Wi-Fi at all transit stops and/or aboard all transit.	Amend the description of Transit Policy 1 in the 1st paragraph on page 3-110 as follows: "It also means taking advantage of the growth in personal technology to efficiently communicate information about transit options and leverage electronic, integrated ticketing systems. This could include <u>supporting use of mobile apps and services by providing wifi and/or charging ports on buses and trains or at stops and stations.</u> "	Y	C
119	Jordan	Tony	Parking Reform Network	Public hearing testimony	7/27/2023	RTP Chapter 3			Y	Proposed expanding role of parking pricing and other strategies in the RTP to support implementation of new statewide parking policies. Requests a regional parking pricing approach with region-wide mitigation for people with low incomes; facilitating interoperability and wayfinding, and providing leadership on TDM – like parking cash out and other commuter programs.	No change recommended. This comment will be considered as part of scoping the next RTP update.	N	C
120	Kyi	Daw san	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C

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121	Mannix	Kevin	House of Representatives	Letter	8/25/2023	RTP Chapter 3			Y	We recommend that Metro classify the potential extension of WES not as “inter-city” rail system; rather, we recommend a special classification of “inter MPO TMA” or MPO TMA to MPO TMA. That is, high-capacity transit that connects two Metropolitan Planning Organizations Transportation Management Areas. An MPO TMA encompasses an area larger than a city; rather an MPO is usually a collection of cities, especially in a smaller state like Oregon. An MPO is a federally mandated body for any urban area over 50,000 in population that directs the flow of federal transportation funding to the Transportation Management Area.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chaper 3 under transit policy 8 on page 3-117: “When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.”	N	C
122	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	Proposes renumbering the mobility policies - having safety as #4 does not meet the public's expectations of investment. The top priorities should be - in no particular order - safety, fix-it-first, and economic development.	No change recommended. The RTP contains a separate safety policy and supporting actions. The mobility policy related to safety is intended to support the broader RTP safety policies and actions.	N	C
123	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	What is shown seems to target VMT, system completeness and travel speed/congestion without addressing the complexity of safety in this pursuit.	No change recommended. The RTP contains a separate safety policy and supporting actions and performance measuresand targets. The mobility policy related to safety is intended to support the broader RTP safety policies, actions and targets. System completeness by travel mode is useful in identifying needs and investments that completes gaps that could enhance safety and comfort. The VMT/capita measure also supports safety goals because areas with low VMT generation rates typically have less frequent and less severe collisions. The travel speed and duration threshold in the mobility policy applies to ODOT limited access throughways (e.g., I-84, I-205, US 26) and some throughways with traffic signals. The travel speed measure does not apply to arterial streets in the region. Further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024.	N	C

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124	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	Proposes adding guidance for assessing plan amendments - as drafted, the emphasis still seems very vehicle centric. The completeness criteria seems to miss the community needs for direct paths, connectedness/access and seems to focus on vehicle trips/proportionate share. This is an example where added focus on the needs for walkers and connectedness or all road users could be expanded.. Agencies should consider walk system in the same light as the motor vehicle system in terms of connectivity, access, linkage to critical activities - schools, parks, trails, school bus/transit stops, commercial centers, civic uses.The only action noted for local agencies was mobility policy - very vehicle centric. agencies need to change land use approval process and project development process to be equitable with walking not just vehicles. It is not simply pedestrian crossings and crossing spacing (which are important). Gap filling, connectedness and linkages are critical and must be a part of the policy development in meaningful and quantitative ways.	No change recommended. The update of the Regional Transportation Functional Plan, as described in Section 8.2.3.11 in Chapter 8, will include development of guidance on implementing the Mobility Policy. The updated mobility policy is intended to comprehensively focus on completing all parts of the transportation system including completing walking, biking gaps, transit, TSMO, TDM and motor vehicle gaps, ensuring connected modal networks between modes. In addition, recent Metro staff discussions with ODOT and DLCDC staff identified the need to coordinate this work with state-level work that ODOT is leading to develop technical methods and guidance to support implementation of the Climate Friendly and Equitable Communities program. Metro and ODOT staff will engage practitioners and regional technical committees in this work following RTP adoption.	N	C
125	Mealy	John	Community member	Online Comment Form	7/28/2023	RTP Chapter 3			Y	Requested that transit be fareless and also frequent.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." Recent work by Transit Center and others have shown that for larger transit agencies the loss of revenue for removing fares could severely impact service-especially frequent service- the top priority for most low-income riders and riders who rely on transit. For example, revenue from fares for New York's MTA is six times that of what is projected to come from congestion pricing. However, as studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably. The policy above supports affordable fare for low-income riders and accessible programs for providing such fares to promote their use.	N	C
126	Mohammed	Rishmar	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C
127	Morgan	Brett	1000 Friends of	Online Comment Form	8/25/23	RTP Chapter 3			N	Expresses support for integrating 3.2.5 Pricing Policies, Regional Mobility Pricing Project, 3.3.5.3 Policy on High Capacity Transit Network in the RTP.	No change recommended. No change proposed. Expressed support for draft policies in the RTP.	N	C
128	Namkoong	Indi	Verde	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Expressed support for new pricing and mobility policies.	No change proposed. Comments noted.	N	C
129	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 3			N	Supports updates made to the policies in Chapter 3 and urge that they be passed as written in the public comment draft, in particular the 3.2.5 Pricing policies, 3.2.6, Mobility, and 3.3.3.2 Regional motor vehicle network policies .	No change recommended. No change proposed. Expressed support for draft policies in the RTP.	N	C

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130	Newsom	Michael	Community member	Online Comment Form	8/13/2023	RTP Chapter 3			Y	Requested a specific section within the Regional Transportation Plan toward reducing commuter traffic, including strategies for doing so.	No change recommended. The 2018 Regional Travel Options (RTO) Strategy focuses on strategies for encouraging modes other than driving. Then the 2023 Regional Transportation Plan includes Transportation Demand Management Policy 3 to "Provide and deliver Transportation Demand Management programming at a variety of scales: state, regional and local" that help people drive less through a variety of strategies. Additionally, the regional transit, bicycle, and pedestrian network concepts support the Climate Smart Strategy policies to "make transit more convenient, safe, reliable and connected" and "make biking and walking safe and convenient" to encourage mode shift at the same time. In addition, this comment has been forwarded to Metro Regional Travel Options staff for further consideration as part of the next planned update to the RTO Strategy that addresses programming to encourage use of travel options.	N	C
131	Newsom	Michael	Community member	Online Comment Form	8/13/2023	RTP Chapter 3			N	Expressed support for tax incentives for limiting commute miles.	No change recommended. This comment has been forwarded to the Oregon Department of Transportation for consideration. While we look to the State for establishment of taxes/tax incentive programs (e.g., OreGO), the 2023 Regional Transportation Plan includes Climate Smart Strategy Policy 6 to "Provide information and financial incentives to expand the use of travel options and reduce vehicle miles traveled." Additionally, DEQ's ECO Rule, supported by Metro through Regional Travel Options programming, encourages qualifying regional employers to offer commuter benefits, including existing federal pre-tax deductions to purchase transit passes, providing a tax saving for both employer and employees.	N	C
132	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Suggests statements on pages 3-107 and 3-108 are misleading, requests the following added clarification (in underline). "With the passing of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. With this additional funding, the region will be able to significantly increase and expand transit service, <u>though not nearly enough to meet the ridership and climate change mitigation goals identified in the RTP.</u> "	Amend as follows: "With the <b>passing</b> <u>passage</u> of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. <del>With this additional providing funding, the region will be able</del> to significantly increase and expand transit service, <u>though not at levels needed to meet the ridership and climate change mitigation goals identified in the RTP.</u> "	Y	C
133	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Proposes updating Transit Policies 4 and 6 by adding the language on Page 124 found at the end of the High Speed Rail section: "Additional collaboration and funding are needed to support the development of this level of service."	Amend as requested.	Y	C
134	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 5 – Delete “complete and...” Start with strengthen. A “complete” HCT system should not be defined in policy.	No change recommended. The word "complete" was chosen to be consistent with a similar policy for the motore vehicle network.	N	C

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135	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Please make the following adjustments to the transit policy language: Transit Policy 2: “Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options...”. Use of ensure and prioritize is problematic here. This prioritization could be in conflict with the other policies of reducing region-wide VMT or building ridership. Change to: <u>Regional transit network strives to enhance service to those who rely on transit or lack travel options...</u>	No change recommended. This same change was suggested earlier in the year in TPAC's review of the Chapter 3 transportation policies. However, as discussed in the HCT Strategy working group, the language “equitably prioritizes” was highly supported in other comments like this one that illustrate its need: “Past policy decisions have deprioritized infrastructure investments and transit improvements in equity communities resulting in greater need today. To build a transit system that truly serves everyone, the region needs to prioritize projects that actively correct and compensate for the imbalances that already exist.”	N	C
136	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 6 and Policy 7 are swapped starting on page 120. The numbering for policies is wrong.	Amend as requested.	Y	C
137	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 6 – instead of complete “continue to build out”. Transit network is always evolving and won’t be “completed”	Amend as requested.	Y	C
138	Ramirez	Citlaly	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Expressed support for updated Chapter 3 policies to set the region on a path to improve climate, safety, equity and expanded options in Clackamas county.	No change proposed. Comments noted. Expressed support for draft policies in the RTP.	N	C
139	Rippey	Paul	Community member	Online Comment Form	8/25/23	RTP Chapter 3			Y	Recommends a change to RTP policies to require agencies to restore natural areas when adding pavement to the transportation network with a three to one ratio.	No change recommended. Developing the type of regulations proposed by the commentor would take significant stakeholder engagement. There are policies in the RTP, and requirements in the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan developed over years of engagement with the public and local and state agencies to protect and restore the environment. These policies and requirements reflect compromise and trade-offs.	N	C
140	Risser	Sarah	Community member	Online Comment Form	8/21/2023	RTP Chapter 3			N	Expressed support for new pricing and mobility policies.	No change proposed. Comments noted.	N	C
141	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Look for opportunities to tighten up Chapter 3, keep sentences shorter, eliminate repetition and ensure terms are used consistent throughout (e.g. consistent definitions for throughways and for bike routes). Suggests that an an Action Vision Plan may be needed to summarize the detail in the RTP.	Amend as follows. Review Chapter 3 and look for opportunitites to shorten sentences, eliminate repetition and ensure terms are used consistent throughout. An Executive Summary has been developed which provides a summary of the RTP.	Y	C
142	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Create a separate numbered entry for marine facilities under regional transportation system components in Section 3.1, and write a short section on marine facilities.	No change recommended. Marine facilities are recognized as part of the regional freight network and are therefore included in point number six under the regional transportation system components in Section 3. 1, which states "All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges shown on the regional freight network map in Figure 3-32." Marine facilities are addressed in Section 3.3.6 Regional freight network concept, vision and policies.	N	C

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143	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Amend Figure 3-23 (Motor Vehicle Network Map) to break into four maps, each covering ¼ the area, one for Throughways/Major Arterials and the other set for Major Arterials/Minor Arterials/Other. Add the Throughway-Expressway and Throughway-non-Expressway concept on the maps.	Amend as follows: (1) Create inset maps for the design, motor vehicle, transit, bicycle, and pedestrian network maps, similar to the freight network inset maps; (2) Create interactive online network maps, with the ability to turn layers (e.g., functional classifications) on and off; (3) Create a new map that follows Table 3-5 on page 3-58 to 3-59 that distinguishes between Throughway-Expressways and Throughway-Non-Expressway facilities, consistent with the Regional Design Classification Map and supporting policies that already distinguish between these facility types; and (4) Update references to the facilities throughout the RTP to ensure consistency.	Y	C
144	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Commented that it is important to consider 8 interconnected networks. These are interconnected but not all connect with all the others: 1. Interregional vehicle highways plus regional rail (connect to 2, 7, and 8) 2. Intraregional highways and rail (connect to 1,3, 7 and 8) 3. Arterials - main and secondary with regional trails (connect to 2,4 & 6) 4. Local streets including ped/roller/cycle an local trails (connects to 3, 5 and 6) 5. All ped/roller/cycle routes (connect to 4,4, an 5) 6. Transit routes - HFT, HET, bus, MAX, commuter rail (connect to 4 and 5 with minor connections to 7 and 8) 7. Freight rail and rail hubs (connect to 1,2, and minor to 3) 8. Air and marine hubs (connect to 1,2,3 and 6)	No change recommended. No change proposed. Comment noted.	N	C
145	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes refreshing the 2040 Growth Concept and noted several changes that should be reflected in the refresh: importance of regional centers, new density patterns, areas where growth has occurred, and new land use and development laws; employment lands now dominates “industrial”.	No change recommended. These types of changes will be addressed in the 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments will be shared with Metro staff leading that project.	N	C
146	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes anupdate to Table 3-2 by removing reference to focusing on bottlenecks in undeveloped areas and add reference to congestion pricing, and list “stable O&M funding” as an investment strategy (e.g. invest in a VMTax system).	Amend as follows. Update third of Table 3-2 " <del>Focusing on bottlenecks and-improving</del> <b>Improve</b> system connectivity to address barriers and safety deficiencies." Update first column of Table 3-2 "Managing the existing transportation system, <b>using pricing and other tools</b> , to optimize performance for all modes of travel. The table decribes infrastructure investment strategies not funding strategies; do not recommend adding reference to “stable O&M funding.”	Y	C

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147	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that the equity policies identify specific gaps (needs) and programs to alleviate them. Proposes adding an equity policy that strictly forbids “displacement” except under certain defined needs (common good). Proposes adding a discussion whether reparations might be needed.	No change recommended. Policies and actions are regional in scope and therefore somewhat general. Equity Policy 2 requires that investments in the transportation system support community stability by anticipating and minimizing the effects of displacement. More work would be needed to understand what a policy forbidding displacement would look like or if it is even possible. Section 8.2.3.6 (Equitable Development Strategies) in Chapter 8 describes a program where Metro, in collaboration with local government and community partners, aims to address displacement and other concerns by working to create an Equitable Development Strategy (EDS) for each major transit investment corridor where Metro is leading the planning process.	N	C
148	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a safety policy to address “harassment and intimidation” i.e. psychological safety. We do use the concept of “welcoming” later, but this is a bit too broad.	No change recommended. Safety Policy 8 (Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.) addresses personal security. Personal security is defined in the RTP glossary as protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.	N	C
149	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that while the ZERO deaths and major accidents is a good goal it is not achievable in reality. Proposes adding a discussion of the variables that contribute to safety along with strategies for improvement: a) system design, b) system construction, c) signage, d) vehicle construction and equipment, e) laws and regulations, and f) enforcement. Suggests that Section 3.2.3.4 seems somewhat repetitive and seems to rely too heavily on speed and the only controllable factor, with implied proposal to make changes to address this.	No change recommended. Metro developed and adopted a vision zero goal with extensive from the public and policy makers, including JPACT and the Metro Council. Section 3.2.3.4 in RTP Chapter 3 provides a high-level overview of detailed information, including contributing factors of crashes and strategies for improvement, found in the 2018 Metro Regional Transportation Safety Strategy. Setting a goal of zero deaths and severe injuries, with interim targets for reaching the goal, reflects the perspective that these deaths are not accepted as unpreventable deaths. Setting ambitious transportation safety goals is increasingly used as a policy tool because places that set ambitious goals are resulting in better outcomes when those ambitious targets are supported by rigorous interventions and prioritization.	N	C
150	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a preliminary assessment of the major HIC’s, i.e. a listing and summary of probable causes.	Amend as requested. Update safety section of Chapter 4 with list of top 10 high injury corridors and primary contributing factors of serious crashes in the region and on those corridors. Add reference to Chapter 4 in Section 3.2.3.3.	Y	C
151	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a discussion to Section 3.2.4.2 on the climate impacts of “tolling,” “congestion management”, and “diversion” including that Climate Smart monitoring will be different for different types of corridors.	No change recommended.	N	C

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152	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes listing the key resilience corridors and their gaps, along with the levels of resilience for different types of emergencies to Section 3.2.4.5, and noting that major thoroughways (expressways) need the highest level of resilience.	No change recommended. As described in Chapter 8, Section 8.2.3.9 "Emergency Transportation Routes Project Phase 2," a second phase of follow-on work is proposed for 2024-2026 to further prioritize/tier the updated routes and develop operational guidance for route owners/operators.	N	C
153	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that there is not data to support the statement on page 3-41 that equity focus areas show the main impacts of congestion.	Amend as follows: Add footnote to page 3-41 " <u>Congestion impacts equity focus areas most significantly. In the Portland region, the 10 lowest income and 10 highest minority neighborhoods experience more exposure to toxic air than the average neighborhood.</u> " Source: 2012 Portland Air Toxics Solutions Committee Report and Recommendations, Oregon Department of Environmental Quality.	Y	C
154	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding mention that VMTraveled has two key aspects: one is that it is a measure of transit adequacy; the other is a measure of emissions, and that as we transition to EV's, the climate (emission) importance dwindles.	No change recommended. It is unclear what section of the document this comment refers to.	N	C
155	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes updating the discussion on "reinvestment" to include O&M, diversion, transit, and multimodal options.	No change recommended. Options for reinvestment, including in O&M, diversion, transit and multimodal options, are listed in Table 3-4. The narrative preceding the table provides an introduction.	N	C
156	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes prioritizing the 33 "actions" in Table 3-4.	No change recommended. Options for reinvestment will depend on the context and should therefore not be prioritized at the policy level. All of the reinvestment options listed could be a priority depending on the context.	N	C
157	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a No Displacement policy and perhaps even a "reparations" policy for past displacements, for example a portion of tolling along the Albina corridor be used to create a Reparations Fund. Comments that equity remains an issue in mobility but that the prime nexus is around safety, infering that the section should be updated to reflect this.	No change recommended. This section is intended to provide high-level policy outcomes of the mobility policy.	N	C
158	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes expanding this section to include discussions of new battery technology and perhaps a discussion of each jobs area and the housing availability within 0.5 travel hours.	No change recommended. This section is intended to provide high-level policy outcomes of the mobility policy.	N	C
159	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that there would seem to be a natural hierarchy in this discussion: 1) Home to Jobs and back 2) Homes to Basic Needs and back 3) Homes to Education/Training & back 4) Homes to Medical/. Dental and back 5) Homes to Recreation and back(social interactions) 6) Other	No change recommended. Trips to jobs, basic needs, education, medical and recreation, among others, are not listed in any particular order of priority in the RTP or mobility policy. The mobility policy supports outcomes that increase access and travel options to all types of destinations in the region.	N	C

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160	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding metrics, e.g. transit should not be x% longer than individual vehicle travel, to the reliability outcome of the mobility policy. Notes that people make transportation choices based on cost, time of travel, and convenience. One thing most people do not calculate correctly is the actual cost of personal vehicle travel compared to transit.	No change recommended. The proposed mobility policy measures were identified through an extensive, multi-year process to develop a small number of mobility measures that account for all the ways people travel that can be used at the transportation system planning level and when evaluating the transportation impacts of comprehensive plan amendments. Metrics such as comparing transit travel times relative to motor vehicle travel times can provide additional supporting information in more detailed transit planning, area planning or corridor studies.	N	C
161	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes differentiating between limited access (express) and signalized (non-express) Throughways in the RTP, and anticipating/describing which signalized/non-expressways might be converted (though, comment does not indicate whether the conversion should be to limited access throughways, or to a non-throughway status).	Amend as follows. (1) Create a new map that follows Table 3-5 on pages 3-58 to 3-59 that distinguishes between Throughway-Expressways and Throughway-Non-Expressway facilities, consistent with the Regional Design Classification Map and supporting policies that already distinguish between these facility types; and (2) update references to the facilities throughout the RTP to ensure consistency. Existing expressway and non-expressway classifications will be reviewed and possibly changed through the update of the Oregon Highway Plan in 2023-2024. Any changes in the Oregon Highway Plan will be reflected in the next update of the RTP (due in Nov. 2028).	Y	C
162	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes elaborating on priorities and hierarchies within the Mobility Policies, i.e. safety is more critical for local project evaluations whereas completeness may rank higher for regional system projects..	No change recommended. The Regional Mobility Policy update was guided by a work plan that was agreed upon by many stakeholders and adopted by JPACT and the Metro Council in 2019. There was no intention in the update to prioritize the outcomes, measures or mobility policy elements - they must be balanced. In addition, the mobility policy is one of many RTP policies that are used to identify transportation needs and potential solutions during transportation system planning and when evaluating the transportation impacts of comprehensive plan amendments. Further, system completeness is a critical part of the local and regional transportation system to ensure equitable access to safe, reliable and affordable multimodal travel options to help achieve mobility, climate and safety goals in the RTP.	N	C
163	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes consideration of two options for new criteria and measures for Throughway Travel Reliability Thresholds in the mobility policy.	No change recommended. The Mobility Policy measures and targets were developed over three years with extensive stakeholder and policymaker input. The November 29, 2022 Regional Mobility Policy Travel Speed Reliability Research Process memo documents the process, input, research, and findings supporting a travel speed threshold of 35 mph for expressways. The research and findings developed will be included in a new Appendix of the RTP. In addition, further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024.	N	C
164	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that chapter include analysis of how a VMT tax level of 0.01 to 0.015 would affect regional planning and project development.	Amend Chapter 8 of the RTP to add future work on regional transportation funding and finance strategy.	Y	C

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165	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes including Tables 5-22 (sic) and 5-23 (sic) because they are referenced, and proposes adding a baseline gap analysis "to reach the goals of Step 5."	No change recommended. Table 5 (please note that the numbers, 22 and 23, next to Table 5 on page 3-66 are footnotes) will be included in in a new Appendix of the RTP; Appendix V: Mobility Policy Background Documentation, which will include all of the reasearch, process and technical memos and other materials related to the development of the Mobility Policy. To implement evaluation number 5 under 3.2.5.3 "Mobility policy plan amendment evaluation actions", a baseline conditions analysis would be prepared. In order to understand "proportionate impact on increased VMT/capita" the analysis would need to define the current conditions. Further, the update of the Regional Transportation Functional Plan, as described in Section 8.2.3.11 in Chapter 8, will include guidance on implementing the Mobility Policy. In addition, recent Metro staff discussions with ODOT and DLCDD staff identified the need to coordinate this work with state-level work that ODOT is leading to develop technical methods and guidance to support implementation of the Climate Friendly and Equitable Communities program. Metro and ODOT staff will engage practitioners and regional technical committees in this work following RTP adoption.	N	C
166	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a reference to Figure 3-11 indicating where the maps illustrated in the figure are located.	No change recommended. The purpose of Figure 3-11 is to illustrate how the different networks (e.g. freight, pedestrian, transit) are all on the same system of streets. The graphic is not intended to be a directory to the maps.	N	C
167	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes enhancing Figure 3-13 by showing areas that are at capacity and showing mobility connections to outlying jurisdictions.	No change recommended. Figure 3-13 "Mobility corridors in the Portland metropolitan region" is a conceptual graphic illustrating the general location of the concept of mobility corridors. Mobility Corridor Strategies provided in the 2014 RTP Appendix 3 provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8. 2014 RTP Appendix 3 can be found at: <a href="https://www.oregonmetro.gov/sites/default/files/2014/08/20/2014%20RTP%20Appendix.pdf">https://www.oregonmetro.gov/sites/default/files/2014/08/20/2014%20RTP%20Appendix.pdf</a>	N	C
168	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding clarification to 3.3.1 - Design Policies on how they can be adapted to corridor needs using different goals, e.g. throughways have different design goals than local streets; the policy statements are a bit over generalized - some of them (2 and 6) seem to state the obvious.	No change recommended. The policies are general to the extent that they apply to a variety of contexts. The intorduction to this section includes the following language: "Metro's Designing Livable Streets and Trails Guide provides design guidance depending on the intended functions of the arterial or throughway, the land uses the facility serves and adopted policy. In the design guidance, consideration is given to various arterial designs, designs for freight, trails, pedestrians, bicyclists and transit and the link between street design and stormwater management. <sup>25</sup> Design decisions, especially trade-offs in situations of limited road right-of-way, should use performance-based design and flexibility in design to achieve desired outcomes."	N	C

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169	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	States that Figures 3-21 and 3-22 are inappropriate to use as models and should be replaced by geographically driven sketches. These grid concepts contain valuable guidelines in terms of route spacing, but the Portland region, other than the near eastside, is strongly influenced by geographical barriers. The need to adapt within general parameters is not discussed. In particular, since our thoroughfares are often closely parallel to major arterials (e.g. I-5 and Barbur, I-5 and Interstate, 217 and Hall, I-205 and 82nd) and since physical barriers dictate the pattern, this subject deserves some discussion. Figure 3-24 is also inappropriate since it does not reflect our real geographical constraints.	No change recommended. The figures are intended to illustrate concepts and ideal application of policies. The concerns raised in the comment are addressed in Section 3.3.3.2 with the following language: "The regional motor vehicle network concept calls for one mile spacing of major arterial streets, with minor arterial streets or collector streets at half-mile spacing, recognizing that existing development, streams and other natural features may interfere with this spacing.	N	C
170	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes updating Table 3-8 to be consistent with the concept of 2 tiers of throughways described in Table 3-5. Proposes that this is a standard that should be consistent throughout. might be adjusted to use the same terminology.	Amend as follows. Update Table 3-8 (Planned motor-vehicle network capacity) adding (Expressway and Non-Expressway) after Throughway. Review chapter for mentions of Throughway and update for consistency as appropriate.	Y	C
171	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Comments that some of the Regional (Motor Vehicle) Network Policies are very useful, e.g. #8 and #4 but some of the others are very wordy and state the obvious, e.g. #1 and #9.	No change recommended.	N	C
172	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Notes it is not clear the there is a discussion of the locations and impacts of actual congestion. For each "congestion" hot spot, a different set of solutions might apply as outlined in Table 3-9.	No change recommended. Chapters 4 and 7 of the RTP provides a discussion of throughway travel speed reliability performance, and a list and map of RTP throughways that do not meet mobility policy speed threshold are under development and will be added to Chapter 7 and Appendix J.	N	C
173	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding transit policies to "make transit more efficient using all available technical options", and to "make transit a key element of GHG reduction strategies". Comments that the policies in 3.3.5.3 are somewhat broad and somewhat repetitive (e.g. 1,4,and 6). Perhaps it might be useful to identify key policies for each type of road or transit type, e.g. #5 applies primarily to bus, and #8 could identify the specific target destinations.	Amend as follows. Amend Transit Policy 3 as follows: Meet state, <u>regional, and local climate goals</u> by creating a transit system that encourages people to ride transit rather than drive <b>alone</b> and <b>supports</b> transitioning to a clean fleet <b>that aspires for</b> with net zero greenhouse gas emissions <b>to meet state, regional, and local climate goals</b> . Amend Policy 7 as follows: Make capital, <u>technical</u> and traffic operational treatments <b>in key locations and/or corridors</b> to improve transit speed, <u>efficiency</u> and reliability for frequent service.	Y	C

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174	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Comments on Regional Freight (3.3.6.2) are similar to other policy elements, i.e. we should be more specific where possible and avoiding redundancy. In particular, different policies or a different set of options apply to rail freight and vehicular freight, e.g. a policy to move rail-truck freight connections away from large residential centers or develop rail-freight connections that permit rapid and efficient transfers of goods, might be useful	No change recommended.	N	C
175	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	It is notable that the rail network for the Tualatin-Sherwood-Wilsonville complex is not shown. There are two lines in this area that have impacts on other transportation corridors. The two rail lines in the Tualatin, Sherwood and Wilsonville area are shown on the Regional Freight Network map in Chapter 3.	No change recommended. Metro staff has no recommendation for the rail network in general. Metro staff recommends realigning the branch rail line on the Regional Freight Network map just north of Tualitan-Sherwood Road (parallel to Boones Ferry Road) so that it is more visable.	N	C
176	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes introducing the concept of Regional Bicycle Parkway before it is shown in Figure 3-33, adding discussion of the interconnectivity of regional and local routes and specific policies on these connections (including multi use, jurisdictional, and safety elements) and updating Figue 3-33 with a wavy line icon for regional trail.	Amend as follows. Add a brief description of Regional Bicycle Parkways before the bullets under Section 3.3.8.1 Regional bicycle network concept. Add a bullet describing how regional and local bicycle routes and networks interconnect and connect to transit an other parts of the system and policy considerations including multi-jurisdictional, multi-use and safety. Update graphic, and other similar graphics in the Chapter, changing the icon for regional trail to a wavy line.	Y	C
177	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Comment states that the pedestrian policies, while good, are not easy to measure and/or implement.	No change recommended. Comment noted.	N	C
178	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes developing a companion document to Chapter 3 that abstracts the key elements of each subject area in a practical fashion so it can be a guide when evaluating specific project proposals.	No change recommended. Comment noted.	N	C
179	Sauvie	Nick	ROSE Community Development	Online Comment Form	8/21/23	RTP Chapter 3			Y	Proposes that to achieve transportation and racial equity goals it is essential that our regional transportation plan effects meaningful reduction in vehicle miles traveled. Pricing tools should be used to reduce peak travel and reduce pollution, not to expand urban freeways.	No change recommended. No change proposed. Comment noted.	N	C

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180	Sjulin	Jim	Community member	Email	8/25/2023	RTP Chapter 3			Y	Suggestions for alignments of Regional Trails to show in Regional Bicycle Network map (Fig 3-35) including: 1) Forest Grove to Gaston, 2)US 30 toward Scappoose and Sauvie Island, 3) Cathedral Park to Pier Park,4)N. Portland Rd near Columbia Slough, 5) Peninsula Canal Path, 6) Columbia Gorge Path, 7)Troutdale to Springwater Corridor, 8) Forest Park Connections, 9)NW Willamette Greenway, 10) Columbia Slough Path south of PDX, Columbia Slough Path in Gresham, I-5 Corridor near Heron Lakes and Delta Park,	No change recommended. The Regional Bicycle Network map (fig.3-35) displays trail alignments that have been vetted through local plans and the Regional Trails System map updates. The map reflects input from local jurisdictions. This comment has been forwarded to Metro regional trails planning staff and relevant local jurisdictions for consideration in future updates to local transportation system plans, local trails plans and the Regional Trails System map.	N	C
181	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	We are ecstatic to see the end of LOS, but question whether we have selected the right set of replacement measures. System completion is a useful measure for our transit and active transportation systems, but throughway vehicle throughput is likely to reinforce existing unproductive investment patterns. We are disappointed to see that there is no “people throughput” measure and especially that there is not a focus on accessibility to jobs, education and other sources of opportunity rather than simply on mobility. Accessibility measures would better reflect the combination of Metro’s planning responsibility for both land use and transportation.	No change recommended. The project team explored people throughput but found that the methodology was not mature enough to be forecasted for future conditions, a vital component of system planning. Similarly accessibility measures also show promise in identifying how the mix of land use and transportation interact. Planners often use accessibility by multiple modes in system planning. However, accessibility measures do not readily lend themselves to identifying facility needs. Documentation of the full range of measures considered and not carried forward is available on the project website at oregonmetro.gov/mobility.	N	C
182	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	Requests that Table 3-3 include mention of parking pricing.	No change recommended. Parking pricing is addressed in Climate Policy 7.	N	C
183	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	Requests that the callout box include a strategy that could be used to offset the potential constitutional limitations on how revenues from roadway pricing might be used: swapping pricing revenues with Federal dollars - now often spent on uses allowed to the Highway Trust Fund - but allowed to be used much more flexibly. Such a swap could greatly advance transit and active transportation efforts.	Amend as requested.	Y	C
184	Snyder	Gregg	City of Hillsboro	Letter	8/25/2023	RTP Chapter 3			Y	Remove language in RTP Table 3-5 that says comprehensive plan amendments and local TSPs will need to comply with the VMT/Capita reduction targets.	Amend as requested. The RTP must comply with the VMT per capita reduction targets in the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule.	Y	C
185	Snyder	Gregg	City of Hillsboro	Letter	8/25/2023	RTP Chapter 3			Y	Delay implementation of the new RTP mobility policy on VMT / Capita on local jurisdictional comprehensive plan amendments and Transportation System Plans until analysis methodologies have been clearly defined and vetted by practitioners including city and county staff	Amend Chapter 3 and Chapter 8 of the RTP to clarify that the timing of implementation of the mobility policy in local TSPs and local comprehensive plan amendments will be defined as part of the update to the Regional Transportation Functional Plan that is planned to occur in 2024-2025. Work with local and state agency partners and practitioners will continue concurrent with the Regional Transportation Functional Plan update and include development of analysis methodologies and guidance to support local implementation consistent with the Transportation Planning Rule.	Y	C

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186	Thet	Min	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C
187	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Chapter 3			N	Expressed appreciation for aligning 3.3.3.2 (Regional motor vehicle network policies) with new state-level regulations in Oregon. Requests that exceptions to these rules are granted only for projects on the rarest occasions and to address genuine safety concerns, demonstrated by data in places where human beings are being seriously injured or killed in traffic, and not including property damage such as fender benders.	No change recommended. No change proposed. Expressed support for draft policies.	N	C
188	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Chapter 3			N	Supports the updated policies in Chapter 3 being passed as written in the draft. We particularly want to highlight 3.2.5 Pricing Policies, 3.2.6 Mobility Policies, and 3.3.3.2 Regional Motor Vehicle Network Policies.	No change recommended. No change proposed. Comment noted.	N	C
189	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3			Y	Pricing policy 3.2.5.1 does not include a stated purpose of revenue generation. It should be listed as a purpose consistent with HB 3055 and other legislative directive.	No change recommended. Note that Section 3.2.5.1 is not a Policy; it is an informational section titled "Best practices for revenue reinvestment." The previous section, 3.2.5, includes language describing the general objectives of pricing: "Transportation pricing is the use of a pricing mechanism, such as tolls or parking fees, to reduce traffic congestion and greenhouse gas emissions, encourage a shift to travel via different modes, a different route, or a different time of day, and raise revenue for transportation investments and mitigation for impacts resulting from pricing."	N	C
190	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3			N	Our community members consistently say they want connected communities served by complete streets that includes building new roads, bike paths, sidewalks, trails and other infrastructure that allows for safe and efficient travel options and equitable mobility. We need make sure the mobility policies are not inadvertently creating obstacles to building new complete connected communities.	No change recommneded. No change proposed. Comment noted.	N	C
191	Williams	Matchu	SE Uplift Neighborhood Coalition	Letter	8/25/2023	RTP Chapter 3			Y	Requests that any funds generated from congestion pricing contribute to network completeness for all modes.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	N	D
192	Williams	Matchu	SE Uplift Neighborhood Coalition	Letter	8/25/2023	RTP Chapter 3			N	Supports the proposed policies on pricing, mobility, and network completeness proposed in the 2023 update.	No change recommended. No change proposed. Supports policies on pricing, mobility and network completeness.	N	C

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193	Winter	Caleb	Metro Staff	Email	8/25/2023	RTP Chapter 3			Y	On behalf of TransPort and the regional TSMO Program, requests updating Chapter 3, Figure 3-38 (page 3-156. The attached routes represent additional needs for actively managing the transportation system with local and regional technologies. Additions to the system map were suggested at several stakeholder workshops held in May and June 2023: · Washington County and cities (John Fasana, Susie Serres, Mike McCarthy, Tina Nguyen), ODOT (Kate Freitag, Mike Burkart, Katie Bell, Scott Turnoy), Clackamas County, cities and Wilsonville SMART (Carl Olson, Dwight Brashear, Eric Loomis, Will Farley, Zach Weigel), Multnomah County, Portland and Gresham (Jim Gelhar, Rick Buen, Alison Tanaka, Bikram Raghubansh), Transit and mobility services with TriMet (A.J. O'Connor, Grant O'Connell). They were discussed at the July 12, 2023 TPAC Workshop and at TransPort, Aug. 9, 2023	Amend as requested.	Y	C
194			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Amend as follows: "Create a transit system that <del>that</del> encourages people to ride transit"	Amend as requested.	Y	C
195			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Amend as follows: "Make transit is affordable, especially for people with low incomes."	Amend as requested.	Y	C
196			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In paragraph 2, a spelling correction is needed in the second sentence to change "15 minutes intervals" to "15-minute intervals".	Amend as requested.	Y	C
197			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In paragraph 3, name the specific appendix item or items that summarize the 24 Mobility corridors referenced, or correct statement if incorrect.	Amend as follows. The Mobility Corridor Strategies <b>provided</b> <del>can be found</del> in the Appendix of the 2014 RTP, <u>which</u> provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. <b>Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8.</b>	Y	C
198			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes moving the Motor Vehicle Functional Classification column to the third column in Table 3-6, adjacent to the Design Classifications column to more clearly show the relationship between the two categories.	No change recommended. Table 3-6 is taken from the Designing Livable Streets and Trails guide; while the comment is reasonable, keeping the table the same in both documents is desirable.	N	C
199			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes to clarify that freeways and highways are "Throughways" to communicate that the Region's Throughways are intended for longer distance travel, not local trips.	Amend as requested.	Y	C
200			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes that when figure 3-20 is added, identify both design classifications and functional classification if possible.	No change recommended. It would be challenging to make a static Design Classification map readable with the addition of the functional classifications. Interactive, on-line maps will be provided to allow users to select and view functional classification and design classification.	N	C

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201			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Transit Policy 1, ODOT recommends mentioning increasing safety and security (and safety team) as an action to be taken to increase ridership.	Amend as follows. Expand the last paragraph under Transit Policy 1 on page 3-110 to describe needs and actions to address personal security and safety issues on transit.	Y	C
202			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Table 3-2, ODOT recommends aligning similar or identical investment strategies and adding new strategies to the end of the lists. ODOT specifically recommends separating "Bottlenecks" and "System Connectivity" into separate investment strategies.	Amend as requested.	Y	C
203			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In Emerging Technology Policy 4 add language to emphasize the need for emerging technology to improve safety for users of the transportation system. For instance, call out the need/opportunity for CVs/AVs to improve safe operations, TNC companies to improve the safety of drivers and users of their services, and/or the relationship between third party traveler information providers and the use of neighborhood streets during peak period congestion.	No change recommended. The intent for technology to make the system safer is captured in the overarching principles in the policy section: "Emerging technology should reduce the risk of crashes for everyone and protect users from data breaches and cyber attacks." We do not have the data to make definitive declarations on whether individual technologies make things safer or not or on the extent of the issues noted in the comment.	Y	C
204	DeSilva	Micah	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Chapter 3, Appendix J			N	Expressed concern with climate, pricing mobility policies and measures being used in the RTP. Commented that VMT/capita to approximate GHGs is an outdated policy because electric vehicles are growing share of vehicles on system. Other comments includes using VMT to reduce congestion is flawed, reducing VMT doesn't provide affordable options, congestion affects equity focus areas more due to air pollution. Expressed concern about use of pricing a tool and the burden on low income housing. Transit is not a suitable substitute. Commented that VMT/capita should not be a replacement for measuring congestion using the volume to capacity ratio.	No change proposed. Comments noted.	N	C
205	Iannarone	Sarah	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 3, Chapter 8			Y	Expressed support for RTP policies and desire to carry forward voices from community. Community priorities heard during engagement by The Street Trust are safe streets and equitable transportation. Noted that the RTP sits at the intersection of 3 crises – climate, safety and inequities. Projects In plan should be held to policies. Encouraged deeper engagement with community over time and commitment to advance safety and equity goals through implementation. The RTP is a binding commitment to the community. Proposed Chapter 8 future work for deeper engagement of community that is ongoing.	See recommendation for Policy Topic #1 (Investment Emphasis) in Exhibit C (Part 1).	Y	C

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206	Treiger	Jacqui	Oregon Environmental Council	Public hearing testimony	7/27/2023	RTP Chapter 3, Climate			N	No change proposed. Expressed support for the policies in the RTP and emphasis on equity. Comment that previous RTP implementation has not met climate and VMT goals, and the need to support electrification of the fleet and reduce VMT.	No change proposed. Comments noted.	N	C
207	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3, Glossary		Any project with auxiliary lanes	Y	Requests amending the RTP to reflect the OHP definition and specifically striking the definition that an auxiliary lane adds capacity. Expresses support for carrying forward any major projects with assumed auxiliary lanes from previous RTPs (i.e. Nyberg braided ramps, etc.)	No change recommended. As noted in Comments #113 and #394, the original statement in the RTP that auxiliary lanes add motor vehicle capacity is consistent with guidance in the Highway Capacity Manual, as promulgated by FHWA in its Guide for Highway Capacity and Operations Analysis of Active Transportation and Demand Management Strategies. The current language anticipates these projects being evaluated in local TSPs consistent with Section 0830 of the Transportation Planning Rule. Section 0830 requires an enhanced review of the impacts of specific projects that add capacity. In addition, projects adopted in past plans are subject to future planning and project development and are not grandfathered in or guaranteed to be constructed. Each TSP update reconsiders transportation needs and priorities, and project lists are adjusted accordingly to reflect changes to revenues anticipated to be available, more in-depth understanding of the potential impacts of the project as it goes through the project development process and other considerations.	N	C
208	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3; HCT Strategy			N	Requests that TriMet revise how public transport is provided, including coverage, access and efficiency, to address declining ridership due to a variety of reasons.	No change recommended. No change proposed.	N	C
209	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 4			Y	Expresses concern that the RTP performance measures do not provide a meaningful way measure equity goals and disproportionate impacts from by traffic crashes and health outcomes. Requests that metrics focused on access to middle-income jobs be included in monitoring and evaluation to sharpen the equity analysis and better inform how the transportation system addresses growing wage inequality.	Update Chapter 8 to include work to contine to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing). As discussed in Appendix M (page 39), Metro reviewed initial results for access to low- and middle-wage jobs, as well as to community places identified as priorities by members of marginalized communities, and found that the results for these metrics was the same as for access to all jobs, which suggests that the distribution of low- and middle-wage jobs across the region is similar to the distribution of all jobs. Metro therefore chose not to report access to jobs by wage level in the RTP in order to streamline performance measure results.	Y	C
210	Cortright	Joseph	City Observatory	Email	8/25/2023	RTP Chapter 4			Y	Notes that observed data on GHG emissions shows that regional emissions have been increasing, contrary to the projected decrease in GHG emissions forecasted in the RTP. Requests that the RTP acknowledge that current trends in GHG emissions do not align with forecasted GHG reductions.	Amend as requested. Under the Climate section, add data on recent trends in GHG emissions from sources such as DARTE (cited in the comment), and discuss the potential impact of these trends on RTP achieving climate targets.	Y	C

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211	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 4			Y	Regionally VMT per capita has been steady, even declining (Fig 4.31). But this will look different in various geographies (Figure 4.32). There is a statement in the draft RTP on pages 4-59 and 4-60 that the draft RTP “...demonstrates the impact of sound land use planning and diverse travel options on VMT per capita.” We do not agree that this is true and request that this sentence be deleted.	No change recommended. The influence of land use and travel options on VMT per capita is not only visible in the regional data provided in Figure 4.32, but also in the copius research describing the relationship documenting the impact of land use and travel options on VMT per capita. For a review of this research, see the California Air Resources Board's site summarizing the Research of Effects of Transportation and Land Use-Related Policies ( <a href="https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/research-effects-transportation-and-land-use">https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/research-effects-transportation-and-land-use</a> ).	N	C
212	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	Bottom of first paragraph. Please add a sentence to clarify that much of this network redesign is already underway. The transit network has already gone through significant redesign through the Forward Together revised network concept and the planning for the future network will be reworked by TriMet and with community and jurisdictional partners as Forward Together 2.0 is completed over the next year.	Amend as requested. Change the beginning of the second paragraph of the System Completeness section (p. 4-7) as follows: "Table 4.2 below summarizes the completeness of different regional modal networks, using the planned networks developed during the 2018 RTP. <u>This is an initial analysis, conducted at the outset of the RTP process, to identify network gaps and issues that many transportation agencies sought to address through the investments described in Chapter 6 of the RTP. Chapter 7 contains an updated analysis of system completeness that describes how these investments, in combination with the existing network, make progress toward completing the planned networks included in the 2023 RTP.</u> "  The issues identified in this comment are not unique to transit agencies or the transit network; many transportation agencies are making progress in filling the gaps identified in Chapter 4, and the updated analysis in Chapter 7 reflects that progress across all modal networks. The proposed amendment therefore reflects that agencies are making progress on all modal networks, not just the transit network.	Y	C
213	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	We would like to see the Access to Transit and to destinations (spelled wrong in document) more clearly identify that there are many significant updates to the transit network underway since this analysis was completed, and how the gaps (green lines) are in the financially constrained list but not yet implemented, and include language about how reasonably expected funding is not available to expand service to the degree the RTP envisions. Many of the lines categorized as "Gap in Regional Transit Network (Financially-Constrained)" are planned for improvements with Forward Together - Line 87, 77, 52, to name a few examples. Also, suggest being more clear that the reason for gaps in completion of the transit network is the need for more operating revenue for TriMet and other transit agencies.	Amend as requested. Change heading on p. 4-34 to read "Access to transit and <del>destintaions</del> <u>destinations</u> ." See response to Comment 184 for recommended changes re: describing agency progress in filling gaps identified in chapter 4.	Y	C

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214	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	The description of Figure 4.9 describes “current” frequent transit service but I think it is referring to the 2040 constrained transit network from the 2018 RTP? If so this should be clarified because the layer showing "2040 financially constrained frequent transit" is inconsistent with the TriMet-provided TNETs or “current” transit service. For example, it shows frequent service in the Cedar Mill/Bethany area and to Sherwood - neither of these were included.	Amend as requested: "Figure 4.9 below highlights communities that have the densities necessary to support frequent transit (orange) and compares their location with <del>current</del> <u>2020</u> frequent transit service."	Y	C
215	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes making changes to Chapter 4 figures to increase legibility of figures. Notes that many figures, especially gap maps (figures 4.3 thru 4.6 plus 4.19), are "very busy with many difficult to distinguish color keys. Suggests that gap maps be full-page figures and potentially split for the east/west sides of the region.	Amend as requested. Metro will review the final RTP document for accessibility before publishing it. Metro works to ensure that all RTP figures are high-enough resolution to be legible when readers zoom in while reading the digital version of the document.	N	C
216	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes changes to Purpose section (p 4-1) to strike mention of "world-class" from the first paragraph and add discussion of seismic vulnerability and geographic barriers to the third paragraph.	Amend as requested.  First paragraph: The greater Portland region is an extraordinary place to call home. It is known for its unique communities, a diverse and growing economy and a <del>world-class well-connected</del> transportation system.  Third paragraph: And even the best-laid plans couldn’t have anticipated the impact of the COVID-19 pandemic, which dramatically reshaped how people travel and continues to affect the region even as the public health emergency recedes. <i>These changes add to the some of the challenges already posed by the region's geographic setting, which include river crossings, topography, and vulnerability to earthquakes, wildfires, and other natural disasters.</i>	Y	C
217	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes reordering subsections in chapter 4 so that Economy comes before Mobility.	No change recommended. Since the RTP is a transportation plan, there is a lot of content related to mobility, and this content is often important to understanding analyses of other goals that build on mobility analyses. Metro staff are also seeking to maintain consistency among relevant RTP chapters, and chapters 3 and 7 also discuss Mobility first.	N	C
218	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes including future projections of travel demand by mode / facility that account for the range of potential impacts from the COVID pandemic.	No change recommended. The Emerging Trends Study that accompanies the RTP includes the requested information. The RTP is required to include travel demand projections from a travel demand model based on the best information currently available, and these projections are the focus of the RTP document.	N	C
219	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes clarifying definition of "throughway" used in 4.1.	No change recommended. To ensure consistency, key terms, including throughways, are defined in the RTP glossary.	N	C

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220	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes increasing the legibility of Figure 4.2.	Amend as requested. See also response to Comment 186 regarding the general legibility of figures in this chapter.	N	C
221	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes showing all footnotes for Table 4.2.	No change recommended. The footnotes for Table 4.2 appear to be showing correctly. The response to Comment 187 addresses the comment regarding the region's "world-class" transportation system.	N	C
222	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes further prioritizing and distinguishing the gaps identified in figures 4.3-4.6 and 4.19.	No change recommended. The RTP takes a high-level approach to identifying gaps in order to encourage further analysis and planning for these areas. Prioritization of investments occurs in coordination with partner agencies through modal plans such as the High-Capacity Transit Strategy that accompanies the RTP. This comment will be further considered as part of the 2028 RTP update.	N	C
223	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes further distinguishing facilities and increasing legibility of figure 4.7.	No change recommended. Figure 4.7 distinguishes between the type of facilities discussed and is identical to Figure 3.23 in Chapter 3.	N	C
224	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes including additional analysis of EFAs relative to transit, bicycle and pedestrian service and facilities, as well as crash locations. Proposes examining these issues on a per population basis as well as an absolute basis, and breaking equity analysis into subareas representing the east and west areas of the region.	Update Chapter 8 to include work to contine to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing). Much of the requested information is already in the RTP: Figure 4.3 and 4.21 shows the location of gaps in the frequent and regular transit system relative to EFAs, Figure 4.22 shows transit frequency relative to EFAs and population density, and Figure 4.24 compares the completion of bike/ped infrastructure for EFAs and non-EFAs. These gaps are all identified by local governments considering factors including population density, and the Census tracts that are used as the basis for defining EFAs effectively control for population density because they are drawn to include a certain number of people. The RTP uses a limited number of sub-regional geographies for consistency and strives to use geographies that align with jurisdictional boundaries; no other analyses in the RTP break down results between the east vs. west side of the region given that many jurisdictions span the Willamette River.	Y	C
225	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes clarifying whether scooters are considered motor vehicles and adding analysis of rising crashes in Multnomah County and declining serious crash rates for bicycles.	No change recommended. The Motorcycle entry in the RTP glossary clarifies that scooters are motor vehicles. Additional data and analyses are necessary to answer the other questions posed in the comment. Multnomah County recently published an analysis of crash rates and causes within the county ( <a href="https://www.multco.us/file/133071/download">https://www.multco.us/file/133071/download</a> ), and additional analysis will be part of the Safe Streets for All Grant discussed in Chapter 8. This comment will be considered when the Regional State of Transportation Safety Report is updated. A timeframe for the next update has not been determined.	N	C
226	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes that roundabouts could be considered as a response to high injury corridors.	No change recommended. Roundabouts are included as safety countermeasures that are recommended in the Regional Transportation Safety Strategy, and are considered by project sponsors in more detailed planning and project development phases.	N	C

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227	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding information and analysis to Figure 4.13 and the associated discussion to examine the extent to which past restorative actions have addressed inequities.	No change recommended. The equity policies in chapter 3 direct Metro to prioritize input from members of marginalized communities in identifying and addressing equity issues. As discussed throughout the RTP, this input has emphasized that disparities in the transporation still exist, particularly when it comes to safe bicycle/pedestrian facilities and access to transit. Further analysis as proposed in the comment will be considered as part of scoping the work plan for the 2028 RTP update.	N	C
228	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. The comment notes patterns in the distribution of transit service across the region.	No change recommended. This comment will be considered for the 2028 RTP update.	N	C
229	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding citations to supporting research to the following sentence describing differences in common travel times between automobile and transit: "This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access"	No change recommended: as noted in footnote 12, the travel times used "were recommended by the 2018 Transportation Equity Working Group to account for the fact that transit trips are typically longer than automobile trips." Different regions use different time thresholds for different modes based on their geography and their transportation networks; the working group reviewed multiple different accessibility measures and felt that the 30-minute threshold used for driving and the 45-minute threshold used for transit best represent typical travel times in the Portland region.	N	C
230	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes that Table 4.5 implies that transit and driving access are destrubuted equitably between EFAs and non-EFAs.	No change recommended. Table 4.5 (which is in the Mobility subsection) does not break out accessibilty results between EFAs and non-EFAs. This information is in Figure 4.23 in the Equity subsection.	N	C
231	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	Proposes adding discussion of impacts of commutes from outside the region into Portland on surrounding communities.	No change recommended. The RTP is by statute limited in its scope to the Metropolitan Planning Area Boundary.	N	C
232	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding a conclusion summarizing key findings	Amend as requested. In addition, a summary of key findings is already available in the executive summary that is included as part of the RTP.	Y	C
233	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes the lack of discussion regarding additional safety data collection.	No change recommended. The need for additional safety data and analysis (as well as a plan to address that need is discussed in Chapter 8 under the Regional Safe Streets for All program.	N	C
234	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 4			Y	Notes the safety failure of the RTP. Requests that Metro pursue the alarming trends in vehicle size and weight.	Amend as follows. Include reference to vehicle size and weight in Chapter 8 under the Safe Streets for All project and as a topic in future funding discussions.	Y	C
235			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 6: What Table 4 is this referring to?	Amend footnote 6 as follows: "Table <u>4.2</u> focuses on the on-street bike/ped network."	Y	C

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236			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 7: Which Figure 19?	Amend as follows: remove <del>footnote 7</del> . The footnote is no longer relevant since the figure referred to in the footnote was removed prior to publication of the public review draft RTP.	Y	C
237			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In VMT per capita, amended text to read "Vehicle miles traveled (VMT) per capita measures how much the average person in the Portland region drives each day."	Amend as follows: "Vehicle miles traveled (VMT) per capita measures <u>how</u> much the average person in the Portland region drives each day."	Y	C
238			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 11: Which Figure 25 is this referring to?	Amend Footnote 11 as follows: "The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 25-4.9 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit."	Y	C
239			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	It doesn't seem like the Table 4.3 is showing data "by community type".	Amend Table 4.3 caption as follows: "Table 4.3: Percent of jobs accessible by driving and by transit; by <del>community type</del> and time of day, 2020 (Metro travel model and land use data)"	Y	C
240			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Include a legend detailing the icons at the bottom of figure 4.19.	Amend Figure 4.19 to remove icons.	Y	C
241			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	So much of the information provided is focused on where the EFA populations live. It would be helpful to also have more information about how their origins and destinations relate to each other (which links they use most often). This could be analyzed with the Metro model. If the Metro model were analyzed in Visum then "flow bundles" could be developed for all of the EFA areas to see which links the EFA populations travel on. Something similar could be completed with Emme. This could inform investment priorities. Perhaps this analysis has already been completed and is in Appendix C or elsewhere.	Update Chapter 8 to identify work to continue to advance Metro's equity analysis methods and tools to both inform investment priorities and potential impacts on marginalized communities, including economic impacts. Metro's travel model, which is the primary analytical tool used to analyze travel patterns in the RTP, is not detailed enough to meaningfully distinguish destinations frequented by EFA residents from destinations frequented by other populations. See also recommendation on Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	C
242			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 31: specify year for 7/13 meeting packet. Looks like it was 2022.	Amend footnote 31 as follows: "See the Needs Assessment memo that was shared with TPAC as part of the July 13, 2022 meeting packet (beginning p. 14) for further discussion of how and why Equity Focus Areas changed as they were updated."	Y	C
243			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In the "Access to transit and to destinations" section, paragraph one, should this say "previous section on Mobility"? The Mobility section was earlier in the report.	Amend as follows: "Figure 4.21, which is discussed in more detail in the <del>following</del> <u>previous</u> section on Mobility."	Y	C

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244			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 35: Wrong figure # cited.	Amend as follows: "The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 25 <u>4.21</u> combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre."	Y	C
245			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In paragraph 1: How can it be "double" or "nearly double"? Suggest this text be updated to say "nearly double."	Amend as follows: Normalizing by population, Black, American Indian and Alaska Native people experience <del>double or nearly</del> <u>roughly</u> double the number of traffic fatalities that other groups experience.	Y	C
246			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Chapter 4, Page 4, In paragraph 1: Can 1-2 sentences be added about the causes of racial and other disparities?	No change recommended. Further analysis of the causes behind racial and other disparities in crash rates noted in the RTP will be the subject of follow-up work under the Regional Safe Streets for All grant described in Chapter 8. Multnomah County recently published an analysis of racial disparities within the county ( <a href="https://www.multco.us/file/133071/download">https://www.multco.us/file/133071/download</a> ).	N	C
247			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	The Metro Model should not be the reference for this. The data came from somewhere else before it came from the Metro Model.	No change recommended. Staff assume that this comment refers to Figure 4.25, which is the only figure on page 41. That figure cites ODOT crash data, analyzed by Metro staff.	N	C
248			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Please clarify this sentence: "These recent low unemployment rates are particularly remarkable since they are happening at a time when regional participation in the labor force is increasing, which normally causes unemployment to rise." Does increased regional participation in the labor force normally cause unemployment to rise?	Amend as follows: These recent low unemployment rates are particularly remarkable since they are happening at a time when regional participation in the labor force is increasing, which normally causes unemployment to rise because more people are actively looking for work, and people who are not <u>looking for work are not counted as 'unemployed.'</u> "	Y	C
249			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In footnote 41, the Metro Model is not an appropriate source for this data. It came from somewhere else before the Metro model.	Amend footnote as follows: " <del>Metro Regional Travel Model</del> <u>Metro 2045 Distributed Growth Forecast</u> ( <a href="https://www.oregonmetro.gov/2045-distributed-forecast">https://www.oregonmetro.gov/2045-distributed-forecast</a> )"	Y	C
250			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	VMT section mixes CFEC/Target Rule "household based" (odometer-like, VisionEval, green line in Chart 4.35) with "on road" VMT per capita (HPMS, dark/light blue line). While these two definitions are roughly equal at a statewide, and possibly regional level, these metrics are likely to be very different at a jurisdiction level, as shown in Fig 4.36. Suggest adding footnote to note the different definitions, so the charts are sourced/used correctly.	Amend text prior to figure 4.35 as follows: "Figure 4.35 below shows historical trends in VMT per capita between 1990 and 2020 for both the U.S. and the greater Portland region and compares them to the regional <u>VMT per capita targets</u> . The data in this chart comes from two different sources - <u>historical VMT per capita comes from observed data, whereas targets are based on projections</u> - and it is not appropriate to compare these two different sources in detail, but showing them side-by-side illustrates how the VMT per capita reductions called for in regional targets compare to the <u>region's track record of reducing VMT per capita.</u> "	Y	C
251			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	What % of road trips in the region are truck trips? That would be helpful context to provide here to help us understand the relative important of the freight road network.	Amend as follows: "With its location on Interstate 5, the West Coast artery of the Interstate Highway System, the greater Portland region is ideally situated to move freight by truck, <u>and on an average weekday freight accounts for roughly 12 percent of the vehicle trips in the region.</u> "	Y	C

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252			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In the "Impacts of the COVID-19 pandemic on travel" section, paragraph two, amend the last sentence to read "2020 is the base year for the 2023 RTP update, and is often the most recent year for which data are available."	Amend as requested.	Y	C
253			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Spell out EFA, it isn't spelled out till page 30.	Amend as requested. EFA refers to Equity Focus Areas.	Y	C
254			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Replace the term stakeholder throughout the RTP. ODOT has an initiative to remove the term "stakeholder" from documents due to the history of the term. ODOT suggests Metro do so as well.	Amend as follows. As part of Metro staff's final copy edit of the RTP, we will replace instances of stakeholder, where feasible. Metro's style guide directs staff to be specific and avoid generalizations when referring to people and groups of people, which aligns with the move away from using stakeholders.	Y	C
255	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 4 and Appendix J			Y	There is no discussion in the Draft 2023 RTP about the importance of electrification of the vehicle fleet and the benefits that will result. It would be helpful to articulate the impact of transitioning all of the vehicles to EV with the expectation that VMT will grow at the same rate as anticipated throughout the other sections of the draft 2023 RTP. We understand that the focus for the Climate Smart strategy is for strategies that benefit the climate by reducing VMT. However, many experts believe that rapid public adoption of electric vehicles could result in a vehicle fleet with 50% electric vehicles by 2035.	Amend as requested.	Y	C
256	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 4 and RTP Chapter 8			Y	Suggests adding a project to Chapter 8, or more information in Section 8.4.5.3 on Performance monitoring measures and targets, that would focus on improvements for the next RTP update process. We would like to see work that includes earlier inclusive engagement and identifying measures that better evaluate if the RTP is addressing needs expressed by equity community members.	See recommendation for Policy Topic # 1 (investment Emphasis) in Exhibit C (Part 1).	Y	C
257	Doane	Mick	Community member	Online Comment Form	7/14/2023	RTP Chapter 5			N	No change recommended. Requested the 2023 RTP support building more lanes and roads.	No change recommended. Comment noted. Transit capital, operations and maintenance makes up around 44% of the 2045 Financially Constrained investment strategy for the 2023 RTP. While the share of transit riders is expected to be closer to 5% by 2045, these improvements do lead to an increase in projected ridership of over 30%. Additionally, these investments are a key part of the region's Climate Smart Strategy for meeting targets for reducing vehicle miles traveled to reduce greenhouse gas emissions and roadway congestion. At the same time, the 2023 RTP includes about \$19 billion in new roadway capacity. When including operations and maintenance and the Interstate Bridge replacement project (which is also a multimodal investment), about 51% of the 2045 Financially Constrained investment strategy is allocated for roadway improvements for people who drive.	N	C

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258	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 5			Y	Asks if Capital Investment Grants are missing and suggests adding them.	No change recommended. Assumptions about Capital Investment Grants were considered as part of the investment approach for implementing the High Capacity Transit Strategy similar to the approach taken for the 2018 Regional Transportation Plan. This approach is documented on page 5-21 of Chapter 5.	N	C
259			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests noting road usage charges as another potential source of funding revenues.	Amend as requested.	Y	C
260			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests noting that state legislative action will be required to allow for some of the new transportation revenue sources.	Amend as requested.	Y	C
261			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests adding "new economic development trends" to the bullet list of challenges.	Amend as requested.	Y	C
262			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	In the last sentence of paragraph 2, replace "developing a feasible plan for achieving Metro's six desired outcomes for the region" and replace with "developing a feasible plan for achieving the RTP goals." It is unclear what the 6 goals are. Assuming these are the 5 RTP goals, they are the region's goals, not just Metro's.	No change recommended. The six desired outcomes for the region were adopted by the Metro Council in 2008, at the recommendation of the Metro Policy Advisory Committee. The RTP supports achievement of those six outcomes and the five RTP goals.	N	C
263			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Retitle Table 5.6 "Non-transit Revenue Forecast Compared to Total Costs, 2023 - 2045 (YOE\$).	No change recommended.	N	C

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264	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 6			Y	Revise the description on pages 6-18 to 6-19, to read, " <del>Figure 6.7 shows the cost of RTP investments submitted by ODOT broken down by investment category. The I-5 IBR Program comprises nearly half of ODOT's \$12.61 billion constrained project list with less than 1% being allocated towards walking and biking.</del> While ODOT's constrained list includes mostly roadway projects, these are often multi-modal in nature and incorporate active transportation features that are part of a complete multi-modal roadway system. In addition, over \$1.2 billion of ODOT's investments are in non-capacity safety and operations projects, many of which will provide active transportation improvements in priority locations: the 24-27 STIP includes \$165 million in ADA ramps and another \$24 million in active transportation specific projects within Region 1, plus additional active transportation investments on many other projects. Much of ODOT's \$12.61 billion constrained project list is comprised of the I-5 IBR Program, which includes an approximately \$2 billion investment in light rail high-capacity transit element, express bus, and bike and pedestrian access improvements. See Section 6.3.14 for more information on region-wide road operations, maintenance and preservation costs." In addition, add an asterisk to Figure 6.7, as follows " * Funding for the IBR program includes \$1 billion from the State of Oregon with the balance from multiple other sources. Approximately \$2 billion is allocated to transit, bicycle, and pedestrian improvements. "and update graphic to more clearly reflect Oregon funding relative to other sources of funding (e.g, in gray) for the project.	Amend as requested.	Y	C
265	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Table 6.13: TriMet's submitted project list for transit operations and maintenance shows \$5.7B in the 2023-2030 timeframe, and \$16.7B in the 2031-2045 timeframe. The numbers in this table are much higher than that and it seems unlikely that SMART and streetcar would make up the rest.	Metro staff will work with TriMet to identify needed updates to this table to reflect revenues and costs for transit operations and maintenance.	Y	C
266	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Table 6.5 - Daily Revenue hours are higher than TriMet's estimates for both the near-term and the long-term.	Recommend that the row title for this item be updated as follows with a note as such: "Daily revenue hours (TriMet and SMART only; excludes C-TRAN) 1 1 Revenue hours include TriMet, SMART, Ride Connection, and Clackamas, Multnomah and Washington Counties but exclude C-TRAN." The daily revenue hours are for all Oregon transit agencies in the region including TriMet, SMART, and the three counties which have shuttles included in the scenarios for the 2023 Regional Transportation Plan Update (but excluding C-TRAN).	Y	C
267	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Figure 6.4: Total cost of TriMet operations and TriMet Operating Capital - Maintenance (Phases 1 and 2) projects are \$22.4B; this seems like more than the 40% reported out in Figure 6.4	No change needed. The percentages reported in Figure 6.4 are the investment category divided by the total RTP spending amount. So that means \$22.4B for transit operations divided by \$68.5B which equals 33% rather than \$22.4B divided by \$43.0B which is the operations and maintenance subtotal (52%).	N	C

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268	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Figure 6.28 needs to show TriMet's 4 Bus Garages on this map (which are all RTP projects). These all have ZEB in the title and are critical to climate pollution reduction of our fleet.	Amend as requested.	Y	C
269	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Requests that inaccuracies in Figure 6.18 (map) be fixed: Map does not show the Line 52 185th as frequent bus. Map does not show the Line 72 Killingsworth as frequent bus	Amend as requested.	Y	C
270	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Revise Chapter 6, Section 6.3.9 Transportation demand management projects to read as follows: "Public awareness, education and travel options programs are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carpooling, vanpooling and taking transit. Local, regional and state agencies <del>all have responsibilities for developing and delivering these programs. They work</del> together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes and manages grant funding <del>through the Regional Travel Options (RTO) Program.</del> "	Amend as requested.	Y	C
271	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Revise Section 6.3.9 to replace the existing bullets with the following summary of TDM projects in the RTP: " <ul style="list-style-type: none"><li>• <u>Regional Coordination and local policy, program, and project development: Metro's Regional Travel Options Program leads regionally significant TDM efforts, including policy development, public outreach and education, provision of direct services and resources, partner collaboration, research, and evaluation. These efforts aim to increase resources and capacity at the local level for policy, program, and project development.</u></li><li>• <u>Commuter Programs: Employer-based commuter outreach efforts include: financial incentives, such as transit pass programs and offering cash instead of parking subsidies; facilities and services, such as carpooling programs, bicycle parking, emergency rides home and work-place competitions; and flexible scheduling such as working from home or compressed work weeks.</u></li><li>• <u>Safe Routes to School Program: School districts, local jurisdictions and other regional and state partners provide programming that supports vehicle trip reduction for K-12 school-based trips. Metro provides grant funding, technical support and regional coordination for these programs.</u></li><li>• <u>Community Programs: Outreach and engagement programs that meet community travel options needs outside of the trip to school or work, which can include health, recreation, food access, and more. These programs are designed in collaboration directly with community members across the region. Metro supports these efforts through a variety of grant programs.</u></li></ul> "	Amend as requested.	Y	C

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272	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Update the descriptions in Table 6.11 (Summary of Constrained RTP transportation demand management projects) to reflect the updated summary of RTP TDM projects.	Amend as requested.	Y	C
273			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Per the Table 6.6 note, do either of these totals include multiple phases of a single project? If so, that seems misleading. Suggest it be limited to single project phases or projects. If a project has multiple phases then it should count as one.	Amend this table to better distinguish between multiple phases and single projects.	Y	C
274			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	1. Fill the gaps. This section ends with an incomplete sentence, "Access to transit".	Amend as requested.	Y	C
275			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Table 6.10: The table lists incident response vehicles under long-term Constrained as being on all major arterials adjacent to freeways. Many arterials adjacent to freeways are not owned by ODOT and many local agencies that own those arterials do not currently have incident response programs. Having incident response vehicles on arterials adjacent to freeways would likely be a big financial lift. Please clarify	Amend as requested.	Y	C
276			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The sentence "The region's operations and maintenance commitments are significant and consume most federal, state, and local revenues identified for the greater Portland region through 2045 estimated \$43 billion." needs to be edited for clarity. One potential solution is "estimated at \$43 billion."	Amend as requested.	Y	C
277			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The first sentence of paragraph one needs to be edited for clarity. "and highway overcrossings and/that provide mobility and access for all modes of travel."	Amend as requested.	Y	C
278			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Figure 6.8 intro text, remove "the" before "TriMet" and add the following language sent by ODOT on 9/28/23: and add the following note to Page 6-36, " <u>The IBR program provides improvements for freight safety, mobility and reliability in the program area, including providing standard shoulder widths on the interstate, adequate ramp lengths to access and exit the interstate, and a new configuration at the Marine Drive interchange, which provides critical access to and from the Port of Portland.</u> "	Amend as requested.	Y	C

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279			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In Figure 6.13, comprehension would be improved if only projects in Clackamas County were displayed. Currently projects in Multnomah and Washington County are displayed.	Amend as requested.	Y	C
280			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Figure 6.14 text stating "Roads and bridges projects comprise a majority of costs and number of projects" is inconsistent with data presented in the figure that shows 32 Walking and Biking projects, and 23 Roads and Bridges projects. Figure 6.14 should be singular but currently reads "Figures 6.14"	Amend as requested.	Y	C
281			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The last sentence of paragraph 2 needs to be edited for clarity. "Strategic throughway capacity projects seek to maintain regional mobility" or "strategic throughway capacity increases seek to maintain regional mobility". Please disregard if we misunderstand the intent of the sentence, but "enhance" makes it seem like this is talking about adding throughway capacity.	Amend as requested.	Y	C
282			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Table 6.6 to add a total row, to sum the two grey rows.	Amend as requested.	Y	C
283			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Table 6.20 to show greater color differentiation between the two long-term circle colors (Throughways and IBR) as some readers will not know where IBR is located.	Amend as requested, and update Figure 6.24 to add a circle for the IBR program on the Columbia River Bridge.	Y	C
284			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Provide narrative context for all figures and tables.	Amend as requested.	Y	C
285			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In "Transportation system management and operations projects", language should be added to indicate that "speed and reliability" should be improved for general traffic and freight, not just transit.	Amend as requested.	Y	C
286			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In "Arterial corridor management", replace "pedestrian count down signs" with "pedestrian countdown signals".	Amend as requested.	Y	C
287			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In Table 6.40, row 3, column 3, ODOT suggests replacing "some" with "more" or "additional".	Amend as requested.	Y	C
288			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Page 6-46 of Chapter 6 to provide a definition fo how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested.	Y	C

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289			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Suggested revision to Figure 6.6 for improved legibility.	Amend Figure 6.6 to increase distance between Throughways and IBR arrows.	y	C
290	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP chapter 7			Y	Argues against reducing VMT per capita as an RTP performance measure and target for several reasons: Metro has no control over VMT, measuring VMT/capita is challenging, current policies and regulations aimed at reducing VMT/capita have had no impact, VMT/capita does not capture impacts on congestion, and increased VMT/capita is desirable because it reflects increased economic activity. Implicitly recommends that this measure not be used in the RTP.	No change recommended. Reducing VMT / capita has been affirmed and reaffirmed by state and regional policymakers as an RTP performance measure since the mid-1990s - and most recently in the Climate-Friendly and Equitable Communities Rulemaking that led to significant updates to the Transportation Planning Rule. Chapter 4 provides ample evidence demonstrating the impact that land use change and investments in transit and active transportation have on VMT/capita, including contributing to VMT/capita reductions during most of the last three decades in the Portland region.	N	C
291	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP chapter 7			Y	Comments that the travel speed performance measure used in the RTP for throughways will not lead to meaningful reductions in congestion. Implicitly recommends that this measure not be used in the RTP.	No change recommended. as documented in the RTP, the performance measures used in the regional mobility policy are the product of an exhaustive and collaborative stakeholder process. Stakeholders recommended this measure not to reduce net congestion, which has proven challenging for growing regions like Portland, but to focus investments on the areas within the region where congestion issues are most significant. The travel speed measure and threshold is used to identify transportation needs in these locations. The policy further directs following the region's federally required congestion management process to identify and evaluate solutions to address those needs. See also Comment #585.	N	C
292	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			Y	Expresses disappointment that there is a target rate of 52 fatalities a year in the draft RTP document; and discouragement that there are 93 traffic fatalities in the base-year analysis. Proposes the need to place a greater emphasis on reducing dangerous driving behavior and on creating safer facilities to separate more vulnerable roadway users in time and space from heavy and fast-moving vehicles.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All project to be described in Chapter 8.	N	C
293	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			N	Comments that the region is falling far short of meeting our transit, walk, and bike mode share targets due to infrastructure deficiencies, safety concerns, lack of reliable and frequent transit options, financial burden, and/or systems built to favor auto travel.	No change requested. Comment noted.	N	C
294	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			N	Comments that providing people with viable alternatives to driving is often the most cost-effective and efficient way of 'solving' congestion.	No change requested. Comment noted.	N	C
295	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 7			Y	Proposes that Metro needs better analysis and oversight tools regarding project impacts on safety, particularly serious and fatal crashes, than what self-reported data from project sponsors has provided.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All project to be described in Chapter 8.	N	C

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296	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.8 – please add a caveat that this is a theoretical exercise and there was not detailed assessment of how this 77% increase above RTP levels of transit service assumption	Amend as requested. Add the following text to the end of the "Target 2" bullet preceeding Table 7.8: "To create this scenario, the consulting team supporting this analysis tested several different levels of pricing and corresponding increases in transit service until they identified the scenario that meets regional climate targets using the smallest amount of additional pricing. <u>This is an illustrative scenario, and did not consider the many nuances and policy constraints involved in using pricing revenues to fund transit service.</u> "	Y	C
297	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.7 - do these analyses assume zero emission buses? Are TriMet's zero-emission bus transition projects included in the “% of the capital RTP budget invested in high or moderate impact Climate Smart Strategies?”	No change recommended. Consistent with federal guidance, the analysis of pollutant emissions in Table 7.7 does not account for emisisions (or emission reductions) from transit vehicles. The zero-emission bus projects in the RTP are included in the “% of the capital RTP budget invested in high or moderate impact Climate Smart Strategies.”	N	C
298	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Figure 7.5 - why does this discuss TriMet only and not include SMART and streetcar?	No change recommended. This question is answered in footnote 4 on p. 7-12: " This data does not include all transit services in the region, but since TriMet serves over 90 percent of transit rides in the region its data typically reflects regional trends, and the way that TriMet reports this data makes it easy to use this data to track those trends over time."	N	C
299	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-12 – The last paragraph needs to include mention of other trends occurring during this time and not assume transit service was not effective in attracting riders. “There have been several external factors at play that may have caused this transit ridership reduction. During this time, the cost of housing led many former transit riders to need to move away from transit service to find affordable housing, and there was also a significant increase in ride-hailing services.	No change recommended. The requested information is already included in footnote 5 on p. 7-13: "Transit agencies in cities across the U.S. observed similar trends during this period, during which total U.S. nonrail transit trips fell by almost nine percent and rail trips fell by roughly two percent. (See Federal Transit Administration, National Transit Database: 2019 National Transit Summaries and Trends, <a href="https://www.transit.dot.gov/ntd/2019-national-transit-summaries-and-trends-ntst">https://www.transit.dot.gov/ntd/2019-national-transit-summaries-and-trends-ntst</a> .) Analyses pointed to several potential explanations for this decline, including an increased preference among travelers for (and, as the economy strengthened, ability to afford) private vehicles, declining gas prices, competition from transportation network companies and other emerging modes, and declining housing affordability, which may have led many lower-income people who are more likely to rely on transit to move to communities where transit was not accessible. (See TransitCenter, Who’s on Board 2019: How to Win Back America’s Transit Riders, <a href="https://transitcenter.org/publication/whos-on-board-2019/">https://transitcenter.org/publication/whos-on-board-2019/</a> .) "	N	C
300	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-7: "The share of households that are projected to be within walking distance of transit of 2045 is similar to the base year share." This implies that the problem is the lack of growth in the transit network. We would like to posit that the problem should also be assessed as the lack of new density near established transit lines and in regional centers and corridors.	Amend as requested. Add the following to the final paragraph on p. 7-7: "Though the RTP expands the transit system, this planned growth may not be keeping pace with new development, <u>or land use plans may need to be updated to locate more housing near new service.</u> "	Y	C
301	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-6 - Why does access to jobs by transit decrease between 2030 and 2045? Is this because there are new jobs assumed in areas that are not transit-supportive?	Amend as requested: "Access to jobs by <del>transit driving</del> also increases between 2020 and 2030, but then it declines between 2030 and 2045."	Y	C

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302	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.3 –these transit revenue hours do not appear to be in line with what we’ve provided.	No change recommended. The reason for the discrepancy noted in the comment are that the information shown reflects other transit services in the region in addition to TriMet service, and because this data comes from Metro's travel model, which uses a slightly different definition of "revenue hours" than transit agencies often do (Metro's model only accounts for the time the vehicle is in service; it cannot account for driver breaks or deadhead time).	N	C
303	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	This chapter makes assertions and estimates that new transit service will be less effective in drawing new riders that is not backed up by data. Table 7.2 - please provide your analysis/calculations of the "% of transit network that is complete" so we can better understand it. Please document what is included in the transit service vision and where did it come from? Why does the "% of households located within walking distance of a frequent transit station" not change between the base year and the 2030 and 2045 results? This doesn’t make intuitive sense - there is new frequent transit in both the 2030 and 2045 networks.	Amend as requested. Edit section 3 of Appendix M, which contains a description of the methodology for the system completeness measure, to include a description of how transit system completeness was calculated.  With respect to transit system completeness, no change recommended. The comment correctly points out that the RTP adds transit in 2030 and 2045; however the amount of transit added (34 new route miles between 2023 and 2030, 19 new route miles between 2031 and 2045) is so small relative to the size of the base transit network (over 1200 route miles) that it has a marginal impact on performance measure results for the system completeness and households near frequent transit measures.  The other issues discussed in this comment are addressed in Metro's responses to previous comments.	Y	C
304	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes to clarify the geography of the analyses in chapter 7 and to add more information on how the modal networks referred to in the chapter are defined.	Amend as requested. Amend the first paragraph in the purpose section to add the following sentence at the end: "Unless noted otherwise, all analyses in this chapter are for the Metropolitan Planning Area." The networks and the other terms discussed in the comments are already defined in Chapter 3 and the glossary.	Y	C
305	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding new sections to chapter 7 focused on analyzing the I-5 corridor between Portland and Vancouver and the US-26W corridor between Portland and Washington County, each with its own set of performance metrics and targets tailored to the corridor, in order to evaluate the impact of projects planned for this corridor.	No change recommended. The RTP is focused on understanding the collective impacts of all constrained projects on the transportation system. In order to maintain an equitable process, the RTP applies the same evaluation lens to all transportation projects, and does not scrutinize particular projects or corridors in detail unless Metro Council and/or JPACT direct the RTP to do so.	N	C
306	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Comment describes how separating analyses of rail/bus transit might nuance the results for transit completion.	No change recommended. Distinctions between the completeness and priorities associated with different types of transit are the focus of the High Capacity Transit Strategy that accompanies the RTP and of follow-up transit analyses discussed in Chapter 8.	N	C
307	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Notes different potential interpretations and definitions of the throughway reliability metric.	No change recommended. Development of the throughway mobility metric has occurred through a multiyear, multi-stakeholder process that is still ongoing and may result in further changes to this metric as the RTP is finalized.	N	C

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308	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that there are many different contributors to safety issues, including human nature, signage, and technology, and that more work is needed to promote proven safety interventions in the region.	No change recommended. The performance analysis in Chapter 7 seeks to report out on progress toward the region's target to eliminate fatal and serious injury crashes by 2035. Chapter 3 of the RTP describes proven safety countermeasures and promotes their use in transportation projects, and Chapter 4 discusses the contributing causes of crashes based on the data available.	N	C
309	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that equity performance results align with common perceptions.	No change recommended.	N	C
310	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes to replace the access to jobs metric used throughout chapter 7 with a metric measuring brownfield conversion.	No change recommended. The metric used is not the number of jobs within EFAs, as the comment suggests, but the number of jobs that can be accessed from EFAs within a regional travel time. This measure was included in the RTP based on an extensive working group process to identify key equity metrics, and as summarized throughout the RTP community feedback continues to emphasize the importance of improving transit connections to and from EFAs.	N	C
311	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment highlights the difference between equity focus areas located on the east vs. west side of the region.	No change recommended. As discussed in Chapters 3 and 4, each of the hundreds of Census tracts in the region that are identified as EFAs are unique and distinct, and planning efforts should always attempt to understand which specific marginalized groups are within EFAs and what the needs of these groups are.	N	C
312	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment discusses the many different factors that shape workers' choice to commute by auto vs. transit, and some of the strategies that may help to address these factors.	No change recommended. The High Capacity Transit Strategy included in the RTP as well as follow-up transit planning identified in Chapter 8 account in more detail for the factors that support transit use and identify the specific investments that are needed to make transit a more viable alternative to driving.	N	C
313	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	Proposes more in-depth analysis on the economic impacts of not achieving goals and ways to meet goals.	No change recommended. Analysis of alternative futures and detailed identification of strategies to meet goals are generally outside the scope of the RTP and more appropriate for detailed follow-up planning that typically occurs between RTP updates. Metro staff will continue to improve economic analysis methods to inform the 2028 RTP update.	N	C
314	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that analysis of bicycle completion may not be relevant for some employment areas.	No change recommended. The text in this section already acknowledges the tension between improving bicycle facilities and meeting other needs in employment/industrial areas, and that bicycle investments may not be the highest priority for these areas: "Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments, and new transit options, particularly smaller and more flexible service that can serve routes with many dispersed stops, are needed to give people a car-free option that connects within walking or biking distance of their jobs. However, completing these networks, especially the pedestrian network, can help transit riders safely and conveniently complete the last mile of their commutes."	N	C

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315	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes further analysis of how projected population increases influence projected increases in travel times.	No change recommended. As noted in the comment, this issue will be addressed by planned updates to Mobility metrics.	N	C
316	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding a note to the explanation of Economy results that "transit actually has little impact on economic impacts related to the movement of goods and services."	Amend as requested. Amend the first paragraph describing Economy results as follows to highlight that the primary economic benefit of transit is providing access to jobs and labor: "The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase, particularly in 2045, due to increased congestion. This means that <u>workers who commute by transit enjoy better access to jobs and spend their days more productively, but drivers don't necessarily enjoy these same benefits.</u> "	Y	C
317	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes discussing regional climate targets in chapter 7.	No change recommended. These targets are stated in Chapter 3, and the 2045 target is included in the table summarizing Climate measures in Chapter 7.	N	C
318	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes clarifying the definitions of criteria pollutant metrics and highlights perceived inconsistencies between VMT per capita and criteria pollutant results.	Amend as requested. Amend definitions for all emissions results shown in Table 7.7 to clarify that these are <u>daily</u> emissions. VMT per capita reduction results are different from criteria pollutant reduction results because the analysis of criteria pollutants accounts for both changes in VMT and changes in vehicle fuels and technologies.	Y	C
319	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding analysis of industrial GHG emissions.	No change recommended. Industrial GHG emissions are outside the scope of the RTP, which is a transportation plan. These emissions will be addressed through the regional Climate Pollution Reduction Grant, a description of which is being added to Chapter 8 in response to other comments.	N	C
320	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes the declining relevance of VMT per capita as a performance measure in light of trends toward cleaner vehicles and discrepancies between results for VMT per capita and transit access.	No change recommended. The STS and other State documentation note that VMT per capita will need to decrease in order to meet Oregon's climate targets even if vehicles and fuels become significantly cleaner, and regional targets VMT per capita targets are designed to account for the needed reductions. As discussed in chapter 4, access to jobs is one factor among many (including land use change, pricing, and demographics) influencing VMT per capita.	N	C
321	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Chapter 7			N	No change proposed. Interprets the results of the system analysis in Chapter 7 and highlights key conclusions.	No change recommended.	N	C
322	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 7			N	No change proposed. I understand that Metro is still working through the methodology for signalized thoroughways and I look forward to the analysis.	No change recommended. Work will continue finalize the methodology for signalized thoroughways following adoption of the RTP. See Comment #115 and #161.	N	C

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323			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Metro analysis incorrectly assumes arterial pricing in the "State-led pricing actions" for the "RTP23+STS" scenario in Table 7.8 and Figure 7.6. (also in Executive Summary graphic). Remove arterial pricing from Table 7.8. Check analysis and update Figure 7.6 and other tables/graphics as needed.	Amend as requested.	Y	C
324			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	ODOT suggests clarifying text relating to tables indicating where the goals come from, especially for Table 7.2. paragraph 3.	No change recommended. The requested text is already in the introduction to the chapter: "The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets described in Chapter 2. The targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council."	N	C
325			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	In paragraph 1, it would be helpful to say what % of the region is an EFA. That would provide context for the "% of the capital RTP spending" numbers and also context for the proportion of crashes in EFAs.	No change recommended. RTP transportation equity policy 3 is to " <i>Prioritize</i> transportation investments that eliminate transportation-related disparities and barriers for marginalized communities" (emphasis added). The requested change implies that RTP policy is to invest equally in EFAs as in other communities, in proportion to the percentage of the region's population that lives in each community type. This is not consistent with equity policy 3; RTP policy is to go beyond making proportional investments in equity and instead make restorative investments.	N	C
326			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Table 7.7 shows the 10,831 MT GHG for base, 2030 & 2045 targets, values are also the same for AQ pollutant rows. Why does this not vary? Please check the numbers or provide explanation.	No change recommended. In addition to regional VMT/capita targets, Metro tracks total GHG emissions in order to account for the impact of population growth on emissions. The state has not issued a specifc target for total GHG reductions, nor have JPACT/Metro Council recommended one, so the target is simply to reduce total emissions. In this case, as in all other instances in chapter 7 where the target is simply to "reduce" or "increase" a value, the base year value is shown as the future year target to enable readers to easily understand whether the value is increasing or diminishing relative to the base year.	N	C
327			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Update Page 7-22 of Chapter 7 to provide a definition fo how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested. Add a footnote to table text "% of the capital RTP budget invested in high- or moderate-impact Climate Smart Strategies" that reads " <u>See Figure 4.33 in Chapter 4 for a description of high- and moderate-impact strategies.</u> "	Y	C
328			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	In the last paragraph, delete "carbon taxes". Technically carbon taxes are already occurring as part of the Climate Protection Program being implemented by the Oregon Department of Environmental Quality, and is included in the price of gas assumed in the Metro VE analysis. No new carbon pricing is anticipated. The text could indicate that carbon taxes are "underway", (i.e. to demonstrate the "progress" made).	Amend as requested.	Y	C

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329	Cortright	Joseph	City Observatory	Email	8/25/2023	RTP Chapter 7 and Appendix J			Y	Notes that current trends behind key assumptions in the RTP climate analysis - including average fleet fuel economy, fleet turnover, fleet vehicle mix, and electrification - are all showing little change or change in a direction that stands to increase vehicle emissions (e.g., lower-than-expected fuel economy, slow fleet turnover, increased use of heavier vehicles), contrary to the assumptions used in the climate analysis, which anticipate that all of these values will change significantly in a way that supports progress toward regional climate targets (e.g., quicker flet turnover, increased use of lighter passenger vehicles). Requests that the RTP revise the climate analysis to reflect current trends.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	C
330	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			Y	Notes that the data in Appendix G shows that forecast VMT per capita decreases by 4.6 percent between 2020 and 2045, which is short of the 30 percent reduction called for in regional climate targets. Requests that the RTP acknowledge that it does not reduce VMT enough to meet regional goals.	No change recommended. As noted in Chapter 4 (page 4-54), Metro uses VisionEval, a scenario planning tool designed to assess different GHG reduction scenarios in its climate analysis in order to compare results to regional climate targets that are set by the state, because the state uses VisionEval in setting these targets. VisionEval is sensitive to a broader array of transportation GHG reduction strategies (particularly with respect to pricing and vehicle/fuel efficiency) than Metro's travel model is, and uses a different set of methods to estimate the GHG impacts of these strategies, such that it often estimates greater GHG reductions than Metro's travel model does given similar inputs. The State has confirmed that Metro is interpreting regional VMT/capita targets correctly in the RTP climate analysis, and that Metro should use VisionEval in the RTP climate analysis in order to enable an apples-to-apples comparison of results between results and targets. The comment proposes using Metro's travel model instead of VisionEval to evaluate progress toward regional climate targets. This is contrary to guidance from the state agencies that oversee the analysis.	N	C
331	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			Y	Observes that recent trends in transit service and ridership suggest that the RTP is overestimating future transit ridership growth. Requests that the RTP acknowledge the potential to overestimate transit ridership and identify additional VMT/GHG reduction strategies to account for the fact that transit may not contribute as many GHG reductions as planned.	No change recommended. As discussed on pages 7-11 through 7-14, Metro reviewed recent data on transit costs and performance and accounted for the fact that recent increases in transit ridership have led to less growth in ridership than in the past, as noted in the comment, in the RTP system analysis. As noted on page 7-14, the RTP still assumes that transit ridership will increase, both because transit service is increasing and because the RTP "accounts for several other changes that support transit service, including population growth, land use changes that locate more people and jobs near transit, and new tolls and parking pricing (see the Climate section for further discussion), which encourage some drivers to shift to using transit."	N	C

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332	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			N	Asserts that the RTP does not implement any roadway pricing, which the Climate Smart Strategy referenced in the RTP identifies as a high-impact GHG emissions reduction strategy.	No change recommended. The RTP contains three projects that implement pricing on throughways in the region (see detailed discussion in Chapter 7; pp. 7-26 to 7-29) as well as policies to guide the implementation of future pricing in the region (Chapter 3).	N	C
333	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7; RTP Chapter 8			N	Proposes that in the future, the RTP take a broader look at equity in terms of the expense of transportation/mobility costs relative to income.	Update Chapter 8 to include work to contine to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing).	Y	C
334	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7; RTP Chapter 8			Y	The mixed results described by Metro’s analysis are signaling the need to better link housing and employment through a more coordinated approach with land-use planning, improved mobility options, or even better – both.	No change recommended. Comment noted and shared with staff working on the 2040 Growth Refresh. See also Comment #345.	N	C
335	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 8			Y	Chapter 8 of the RTP needs to be more specific and upfront about how Metro will track progress to make sure the outcomes of each project respond to the community needs that resulted in the project being on the list and approved for funding.	No change recommended. Metro does not typically have a role in project development and delivery for most RTP projects. The exception are projects funded through the Regional Flexible Funds Allocation Process. For those projects, Metro does track progress to ensure the project consstruced reflects the project outcomes that were defined in the funding process. In addition, Metro does report on RTP projects completed at the beginning of each RTP update, but does not have the information to confirm project outcomes.	N	C
336	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 8			Y	Suggests referencing in Chapter 8 the opportunity to advance RTP climate strategies through the Metro led effort to seek regional funding under the Climate Pollution Reduction Grant Program.	Amend as requested. Staff has developed a new narrative within section 8.2.3 to describe the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Y	C
337	Collins	Tim	Metro staff	Memo	8/25/2023	RTP Chapter 8			Y	Suggests adding new narrative to section 8.2.3 that addresses the potential transportation impacts of the growth in fulfillment centers and large disruption centers. This came out of recommendations from the regional freight delay and commodities movement study.	Amend as requested.	Y	C
338	Falcon Gonzalez	Ariadna	The Getting There Together Coalition	Online Comment Form	8/25/23	RTP Chapter 8			Y	Expresses support for and suggests adding tasks and funding for empirical peer-reviewed research and advanced program evaluation.	No change recommended. Comment noted for work on next RTP.	N	C

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339	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 8			Y	Suggests there needs to be an increase in investments into infrastructure to better support the new EV technology. Requests the RTP provide guidance for the region and local governments to partner and support the growth of EV infrastructure and continue the transition of fleets to electric vehicles.	Amend as requested to add a Regional Electrification Action Plan to Section 8.2.3 to identify local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs. Elements of the action plan may include: setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision, identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs; making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates); preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily developments; partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).	Y	C
340	Hawkins	Kate	Metro staff	Memo	8/18/23	RTP Chapter 8			Y	Requests revisions identified by the Westside Multimodal Improvements Study project team. The corrections are proposed to enhance clarity, provide updated existing conditions data, and identify data sources as needed.	Amend as requested.	Y	C
341	Holmqvist	Ally	Metro Staff		8/24/2023	RTP Chapter 8			Y	Amend paragraph 3 under section 8.2.2.5 as follows and move to a new section as indicated: <u>8.2.3.14 Frequent Express Strategic Implementation Plan</u> <del>Additionally, Metro and TriMet and Metro</del> will be developing a Bus Rapid Transit Strategic <u>Implementation</u> Plan as part of regional bus rapid transit planning efforts. The Plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how FX investments can enhance existing and future frequent bus service corridors to serve our region’s goals. It will identify a network of BRT routes, prioritize routes for implementation, <u>develop a delivery efficiency strategy</u> and identify potential regional funding strategies."	Amend as requested.	Y	C
342	Iannarone	Sarah	The Street Trust	Email	8/25/2023	RTP Chapter 8			Y	Proposes updating Chapter 8 by introducing a funded process allowing impacted community members to contribute to project prioritization and feedback, and allocating resources to enhance thorough project-level assessments.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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343	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Chapter 8			Y	Proposes including details and allocating resources in Chapter 8 for preliminary work in advance of the next RTP to provide tools and measures, to comprehensively assess project delivery in line with the proposed policy updates, and move forward with requisite urgency to meet our GHG, VMT, safety and equity goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
344	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	While the vision within the RTP is to make transit more frequent, convenient, accessible and affordable, the 2023 RTP does not show progress toward those policies in Clackamas County. There is a need to understand more specifically the types of transit investments that will be most successful in the various parts of the region and a commitment to funding them. In places like Clackamas County, where the draft 2023 RTP does not anticipate that HCT will connect to Oregon City within the RTP time frame, other transit investments are essential. How and where are the needed investments in transit service reflected? What are those investments in transit that will bring us closer to achieving our climate goals? The outcomes from the “Connecting First and Last mile: Accessing Mobility through Transit Study” outlined in Chapter 8 should highlight the work already completed by Washington County and include actions that would allow for the same level of planning to occur in all areas of the Metro region. Issues to be addressed should include those raised above.	The 2023 Regional Transportation Plan is adding significant transit service, and we expect transit mode share and ridership to increase in response. However, the 2045 Constrained Investment Scenario in the 2023 RTP does look a bit different from the 2040 one in the 2018 RTP due to the impacts from the COVID 19 pandemic that required cuts resulting in a loss of 8% in transit revenue miles between 2019 and 2021. The investment scenarios assume recovery continues until 2026 through implementation of Forward Together (and the next phase Forward Together 2.0). With Forward Together and the subsequent adjustments to the 2023 RTP investment scenarios, the region is addressing some of the challenges that transit faced both during and prior to the pandemic by reconfiguring service to be more equitable and taking additional steps to keep riders safe. Post-pandemic service changes also include less focus on frequent peak transit, but more focus on providing good service throughout the day and evening. As a result, the 2023 RTP reflects this in the way we are reporting on what is “frequent” service to better reflect this shift in focus (and so the measure is a bit different than the one used in the 2018 RTP). It is important to remember that many of the basic principles that have guided our transit planning are still true. Frequent service in areas that are high with people and jobs still draws the most riders and benefits the most people. The 2023 RTP also includes an HCT connection to Clackamas Town Center, Better Bus improvements on a route to Milwaukie and other transit capital investments on McLoughlin Blvd. Forward Together identifies additional investments for frequent transit on lines 35 and 79 with the availability of toll revenue that will be reflected in the 2023 RTP Strategic scenario. While not quite frequent, line 79 is planned for 20-minute improved headways in the 2045 Constrained Investment Scenario and similarly routes 15, 29, 30 also receive improved service. Further, the 2023 transit network vision identifies additional service investments to help us achieve our climate goals and provide a framework for informing future discussions around funding. Staff is working on an amendment to the HCT Strategy scope to add work on a planning activity checklist to support jurisdictions in corridor readiness. Recommend amending 8.2.3.3 description for "Connecting First and Last Mile: Accessing Mobility through Transit Study as follows: "This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans, <u>Washington County First and Last Mile Transit Study</u> ) and be completed in close coordination with public transit service providers in the region. The project will <u>identify actions and make recommendations for the local transit strategy</u> carried forward for consideration in the 2027 RTP update." This comment has also been forwarded to TriMet for consideration as part of development of the 2045 Strategic Investment Scenario and Forward Together 2.0.	Y	C

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345	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	Update project 8.2.3.12, 2040 Refresh Coordination, to remove focus on Green Corridors and add focus on the need to plan for complete transportation networks to support the emerging urban areas as well as support freight and employment uses throughout the region.	Amend as requested, replacing the existing language as follows: "In 1995, the Metro Council adopted a long-range land use and transportation plan for the region. The 2040 Growth Concept was seen as visionary for its time but does not address topics such as racial equity and climate change, which have taken on increasing importance. In recent years, the Metro Council, local jurisdictions, and stakeholders have seen a need to update the Growth Concept, which is now approaching 30 years since adoption. In spring 2019, the Metro Council directed staff to proceed with implementation of a work program to refresh the Growth Concept. The work program focused on incorporating racial equity and climate change considerations into the region's long-term plans and expressed an intention to do so while maintaining an emphasis on compact growth and reinvestment in existing urban locations. With the emergence of the COVID pandemic in early 2020, the Metro Council called for a pause on this work, pending future Council direction. In addition to topics such as racial equity and climate change, the 2040 refresh project should focus on the need to plan for complete transportation networks to support the emerging urban areas as well as support freight and employment uses throughout the region. Metro staff anticipates guidance from the Metro Council on a work program after the Council makes its urban growth management decision in late 2024."	Y	C
346	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	To achieve our region's climate and GHG reduction goals, the region, and the RTP, should have a stronger focus supporting Electric Vehicle (EV) infrastructure implementation. Add a regionwide planning project to Chapter 8 that focuses on actions that the region should be taking to support the transition to electric vehicles.	Amend as requested. See comment #339.	Y	C
347	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Chapter 8			N	Proposes that simply because policy says we can expand freeways to three lanes does mean we should expand them. We are not Los Angeles or Houston, we are Portland Metro. Let's never forget that and, rather, aggressively adopt policies to avoid that future.	No change recommened. No change proposed. Comment noted.	N	C
348	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Update page 8-70 to reflect the following revisions: "Constructing three through lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge...Variable rate toll on the facility <b>motorists</b> using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance.	Amend as requested.	Y	C
349	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Update page 8-66 to add the following language, "...Planning funds allocated to restart bridge replacement efforts in 2019 Partner agencies confirmed support for Modified LPA in <u>2022...</u> "	Amend as requested.	Y	C

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350	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	A commitment to <b>establish a GHG reduction target</b> <u>evaluate</u> GHG associated with the program and develop strategies to <u>improve outcomes</u> relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and statewide climate goals.	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	Y	C
351	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	The Program also commits to measurable and actionable equity outcomes and to work with community partners to development <b>of a robust a set of</b> <u>benefits for the local community</u> <b>of programs and improvements</b> that will be defined in Community Benefits Agreement.	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	Y	C
352	McCormick	Michaela	Community member	Online Comment Form	8/17/2023	RTP Chapter 8			Y	Proposes implementing increased progressive taxes on higher income members of our broader community to pay for public transport, active transportation. Metro should not cooperate with the building of a new interstate bridge, which will only encourage the use of private and fossil fueled vehicles. Metro should greatly expand accessible bus and rail service, and it should be free. It should build lots more bicycle infrastructure, and greatly expand and promote bicycle rentals.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
353	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 8			Y	Proposes getting better data for walking networks. We have excellent inventories of roadways, their elements, adjacent tax lots. why is it we do not know what the actual land use is on the tax lot in enough detail to articulate the walking trip generation? Or where sidewalks, crossings, crossing enhancement and trail connections are. yet have HPMS details? Agencies shouldhave defined walk networks within infill areas defining how complete walking networks and connections are to be made - allowing private development to pay their fair share toward network in-fill.It is laughable to juxtapose affordable housing against sidewalk network completion (something whose incremental cost is hardly \$5000 when new houses are selling for upwards toward \$1M).	No change recommended. Comment noted. As described in 8.4.2.4 Multimodal Network data, Metro Research Center updates multimodal data in RLIS quarterly from data provided by transportation partners and RC staff will also continue to develop and maintain high-resolution multimodal modeling networks.	N	C
354	Morgan	Brett	1000 Friends of Oregon	Online Comment Form	8/25/23	RTP Chapter 8			Y	We offer mixed support and refinements for this section. We believe that more nuance should be added to consider how UGB expansions for industrial lands will meet the Transportation Planning Rule (TPR) and reduce VMT.	No change recommended. Comment noted and shared with staff working on the 2040 Growth Refresh.	N	C
355	Morgan	Brett	1000 Friends of Oregon	Online Comment Form	8/25/23	RTP Chapter 8			N	We support this section which calls out the relationship between urban growth boundary expansions, and the associated high infrastructure costs that come with new expansions.	No change recommended. Expressed support for draft policies in the RTP.	N	C

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356	Mros O'Hara	Elizabeth	Metro staff	Memo	8/16/2023	RTP Chapter 8			Y	Add a reference to this narrative to the recently awarded FTA planning grant for Areas of Persistent Poverty.	Amend as requested.	Y	C
357	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 8			Y	Proposes that Chapter 8 include a pathway to fund thorough, comprehensive, ongoing research and analysis regarding the implementation of the RTP and the effects of various policy changes, housed at Metro or in partnership with independent experts such as those at Portland State University. This work should not rely solely on the analysis and reporting of project sponsors.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	D
358	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Update Chapter 8, Section 8.2.2.8, to add a reference to a working group, convened by Metro to advance climate goals. Also proposes including reference to the ongoing regional planning efforts to take advantage of federal Climate Pollution Reduction funds.	Amend as requested. In addition, staff has developed a new narrative within section 8.2.3 to describe the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Y	C
359	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			N	Requests that more needs to be done in the 2040 Refresh (8.2.3.12) and Climate Smart Evaluation to evaluate and support local jurisdictions to ensure that transit supportive investments (safety, crossings, pedestrian environment, parking reductions and land use changes).	No change recommended. Comment noted and has been shared with staff coordinating the 2040 Growth Refresh described in Chapter 8 of the RTP.	N	C
360	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			Y	Create a table showing the Regional Programs from Chapter 8 within Chapter 2.	No change recommended. The regional programs defined in Chapter 8 are ongoing programs that are tracked in the Unified Planning Work Program (UPWP) approved by JPACT and the Metro Council each fiscal year.	N	C
361	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Notes that the RTP does not discuss the constraints that 2040 growth concept places on the regional programs, nor how this concept affects large scale planning, nor the need to refresh the 2040 and the changes that have to be incorporated into the 2023 process.	No change recommended. These types of changes will be addressed in the upcoming 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments have been shared with Metro staff leading that project.	N	C
362	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Clarify how section 8.2.2 (Regional programs) relates to 8.2.3 (Regionwide planning).	No change recommended. Section 8.22 refers to ongoing programs led by Metro on behalf of region by Metro. Section 8.2.3 refers to one-time planning efforts of regionwide scale, which are led by Metro staff or other agencies.	N	C
363	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Expresses skepticism that urban high speed rail will ever be practical.	No change recommended. Comment noted.	N	C
364	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 8			Y	Requests that the RTP include ways to ensure adequate charging infrastructure is in place during gas to electric vehicle transition.	Amend as requested.	Y	C
365	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Chapter 8			Y	Amend Chapter 8 to add and fund a process in which impacted community members can help prioritize and give feedback on the implementation of these projects. Chapter 8 should also include language that advocates for resources that enable Metro staff to continue to develop a more robust project-level evaluation to inform acceptance and prioritization of the projects across goal areas.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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366	Utaski	Burgin	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 8			Y	Community voices deserve action and accountability – not just be heard. Update Chapter 8 to develop work going forward with marginalized communities refine to address community equity and accessibility concerns being raised through this process.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	C
367	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Recommends a more comprehensive revisit of the 2040 Growth Concept to better reflect our growing communities. 2040 Growth Concept as mapped does not adequately reflect the past 30 years of development and needs a significant refresh. Changing dynamics in growth patterns including the relative importance of regional centers and new urban growth areas is not adequately captured.	No change recommended. The 2040 Refresh is already included as future work in Chapter 8 of the RTP. While Metro staff are excited around the momentum behind that work, it is also important to note that the concept has been updated through processes as new centers have been designated by local jurisdictions and with new information as buildable lands inventories (and inversely information about development) have been completed by local jurisdictions. However, this comment has been noted and has been shared with staff coordinating the 2040 Growth Concept Refresh. See also Comment #345.	N	C
368	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses that mobility corridors are both important but problematic for Washington County as some regionally significant needs are not reflected by any corridor. The descriptions in the draft need to be updated/refined based on current/on-going efforts including: •Westside Multi-Modal Study •Combined Hillsboro and Washington County staff comments are being submitted separately. •Tualatin Valley Highway Transit Project – I understand this is being updated and we will be able to review/edit when available.	Amend as requested to include updated information on the Westside Multimodal Study and the TV Highway transit project.	Y	C
369	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses that based on the throughway mobility performance suggest adding mobility corridor #12 (Beaverton-Tigard) to mobility corridor #3 (Tigard-Wilsonville) as part of future corridor refinement planning. Much of the demand on I-5 comes to/through/from the Beaverton-Tigard area and potential transportation solutions includes the throughway (OR 217) and transit, SW Corridor and WES in particular.	Amend as requested to create a Tigard-Wilsonville Mobility Corridor. Metro recognized the need for a corridor refinement plan is this area.	Y	C
370	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Recommends adding a new mobility corridor between Sherwood and Hillsboro. Based on our urban reserves transportation study this part of Washington County is expected to grow significantly over the next 20 years. These new communities need to be served by all modes and require infrastructure of all types, including new roads and bridges.	No change recommended. The RTP does not recognize this area as an urban travel corridor because the plan is focused on needs within the UGB consistent with Oregon transportation planning rules and, under federal law, our authority is within the Metropolitan Planning Area (MPA) boundary. The long term travel needs in this corridor were addressed by LUTRAQ study in the 1990's. The LUTRAQ study evaluated a potential western bypass and other investments to address the transportation needs in this growing part of the region. The study concluded the travel needs being identified were best addressed through a package of investments that included improvements to OR 217, OR 99W and other arterial street, transit, TDM and TSMO investments that were adopted into the RTP and local TSPs at the time. The transportation needs in this area are best addressed in Washington County TSP in coordination with the cities and state and regional partners.	N	C

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371	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Suggests Chapter 8 work to highlight more prominently the growing importance at the regional and local level to assess and address electric vehicle charging infrastructure needs.	Amend as requested.	Y	C
372	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses appreciation for the efficient use of standing committees to work through some of the technical and policy issues. However, there are some issues that may have benefitted from more focused technical review, discussion, and feedback. Specifically assumptions around pricing, climate change/GHG and some of the project assessment work. Recommend outlining, perhaps as part of Chapter 8, the process for how you anticipate engaging community and regional partners during the next RTP update.	Amend as requested.	Y	C
373	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	The expansion of transit will not work to increase transit ridership without improvements to safety, crossings, pedestrian environment, parking reductions and land use changes. As part of the 2040 Refresh (8.2.3.12) and Climate Smart Evaluation we need to do more to evaluate and support local jurisdictions to ensure that transit supportive investments are happening in our centers and along corridors, otherwise transit ridership won't grow. Transit-supportive actions in our centers and corridors and urban expansion areas to support future growth needs to be more of a priority in order for transit to be successful, and to reduce our emissions. This planning effort, paired with TriMet's own Forward Together 2.0 bus network planning, will help set expectations about what types of transit service may be most feasible and affordable across the Tri Met service network.	No change recommended. Agreed! The High Capacity Transit Strategy identifies actions in all of these areas that partners can take to create a transit-supportive environment and therefore transit invstment readiness, particularly on corridors planned for future high capacity investment, that are supported by the transit policies in the 2023 RTP. Additionally, Metro is working on whether we can expand this work further to create a checklist for jurisdictions that will further support these actions (in particular before the transit project is developed and/or in place). Further, the 2023 RTP 2045 investment strategy does result in completion of 80% of the pedestrian network and 74% of the bicycle network in centers, station communities and mixed use areas. Future work on the Connecting First and Last Mile study outlined in section 8.2.3.3 will take a closer look at transit and transit-supportive strategies in recently-added urban expansion areas. Recommendations on the 2040 Refresh (8.2.3.12) will be further discussed in regional conversations this Fall as there is more work to be done.	N	C
374	Vannatta	JC	Trimet	Letter	8/24/2023	RTP Chapter 8			Y	Throughout the development of the HCT Strategy we acknowledged the challenges of assuming that transit projects could address the many needs of urban arterials and corridors. TriMet will begin development of an FX Plan to build on and complement the HCT Strategy. Through the FX2-Division, TV Highway and 82nd Avenue projects, TriMet and Metro have learned important lessons about what benefits Small Starts projects can feasibly deliver. We hope this will provide opportunities to work with partners in a coordinated way on this plan to more clearly identify the scope of FX projects and look to future corridors for development.	No change recommended. Chapter 8 of the 2023 Regional Transportation Plan includes future work by TriMet and Metro to pick up from where the High Capacity Transit Strategy left off to develop a rapid bus implementation plan, including considering the potential of and role for more nimble, flexible and less costly approaches. We look forward to working together to outline a vision for how Frequent Express (FX) investments can enhance existing and future frequent bus service corridors to serve our region's goals.	N	C
375	Zdeb	Jess	Metro staff	Memo	8/25/2023	RTP Chapter 8			Y	Requests revisions identified by the TV Highway Safety and Transit Project team. The corrections are proposed to enhance clarity and update likely implementation actions to reflect current planning efforts that have superseded prior project work.	Amend as requested.	Y	C

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376			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Revise section 8.3.1.1 IBR program as follows: p.61 first bullet: "Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge." fifth bullet: "Variable rate toll on <u>the facility</u> <b>motorists</b> -using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance."	Amend as requested.	Y	C
377			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Revise section 8.3.1.1 IBR program as follows: p.61 sixth bullet: "A commitment to <b>establish-a</b> evaluate GHG <u>associated with the program and develop strategies</u> to improve outcomes <b>reduction target</b> relative to regional transportation impact..." " 7th bullet: "...The Program also commits to measurable and actionable equity outcomes and to <b>the development of a robust set of programs and improvements that</b> work with community partners to <u>develop benefits for the local community that</u> will be defined in Community Benefits Agreement. "	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	N	C
378			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.2.1 Civil Rights and Environmental Justice Program to acknowledge Metro's public engagement guide will be updated in 2023, Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion plan will be updated in 2023-24; to call for these and other efforts to continue building partnerships with community organizations and improving community engagement practices to support deeper, ongoing engagement of community in advance of the next RTP update; and to revise last sentence to read " <u>Through the 2017-18 fiscal year, four departments are developing</u> Metro continues to implement department-level racial equity plans to reach the goals of the racial equity strategy: Planning and Development <u>and Research</u> , Parks and Nature, Property and Environmental Services and the Oregon Zoo."	Amend as requested.	Y	C
379			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Expand description in Section 8.2.2.8 Air Quality and Climate Change Monitoring Program to provide more information about the Carbon Reduction Program.	Amend as requested.	Y	C
380			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Delete Section 8.2.3.1 Regional Mobility Policy Implementation Action Plan and add references to this work in Regional Transportation Functional Plan update (Section 8.2.3.11).	Amend as requested.	Y	C

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381			MTAC	MTAC 7/19	7/19/2023	RTP Chapter 8			Y	Update Section 8.2.3.2 Transit Planning to add more specific planning activities such as Forward Together Part 2; Coordinated Transportation Plan for Seniors and People with Disabilities Update (due by 7/1/24), TriMet Fleet Electrification.	Amend as requested.	Y	C
382			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit study to update the description to specifically look at serving UGB expansion areas and urban areas not currently served by transit.	Amend as requested.	Y	C
383			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.12 2040 Refresh to provide an update description of this work and to remove detailed reference to Green Corridors beyond considering how they should be addressed as part of scoping the planning effort.	Amend as requested. See Comment #345.	Y	C
384			TPAC	TPAC 8/4	8/4/2023	RTP Chapter 8			Y	Update Section 8.2.3 to add a description of the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Amend as requested.	Y	C
385			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Restructure Chapter 8 of the RTP to provide a clearer call to action to advance safety, climate, equity, mobility and economic vitality goals in the RTP and move content to appendices when possible.	Amend as follows. (1) Update Section 8.1 to sharpen the introduction to focus on areas the region is falling short of RTP vision and goals and make a call to action for future planning and implementation activities (2) Rename Section 8.2.2 to be <u>“Metro’s Regional Programs that Support Local and Regional Implementation of the RTP”</u> (3) Rename Section 8.2.3 to be <u>“Region-wide Future Planning and Collaboration to Address Key Transportation Issues of Regional Concern”</u> (4) Move Section 8.2.3.4 Steel Bridge Transit Bottleneck Study to refinement planning section (Section 8.2.4, which will be moved to appendix). (5) Move Section 8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning to refinement planning section, (section 8.2.4, which will be moved to appendix) (6) Delete Section 8.2.3.6 Equitable Development Strategies and integrate within investment areas program description and refinement planning section (Section 8.2.4, which will be moved to appendix); this work is part of ongoing investment areas planning work conducted by Metro. (7) Rename Section 8.2.4 to be “Data & Tools to Support Performance Based-Planning and Implementation” and move details of data and tools development to Appendix L. (8) Update and move Table 8.4 and Figure 8.4 summarizing future refinement planning to Section 8.2.2.11 Investment Areas Program. (9) Update refinement planning narratives in Section 8.2.4 to the extent possible. (10) Delete section <b>(8.4.2.5 Multimodal Network Data)</b> which is a duplicate of section 8.4.2.4. (11) Delete 8.2.3.13 <b>Columbia Connects—development of the shared investment strategy has been completed and work now is focused on implementation through the investment areas program and other efforts</b> (12) Rename Section 8.3 to be “Status of Current Major Projects” and move the section to new Appendix, except for Metropolitan Transportation Improvement Program (8.3.2). (13) Update Table 8.5 to add projects that received federal decisions, including: Oregon Passenger Rail Project, received federal record of decision on the final EIA on April 14, 2021 (14) Move Section 8.3.2 (Metropolitan Transportation Improvement Program) into Section 8.2 (Regional Programs) since this is an ongoing planning/MPO activity. (15) Rename Section 8.4 to be “Data & Tools to Support Performance Based-Planning and Implementation” and move details of data and tools development to Appendix L. (16) Add new narrative to Section 8.2 Regional Programs that draws from introductions of subsections of Section 8.4 to describe the ongoing work. (17) Delete section 8.4.2.5 <b>Multimodal Network Data</b> which is a duplicate of section 8.4.2.4	Y	C

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386			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Revise table 8.5, first row of status column to add " <u>Planning funds allocated to restart bridge replacement efforts in 2019.</u> "	Amend as requested. Also, update the timeline for the Supplemental Draft EIS to be early 2024 and revise page 8-61 and 8-62 to reflect the following language provided by ODOT on 9/28/23: "The IBR program will disclose the findings of the environmental evaluation in a Draft SEIS, which is anticipated to be published in <del>late-2023</del> in early 2024for public review and comment.... Amended Record of Decision issued by FHWA and FTA, anticipated in <u>early 2025</u> late 2024. At this stage, the IBR program will be able to apply for permits, update cost estimates, and further design. Construction is anticipated to begin as early as late 2025." Also update page 8-62 to remove "Anticipated" from "Anticipated Oregon Funding" - the Oregon Legislature has committed the funding.	Y	C
387			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Amend references to Fremont and Marquam bridges within Section 8.2.3.8: "interstate <u>highway</u> bridges"	Amend as requested.	Y	C
388			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Update language in 8.2.3.12 2040 Refresh Coordination if available. It is out of date.	Amend as requested. See Comment #345.	Y	C
389			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Revise fourth bullet of 8.3.4.2 (p.42) as follows: "Complete gaps in the I-205 multi-use path- including southernmost segment from Oregon City to Tualatin" to provide a continuous off-street active transportation route through the length of the <b>mobility</b> corridor."	No change recommended.	N	C
390	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Executive Summary			Y	Add the current mode share for context - relative increase of 30% more transit riders (compared to the 2020 base year)	No change recommended. This section is a brief summary of Regional Transportation Plan performance which is focused on comparing the 2020 base year to the 2045 future year. Adding information about the current year here for just transit will likely be confusing.	N	C
391			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The first 2 arrows in the "RTP Climate + Air Quality Results: Key Metrics" graphic should not be the same value. The second arrow should reference "Household VMT" since it differs from how VMT is characterized elsewhere in the report. ODOT recommends revising the values and graphic.	Amend as follows: add the following text to the note accompanying the figure in question (which is on p. 30). "Range reflects RTP investments, throughway pricing, as well as additional pricing and revenue mechanisms included in the Statewide Transportation Strategy (see chart on next page). GHG reduction results focus on <u>changes in emissions associated with reduced VMT, consistent with state requirements.</u> "	Y	C
392			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The 2023 RTP + Statewide Transportation Strategy Scenario in the graphic incorrectly assumes arterial pricing in the "State-led pricing actions" for the "2023 RTP + Statewide Transportation Strategy Scenario."	No change recommended. The figure in question does not refer to arterial pricing, only to "additional pricing and revenue mechanisms included in the STS."	N	C
393			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The "How does the RTP invest in climate?" graphic needs an explanation or definition for how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested to add the following text to the sentence under "How does the RTP invest in climate?" (p.31): Roughly 30 percent of total RTP capital spending goes toward <u>the</u> high- or moderate-impact climate pollution reduction strategies <u>listed on page 29.</u> "	Y	C

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394	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Glossary			Y	Revise the glossary definition of Auxiliary lane, as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. <del>An auxiliary lane provides a direct connection from one interchange ramp to the next.</del> The lane separates slower traffic movements from <u>through traffic the mainline</u> , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. <del>New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule).</del> "	Amend as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from <u>through traffic the mainline</u> , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. <del>New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule).</del> " As noted in other recommended actions, the original statement in the RTP that auxiliary lanes add motor vehicle capacity is consistent with guidance in the Highway Capacity Manual, as promulgated by FHWA in its Guide for Highway Capacity and Operations Analysis of Active Transportation and Demand Management Strategies.	Y	C
395	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Glossary			Y	Diversion – is described as movement of trips from one facility to another due to pricing. Recommend adding that diversion is also due to movement of traffic from one facility to another due to congestion on the facility.	Amend as follows: Diversion is the movement of automobile trips from one facility to another <u>due to various reasons</u> <del>because of including crashes, congestion, and pricing implementation.</del> With <u>pricing implementaion</u> , all <del>All</del> trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.	Y	C
396	Aldrich	Greg	Community member	Email	8/25/2023	RTP Overall			N	Expressed frustration with the lack of any carpool system which would more efficiently use existing freeway ROWs. Expressed frustration with the existing NB I-5 carpool lane - both its extent and limited hours of usage. Expressed support for converting the third lane on 6-lane freeways to either carpool only lanes or carpool/toll lanes.	No change recommended. This comment has been forwarded to the Oregon Department of Transportation for consideration. The 2023 Regional Transportation Plan includes Transportation Demand Management Policy 3 to "Provide and deliver TDM programming at a variety of scales: state, regional and local" that help people drive less through a variety of strategies, including carpooling. Metro's Regional Travel Options (RTO) program directly supports regional partners through Get There Oregon to provide resources and incentives to encourage people to use modes other than driving, including a carpool matching tool. In addition, this comment has been forwarded to Metro Regional Travel Options staff for further consideration as part of the next planned update to the RTO Strategy that addresses programming to increase travel options use.	N	C
397	Aldrich	Greg	Community member	Email	8/25/2023	RTP Overall			Y	Expressed support the following to be included in the RTP: (1) PSAs and other reminders about stopping for peds in both marked and unmarked crosswalks. (2) Real enforcement for motorists not stopping when legally required. (3) Encourage Oregon DOT/DMV to require driver's license testing for every license renewal. The testing should include questions about peds/ bicycles / motorcycles as well as all the new driving laws passed in recent years.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All region wide planning project to be described in Chapter 8. The Regional Transportation Safety Strategy includes recommended strategies and actions for traffic safety education, enforcement, and additional license testing.	N	C

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398	Alnajjar	Mohanad	Unite Oregon, TV Highway Equity Coalition	Letter	8/25/2023	RTP Overall			Y	Metro must require transportation agencies to involve the communities impacted by their projects at all stages of planning, design and construction. Requests clear measures need to be in place to assess the extent to which diverse community members participated in these processes, including active partnership with community-based organizations and civic leaders to engage the diverse communities using multilingual, culturally sensitive tools. In addition, a more comprehensive approach to community engagement must be practiced to reach people who are not tech-savvy as well as those who cannot read or speak English. For the RTP update process, Metro should continue to engage everyone in the process and also to provide regular updates about the progress made beyond the public comment period.	Review and update the RTP public engagement checklist in advance of the 2028 RTP update. Each jurisdiction submits a public involvement and non-discrimination form for projects submitted to the RTP. The form describes public engagement and other opportunities for public input that informed the planning process during which the project was identified as a priority. Agencies also certify they will continue to engage community as projects move forward in planning, project development and construction phases. An electronic copy of the public engagement checklist used for the 2023 RTP is available upon request. Metro continues to engage participants in the process as the plan is finalized for adoption.	Y	C
399	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Overall			Y	Requested that transit be fareless.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." Recent work by Transit Center and others have shown that for larger transit agencies the loss of revenue for removing fares could severely impact service- the top priority for most low-income riders and riders who rely on transit. For example, revenue from fares for New York's MTA is six times that of what is projected to come from congestion pricing. However, as studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably. The policy above supports affordable fare for low-income riders and accessible programs for providing such fares to promote their use.	N	C

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400	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	It is our observation that much of the new development is occurring in areas, like Urban Growth Boundary expansion areas, near the urban fringe with little to no transit service. Many of these areas are a good distance away from essentials like living-wage jobs and grocery stores, causing people to travel long distances, usually by car. While these areas are being built with densities that could support transit, there is typically no transit service when the homes become occupied, so people become set in driving habits, reducing the potential ridership to justify transit service under traditional metrics. RTP policies that make it more difficult for these residents to drive seem to hurt these residents and the region. If these areas are designed with residences, living-wage jobs, and other essentials in close proximity and adequate transit service from the beginning, new residents would be more likely to develop patterns of walking, biking, and transit ridership.	No change recommended. While development is happening across the region, far more growth is happening through infill and redevelopment in urban centers. The total number of housing units expected from the 2018 UGB expansion decision was 9,235. Since 2018, the City of Portland has issued permits for 28,955 units of housing. More broadly, 63% of household and 58% of job growth is anticipated in centers, station communities, existing neighborhoods, and corridors as compared to 20% and 4% reselectively in urban reserve areas (with most of the remainder in employment areas and or undesignated areas/rural reserves). The urban portions of the region are where equity focus areas are overwhelmingly located, where only 8% of regional jobs were accessible by transit in 2020. In short, there are still many urban transit needs to be met to reach our regional transportation goals. Further, we know that to be successful and efficient transit needs supportive communities of 12.5 or more people and/or jobs per acre where there are levels of different types of travel activity. These density thresholds take more time to reach in areas where development is just starting rather than transt-ready areas where infill is occurring. That mix of uses is also an important part of neighborhood vitality and creating walkable and bikeable, as well as transit-accessible places supporting our regional climate and mobility goals and promoting a high quality of life. This is the reason the 2040 growth concept notes that "new neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types". Finally, beyond providing transit to those who rely on it, research by TransitCenter and others have indicated that the best way to encourage transit habit-forming is by ensuring access for youth (ideally before driving or owning a car). After that, research shows that mode shift is far more influenced by either economic incentives or convenience.	N	C
401	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	The Draft RTP seems to miss important aspects of the connection between land use planning and transportation planning. A person's transportation mode choice is symptomatic of their context, i.e., where they are, the trip they need to make, and their destination. With much of the region having been built in a car-centric way, it is not practical to tell a person to just not drive when they have to go several miles to work, pick up groceries, and get the kids from day care, particularly in the many parts of the region, such as Tualatin, with little to no transit service. While the Region seems to be taking the approach that if traffic gets bad enough people will shift to walking/biking/transit, that shift is not practical for many trips in much of the region. If we expect people to use modes other than driving, they need to have key destinations nearby and/or transit service that goes where they want to go frequently enough that they can depend on it.	No change recommended. The RTP acknowledges the uneven distribution of travel options in the region in several places, notably the maps and text on pages 4-8 through 4-13 and the discussion of system completeness results for different subareas of the region in Chapter 7. As discussed in Section 3.2, an overarching policy in the RTP is to integrate transportation and land use planning as recommended in this comment so that more communities in the region develop the land use characteristics that are necessary to support a variety of transportation options. Chapter 8 describes a post-RTP update to the 2040 Growth Concept that will update the region's integrated vision for transportation and land use.	N	C
402	Faulkner	Chris	Clean Water Service	Email	8/25/2023	RTP Overall			N	Ensuring the need and opportunity to coordinate early with other agencies, especially regarding resources, stormwater, and other utilities, throughout the RTP.	No change recommended. No change proposed. Comment noted.	N	C

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403	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP overall			Y	Suggests that insights gathered from listening sessions with community members be integrated into the updated RTP, reflecting the needs and priorities of communities often overlooked, including the need for a more equitable transportation system, the need for a safer transportation system, and the need for greater multimodal mobility options.	No change recommended. No specific change proposed. Comment noted.	N	C
404	Johnson	Al	Community member	Email	8/25/2023	RTP Overall			Y	Expresses concern that the RTP is siloed in ways that insulate analysis and documentation of compliance with state transportation policy from compliance with state housing policy as expressed in Oregon's Needed Housing statutes, ORS 197.296, et seq., and statewide Housing Goal (LCDG Goal 10). This disconnection reinforces longstanding structural inequities documented in the record and reinforces barriers to federal Fair Housing statutes and implementing rules requiring Metro and its constituent jurisdictions to Affirmatively Further Fair Housing.	No change recommended. Metro will address compliance concerns as part of its findings on Statewide goals.	N	C
405	Kitson	Michael	Community member	Online Comment Form	7/19/2023	RTP Overall			N	Commenter provided feedback that the public comment survey and online map were not conducive to providing feedback.	No change recommended. The public comment period for the 2023 RTP includes two new features to support a more accessible process: the online comment form and an online executive summary. The survey was designed to solicit input that can support decision-makers in the refinement of the RTP while also ensuring that people don't need to read the RTP in its entirety to provide their input. Metro will continue to evolve its engagement approaches, always striving to be more accessible and inclusive. Specific feedback and ideas from and members of the public are welcome.	N	C
406	McCourt	Randy	Community member	Email	7/28/23	RTP overall			Y	Proposed greater emphasis be made through policy and programs to create opportunities to allow discretionary funds be available to achieve walking network needs which are missed or not-scoped with large projects.	No change recommended. Comment topic will be shared with staff working on projects implemented with regional flexible funds.	N	C
407	Morgan	Brett	1000 Friends of Oregon	Public hearing testimony	7/27/2023	RTP Overall			N	No change proposed. Commented the RTP needs to: achieve VMT per capita reductions regardless of electrification of the fleet, prioritize safety in the near and long-term to support marginalized communities, and continue to advance implementation of the HCT strategy to take advantage of federal transportation funding. Expressed support for transit oriented development (TOD) and antidisplacement strategies noting that TOD is critical to meeting the RTP goals.	No change proposed. Comments noted.	N	C
408	Pierce	Scott	Community member	Online Comment Form	7/19/2023	RTP Overall			N	No change proposed. Supported investment in transit to implement the RTP network vision.	No change recommended. The RTP includes investments supporting implementation of the transit network vision.	N	C

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409	Pinckard	Cory	Community member	Email	8/24/2023	RTP overall			Y	Expresses frustration about the decline in rail infrastructure in Oregon. Expresses displeasure regarding impact of cars, including electric-powered cars. Advocates for: 1) subway beneath the Willamette River to address Steel bridge issues, 2) burying I-5 on the inner eastside to help the black community reclaim land it lost during its construction, 3) commuter rail - including expanding WES to Salem, 4)building the full SW Corridor light rail line with stations at Marquam Hill and PCC Sylvania, 5) transcontinental highspeed rail.	No change recomended. Comments have been shared with TriMet and ODOT staff. With the exception of the comment on burying I-5 on the eastside of Portland, all of the other points advocated for in the comment are included in the 2023 RTP already: 1) The Central City Tunnel/Steel Bridge Capacity project is a Tier 1 priority in the High Capacity Transit Strategy as projects #10921 and #12050 for the Steel Bridge Transit Bottleneck on the 2045 Strategic Investment Strategy and Chapter 8 (section 8.2.3.4) includes future study for this work in the 2023 RTP, 3) An expansion of WES to Salem is shown on the 2023 RTP transit network vision and supported by transit policy 8 in Chapter 3 which notes that this is the preferred alignment to focus on for the Portland to Eugene corridor, 4) Southwest Corridor is another Tier 1 priority in the High Capacity Transit Strategy reflected in projects #12322, #12292, and #11587; and 5) High speed rail is included in the transit network vision from Portland to Salt Lake, UT and Portland to Vancouver BC, the latter also identified for future planning work in Chapter 8 in Section 8.2.3.5 based on efforts to develop a project already underway.	N	C
410	Spragg	M	Community member	Online Comment Form	7/15/2023	RTP Overall			N	No change proposed. Expressed frustration with street design and political leadership in Portland.	No change recommended. Comment noted.	N	C
411	Streight	Chris	Community member	Online Comment Form	7/24/2023	RTP Overall			N	No changes proposed. Expressed frustration with traffic speeding and lack of funding dedicated to enforcement. Suggested that speeding tickets and fines can pay for enforcement, and that it is a lack of desire, not the oppotunity to generate funding to cover the costs of enforcement that is the issue.	No change recommended. Comment noted.	N	C
412	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Overall			Y	The glossary defines ‘must’ as “when used in the context of actions and policies must means there is a legal obligation or requirement to take the action or enact the policy. Must is often used interchangeably with shall. Also see should.” There are 177 instances of ‘should’, 84 instances of ‘must’, and 27 instances of ‘shall’ in the RTP, many of which are directed at local government transportation system plan and project development requirements/compliance. In some cases (e.g. VMT/capita) the implementation details have not yet been fully thought through and/or worked out. Recommends reframing statements that use must, should or shall in a way that suggests the details will be worked out and outlined in the update to the Regional Transportation Functional Plan (RTFP).	Amend as follows. Metro staff reviewed uses of the terms should, must and shall in the RTP. All uses of 'shall' except one were in the new Mobility Policy section. The uses of shall in all instances were deemed appropriate. All uses of 'must' were deemed approporate except for on the following pages, where the word 'must' will be replaced with 'should' or 'needs to': pages 2-1; 3-8; 3-9; 3-13; 3-28; 3-29; 3-60, 3-62, 3-63, 3-73; 3-82; 3-83, 3-94; 3-100; 3-107; 3-110; 3-112; 3-113; 3-124; 3-128; 3-135; 3-141; 3-159; 4-11; 5-16; 6-14; 6-32; 7-21; 7-23; 8-5; 8-30; 8-40; 8-82; G-34; G-44. No changes are recomnended for the use of 'should' in the RTP. As defined in the RTP glossary, "when used in the context of a policy or action, should means an expected course of action or policy that is to be followed unless inappropriate for a particular circumstance." Therefore the use of the term is appropriate as used throughout the document.	Y	C

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413	Williams	Millicent	Portland Bureau of Transportation	Letter	8/24/2023	RTP overall			N	No change proposed. From a policy perspective, we are broadly supportive of the work to date, from the updated Vision, Goals and Objectives to the important ongoing work identified in Chapter 8 to ensure that we continue to actively refine our implementation of the updated Regional Mobility Policy and coordinate around pricing policies as the state and region work together to advance our work around congestion pricing and the future of transportation revenue and financial stability more broadly.	No change proposed. Comments noted.	N	C
414	Alderman	Zach	Community member	Email	8/25/2023	RTP Project List			Y	I am writing today to urge Metro to stop planning to fail and adopt the policy positions submitted by No More Freeways in their letter to Metro on August 15, 2023.Asks that every project that expands the number of VMT should be discarded immediately.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
415	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List	11990	I-5 Boone Bridge and Seismic Improvement Project	Y	Expressed importance of I-5 Boone bridge and need to upgrade it for seismic needs and to minimize the accident bottleneck that occurs on and near the bridge. Requested that the RTP consider adding two more lanes that are physically separated from the NB and SB lanes so that traffic can be re-routed to those lanes when an incident causes closure to regular lanes - similar to the I-5 express lanes in Seattle.	No change recommended.	N	C
416	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List			N	Expressed frustration there are not projects in the RTP to improve transit speed to travel across downtown and the Lloyd District. Noted that the existing Steel Bridge connection is often the cause of delays and it will most likely fail in a major earthquake. Expressed support a for a tunnel.	No change recommended. Near-term reliability through the Rose Quarter TC near the Steel Bridge for the Yellow Line are being analyzed as part of Project 10866: I-5 Interstate Bridge Replacement Program on the 2045 Financially Constrained list of the 2023 Regional Transportation Plan. The Steel Bridge Transit Bottleneck Study included in Section 8.2.3.4 of Chapter 8 will include consideration of additional complementary speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement described in that future work for future. Additionally, there are many projects in downtown Portland and the Lloyd District that will support transit priority improvements supporting speed and/or reliability. Projects #12283 and #12284 are buckets of funds to be applied regionally as part of the Better Bus implementation program. Similarly, Project #12232 is a similar bucket of funding supporting Rose Lanes and other transit priority/speed improvements across the City of Portland specifically. Project #11833 will fund transit priority/speed improvements on inner North Portland Streets (N Vancouver, Williams, Mississippi). Projects #10302 and 12287 includes rapid bus or other high capacity improvements as well as priority treatments to maximize speed and reliability on the MLK corridor. Projects #11646 and #12308 include transit and other multimodal improvements on Broadway/Weidler and the Green Loop. Project #11102 will extend the streetcar from Lovejoy to Hollywood.	N	C

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417	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List			Y	Recommends that the RTP include an I-5 / 99W Connector that starts at the current terminus of OR 18 at OR 219 in Newberg. Since ODOT has been developing the new portions of OR 18 as a limited access highway, it makes logical sense to make the connection to I-5 also limited access. OR 99W is already rapidly developing in the Sherwood area and traffic volumes are increasing. This development will likely continue in Clackamas, Washington and Yamhill Counties, making a high quality connection very critical long before 2045.	No change recommended. From the RTP perspective 99W is the connector to Newberg, McMinnville and Yamhill County. Appendix R includes a table with a status update for the projects recommended within the I-5 to 99W connector project.	N	C
418	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Expressed concern that more than 36% of the projects that are currently on the RTP list do not offer “Safety Benefits” and that it is unclear how transportation agencies will ensure projects that outline safety elements will address safety needs identified by the community. Requests continued community engagement be established as projects move forward and that safety projects, particularly along TV Highway be implemented as soon as possible .	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	C
419	Alnajjar	Mohanad	Unite Oregon, TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Requested that the RTP process be designed to effectively reflect the needs in the region. Commented that certain factors, including availability of funds, makes the process challenging and complicated. Changes in the amounts and timeline of anticipated funding streams should not impact how needed projects are prioritized. Encouraged Metro to use community needs as the first prioritization criteria and adjust funding streams to meet those needs.	See recommendation regarding Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #4 (Regional Transportation Funding) in Exhibit C (Part 1)..	Y	C
420	Alnajjar	Mohanad	Unite Oregon	Letter	8/25/2023	RTP Project List		Southwest Corridor	Y	Requested more investment in safety in southwest Portland. Expressed concern with construction of Southwest Corridor being on the Strategic Project list and the uncertainty this creates for other projects in the area that will improve safety and access to transit, including Barbur Crossroads, Taylor's Ferry Road sidewalks, and redevelopment of the Barbur Transit Center into a multicultural center with affordable housing.	This comment has been shared with the city of Portland staff for consideration.	N	C
421	Asbell	Valerie	Community member	Online Comment Form	8/8/2023	RTP Project List			Y	Increase frequency on transit line 16 in the future.	No change recommended. While TriMet is the agency responsible for service planning, the 2023 RTP 2030 and 2045 Financially Constrained Project List implement Forward Together which discontinues Route 16 but extends Route 15 along the same northern route to St. Johns. Route 15 generally has 30 minute frequencies which is much higher than the 60+ minute headways for the 16 currently.	N	C

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422	Aye	Sanda	African Youth Community Organization (AYCO)	Online Comment Form	8/24/23	RTP Project List			N	Expresses support for more shelters and better sanitation at transit stops.	The 2023 Regional Transportation Plan includes projects #11331 and #11230 in the 2030 and 2045 Financially Constrained Project Lists respectively to include improvements to stops (including shelters) and access to those stops by walking or bicycling. Transit Policy 1 (Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.) in Chapter 3 of the RTP also supports creating a transit system that is comfortable to use (including clean). This Comment has also been forwarded to Trimet for consideration in implementation of operations and maintenance funding.	N	C
423	B	James	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Noted needs for expanded and increased bus service in Gresham.	No change recommended. As the agency responsible for service planning, TriMet's Forward Together service concept includes new frequent service on line 87 and new service on 201st (future line 98), Glisan (future line 19) and Sandy (future line 24) in Gresham. This comment has been forwarded to TriMet for consideration. Further, the future transit network envisioned in the Regional Transportation Plan, built from TriMet's future service enhancement plans, includes frequent service on Sandy and 242nd/Hogan and high capacity transit (fast and frequent) on Stark, Halsey, Powell, 181st/182nd and Kane.	N	C
424	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	10307	Holgate Boulevard from McLoughlin to 92nd Street	Y	Proposes that the cost estimate for this project (\$5.5 million) should be increased because it does not seem adequate. This project aims for walking and biking improvement, with enhanced pedestrian crossings, bus stop improvements, lighting, bike network improvements, and also signal upgrades and streetpaving improvements. Inner Holgate remains dominated by freight traffic, and safety proposals are inadequate.	No change recommended. The cost of project #10307 is consistent with the estimate in the City of Portland's Transportation System Plan which envisioned these improvements. This comment has also been forwarded to the City of Portland for consideration as part of project development.	N	C
425	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	12095	Safety & Operations Projects 2023-2030	Y	Notes that McLoughlin Boulevard is an "orphan" urban arterial highway governed by ODOT which doesn't function as intended and is badly in need of total redesign. This project intends to correct some of the neglected functions of this corridor, aside from the throughput of vehicles. It is not intended to add capacity, but to enhance safety and operations. Speed, redlight cameras and sound walls should be part of this project.	See recommendation on Policy Topic #1 (Investment Emphasis - Mix and Timing). Earlier this year, ODOT worked with local agency partners to identify numerous improvements to McLoughlin Boulevard. Details can be found here <a href="https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=MBSI">https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=MBSI</a> ODOT will work to implement the recommendation, likely under the RTP Project 12095 Safety & Operations. This comment has been forwarded to ODOT staff for consideration for RTP project 12095 "Safety & Operations Projects 2023-2030".	N	C
426	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	10259, 12229	Inner Powell Corridor	Y	Proposes that a dedicated bus lane from the Ross Island Bridge to Cesar Chavez Blvd., be included in the Inner Powell Corridor. Proposes that speed cameras should be included in this project - most fatalities are linked to high speed. Powell Boulevard safety takes a back seat to commuter traffic.	This comment will be forwarded to City of Portland and TriMet for consideration in development of RTP projects 10259 and 12229, and 12035. RTP project 12035 ETC: SE Powell Blvd Transit Project for the 2023-2030 time-period is for planning, design and improvements for a regional enhanced transit project. Bus priority lanes and/or queue jumps would be some of the treatments considered in developing the project and its implementing design undertaken as part of a broader process considering corridor needs.	N	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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427	Bayer	Bridget	Community member	Online Comment Form	8/15/2023	RTP Project List	12311	Frog Ferry	N	Expressed support for passenger ferry service in the City of Portland.	No change recommended. See Comment #725.	N	C
428	Bayless	Christian	Community member	Online Comment Form	7/14/2023	RTP Project List			N	No change recommended. Asked about plans for express trains and expressed desire for more park and rides.	No change recommended. This comment has been forwarded to TriMet for consideration. The Regional Transportation Plan does include several projects for adding, expanding and/or enhancing park & ride facilities: 10807, 10988, 12253, 12079, 11110, 11594 and 11411.	N	C
429	Bladholm	Susan	Frog Ferry	Council testimony	7/10/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. See Comment #725.	N	C
430	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11402	I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional northbound lanes from the Nyberg St entrance ramp to the Lower Boones Ferry Rd entrance ramp.	No change recommended.	N	C
431	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11583	I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension - Phase 3	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional northbound lanes from the Lower Boones Ferry Rd entrance ramp to the Carmen Drive entrance ramp.	No change recommended.	N	C
432	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11984	I-5 Southbound Truck Climbing Lane from Marquam Bridge to Multnomah Blvd.	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional southbound climbing lane from Hood Avenue entrance ramp to Terwilliger Blvd. exit ramp.	No change recommended.	N	C
433	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11988	OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd	Y	ODOT is providing the Metro requested additional project detail for the OR 217 southbound braided ramps from OR 217 exit to Allen Blvd., and B-H Hwy. to OR 217 entrance.	No change recommended.	N	C

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434	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11989	Northbound Braided Ramps I-205 to Nyberg	Y	ODOT is providing the Metro requested dimentional specifics for the I-5 northbound braided ramps (RTP 11989) from I-205 SB to I-5 NB and from I-5 NB to Nyberg Road exit.	No change recommended.	N	C
435	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11990	I-5 Boone Bridge	Y	Add the following to the description for project 11990: "Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure, <u>and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB I-5 from the Wilsonville Road on-ramp to the Wilsonville-Hubbard Highway (OR 551) off-ramp, approximately 0.8 miles,</u> to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. On I-5NB it will preserveing the <u>three existing through lanes and the recently extended current-NB-auxiliary lane from the Wilsonville-Hubbard Highway (OR 551) to the Wilsonville Road on-ramp. While no additional lanes will be added on I-5 NB, both the inside and outside shoulders will be widened to the standard 12-foot width.</u> Bike/ped access will be determined . A portion of the project is outside the designated urban growth boundary."	Amend as follows: "Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure, <u>and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB I-5 from the Wilsonville Road on-ramp to the Wilsonville-Hubbard Highway (OR 551) off-ramp, approximately 0.8 miles,</u> to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. On I-5NB it will preserveing the <u>three existing through lanes and the recently extended current-NB-auxiliary lane from the Wilsonville-Hubbard Highway (OR 551) to the Wilsonville Road on-ramp. While no additional lanes will be added on I-5 NB, both the inside and outside shoulders will be widened to the standard 12-foot width.</u> <u>Bike/pedBicycle, pedestrian and transit access and transportation demand and traffic access management strategies for the project will be determined as part of additional analysis on travel patterns and demand and land use and equity impacts.</u> A portion of the project is outside the designated urban growth boundary." This will require a change to the I-5 Wilsonville Facility Plan and will potentially be subject to new RTP policy requirements for auxiliary lanes and facility planning being considered as part of this update.	Y	C
436	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Widen 185th to between five and nine lanes north of Farmington Road and to three lanes south of that to Bany.	No change proposed. Currently 185th Avenue is classified as a minor arterial north of Highway 26 and South of Tualatin Valley Highway and a major arterial in-between in the regional motor vehicle network. The motor vehicle policy framework for arterials is a typical capacity of 2 to 4, but up to 4 lanes (plus turn lanes). Washington County's Transportation System Plan currently plans for 4 to 5 lanes for 185th except Between Cornell Road and Rock Creek Boulevard (6-7 lanes) and south of Farmington (2 to 3 lanes). Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process and statewide Transportation Planning Rules. Projects #11480 and # 12061 are proposed in the 2045 Financially-Constrained investment strategy which would widen 185th Avenue from Kinnaman to Farmington from 2 to 3 lanes and add turn lanes between Farmington and Gassner. The Washington County TSP identifies a refinement area to study the 185th Ave./Hwy 26 interchange area and improvements to other corridors are anticipated to help address continued traffic growth.	N	C

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437	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Widen Tualatin Valley Highway to 7 lanes.	No change recommended. Currently Tualatin Valley Highway as a major arterial in the regional motor vehicle network. The motor vehicle policy framework for major arterials is a capacity up to 4 lanes (plus turn lanes). Tualatin Valley Highway is also a Tier 1 High Capacity Transit (HCT) corridor and currently under study to determine the most appropriate transit investment. Washington County's Transportation System Plan includes a strategy to preserve additional right-of-way through development so as to not preclude a future business access and transit lane in the westbound direction, and to not preclude bus pullouts in the eastbound direction for HCT uses. Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process and the Oregon statewide Transportation Planning Rule.	N	C
438	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Consider a new project to make Farmington and Canyon Road into a couplet with a BAT lane on Farmington.	No change recommended. Canyon and Farmington are both designated as transit corridors in the City of Beaverton's Transportation System Plan. There is also ongoing study considering improved active transit options and access to transit for OR 8/Canyon Road through the Tualatin Valley Highway transit project. This comment has been forwarded to the City of Beaverton for consideration as part of the forthcoming Transportation System Plan update, particularly for designation of a transit-only lane.	N	C
439	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Requests a train horn quiet zone and grade separation for all railroad crossings (beyond 185th Avenue).	No change proposed. Local jurisdictions may work with the Federal Railroad Administration to establish a train horn quiet zone, something the City of Beaverton has proposed as part of project #12120 between 5th and Hocken coupled with safe crossing improvements in the 2030 Financially-Constrained investment strategy for the 2023 Regional Transportation Plan. The City also also proposed railroad crossing improvements like project #12127 for railroad crossing safety improvements also in the 2030 Financially-Constrained investment strategy. Washington County has proposed project #11045 which reflects local support for grade separation of the 185th Avenue MAX crossing at Baseline. However, grade separation is costly to implement and must be balanced with other local priorities.  The City of Portland recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas.  However, this comment has been forwarded to the Washington County, and the Cities of Beaverton and Portland for consideration as part of future Transportation System Planning activities.	N	C
440	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Expressed the need for pedestrian environment improvements including crossings and pedestrian signal improvements on Hall and Watson Boulevard.	The 2023 Regional Transportation Plan includes project # 10646 in the 2030 Financially-Constrained investment strategy to make pedestrian safety improvements on Watson and Hall Boulevard between Cedar Hills and Allen. This comment has been forwarded to the City of Beaverton to consider including crosswalks and signal upgrades as part of the project.	Y	C

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441	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Expresses that the Farmington/Lombard intersection needs improvement due to the train crossing.	No change recommended. There is work underway as part of the Tualatin Valley Highway Transit Project to develop a rapid bus project including access improvements. However, this comment has been forwarded to the City of Beaverton for consideration as part of the forthcoming Transportation System Plan update.	N	C
442	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11879	Sullivan's Gulch Trail, Segment 3	N	No change proposed. Expressed support for building the trail and frustration with Union Pacific's use of the right of way.	No change recommended. The project (11879) will continue to be part of the 2023 Regional Transportation Plan and the City anticipates constuction in the 2031-2045 period. Comment has been shared with City of Portland staff.	N	C
443	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11985	I-205 Multi Use Path	Y	Proposed change to improve street crossings of the I-205 MUP in the Flavel area as soon as possible. RTP project #11985 improves crossings along the path from the Northern terminus to the Clackamas Town Center, but is proposed for the 2031-2045 time-period.	This comment has been forwarded to the Oregon Department of Transportation for consideration.	N	C
444	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11992	I-205 Operational Improvements	Y	Requested throughway capital for projects adding lanes be redirected to other projects including throughways operation and maintenance.	No change recommended. This project is on the 2045 Strategic Project List and does not add capacity to the throughway system.	N	C
445	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	12261	MAX Blue Line Station Rehabilitation	N	No change proposed. Expressed support for MAX Blue Line Station Rehabilitation project.	No change recommended. This project is currently identified in the 2030 Financially Constrained RTP project list.	N	C
446	Cooksey	Elizabeth	Community member	Online Comment Form	7/30/2023	RTP Project List			N	No change proposed. Expressed support for the investment strategy, particularly for transit.	No change recommended. Comment noted.	N	C
447	Cooney	Amy	Community member	Email	8/28/2023	RTP Project List	10337	Marine Dr & 33rd Intersection Improvements`	Y	Noted that the RTP Project (10337) to improve Marine Dr/33rd intersection is costly and long-term (2031-2045). This intersection could benefit from cheaper / short-term / neighborhood-approved solutions such as: speed limit reduced to 20mph (immediately), speed bumps (similar to what is used on NE 13th), and a shared roadway with biiking/walking path.	This comment has been shared with City of Portland staff.	N	C
448	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	10180	Sandy Blvd Corridor Safety Improvements	Y	Requests that the Sandy Blvd Corridor Safety Improvements be prioritized to create a much-needed major bikeway that can connect Outer NE Portland to downtown.	No change recommended. This comment was forwarded to the City of Portland for consideration of whether this project could shift forward into the 2030 Financially Constrained project list for the 2023 Regional Transportation Plan. However, the timeline for this project matches that in the City of Portland 2035 Transportation System Plan which was prioritized as part of a public process with community.	N	C

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449	Cota	Nicolas	Community member	Online Comment Form	8/2/23	RTP Project List	10315	Cesar Chavez Corridor Improvements	Y	Expressed support for Lombard/Cesar Chavez HCT project that includes a bus priority lane on 39th.	No change recommended. This comment has been forwarded to regional partners for consideration in future planning and project development work. This project is currently identified in the Financially Constrained (#12034 for Better Bus) and Strategic (#12288) for high capacity transit) RTP project lists. A bus priority lane would be one of the treatments considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
450	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Requests the IBR team commit to right-sizing the project before being able to access funding that otherwise should be spent to make our roads safer and alternative modes more accessible.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
451	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	11647	Halsey/I-205 Overcrossing Trail	N	No change proposed. Expresses support for project. This is a much needed critical connection between Inner and East Portland for people travelling without a car and who may be bike-dependent. This project would greatly improve the safety of people who bike in the area as well as reduce the barrier for people travelling between Inner and East Portland.	No change recommended. Expresses support for the project which is included in the near-term 2030 Financially Constrained Project List.	N	C
452	Cottingham	Steven	Community member	Online Comment Form	7/31/2023	RTP Project List	11831	US 26 multi use path	Y	Expressed support for the project and disappointment that this project is scheduled for the latter time period in the plan - 2031-2045	No change recommended. This comment has been shared with City of Portland staff. While project #11831 would provide an improved connection, there are existing facilities serving bicycle and pedestrian travel along this connection. Additionally, this timeline matches the prioritization determined with community as part of the City of Portland 2035 Transportation System Plan.	N	C
453	Craig	Thomas	Community member	Email	8/25/2023	RTP Project List			Y	Suggests that more work and revision is needed to align the RTP with regional goals for climate change, equity, and safety. Expresses disappointment with investments in highways capacity and lack of investment in transit. Asks for change in investments away from highways and roads to prioritize sidewalks, bicycling and buses.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D

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454	D'Amico	Andrea	Stop 882 Alliance	Email	7/16/2023	RTP Project List		Tile Flat Road Extension	N	Ordinance 882 is currently being considered by the Washington County Board of Commissioners, with plans to vote on it in October 2023.The Ordinance would extend Tile Flat Road from Scholls Ferry Road to Roy Rogers Road thru land inside and outside the urban growth boundary (UGB). Is there a traffic study supporting the extension of Tile Flat to be tied into these RTP projects: RTP 12184 Tile Flat Road north interim and RTP 11915 Scholls Ferry Road (both for 2030) and RTP 12182 Grabhorn road intersection improvements RTP 11919 Tile Flat road south (both for 2045)?	No change recommended. This comment was forwarded to Washington County staff who provided the commenter with the requested traffic analysis and findings. County staff further explained that the currently identified 2023 RTP projects submitted by Washington County for this area were based on a 20-year growth forecast and were determined to be needed without the Tile Flat Rd extension. The County has identified a need for the Tile Flat Road extension through the Cooper Mountain Transportation Study and the Urban Reserves Transportation Study and are working through the hearings process with the Board of Commissioners. The Tile Flat Road extension will not be considered for inclusion in the RTP until it is adopted into the County TSP.	N	C
455	Dant	Erik	Community member	Online Comment Form	7/24/2023	RTP Project List	10866 and 10867	IBR and Rose Quarter	Y	Remove project 10866 and replace it with a project for a transit, bicycle and pedestrian-only bridge connecting Portland and Vancouver.	No change recommended. These projects have been identified as a priority by the Oregon Legislature and have committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA processes that are underway.	N	C
456	Deiss	Eileen	Community member	Online Comment Form	8/5/23	RTP Project List	10567	Roads +Bridges/2045 Project list	Y	Expressed concern about traffic volume and speed impacts due to implementing this project/roadway connection and asked that traffic control, pedestrian and bicycle path and crosswalks be included.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor’s Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon’s Transportation Planning Rule. This comment has been forwarded to Washington County staff for consideration in future planning and project development work.	N	C
457	Dillman	Paul	Community member	Online Comment Form	8/10/2023	RTP Project List			N	Expressed support for funding roadway maintenance and opposition to bicycle capital funding.	No change recommended. The 2023 Regional Transportation Plan 2045 Fiscally-Constrained Project List contains \$15.4 billion for operations and maintenance on roads and throughways with another \$19.2 billion for other roadway and throughway capital investments (expansion). \$3.1 billion is included for both walking and bicycling investments which are an important part of the transportation network and ensuring access to transit which are critical to meeting regional climate, equity and mobility goals.	N	C

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458	Dunn	Logan	Community member	Online Comment Form	7/22/2023	RTP Project List			N	No change proposed. Expressed support for Corridor C2 Tigard to Sherwood via Hwy 99W Corridor within the High Capacity Transit Strategy network vision with light rail on the highway and commuter rail on the existing rail tracks. Requested a local bus loop connecting to TriMet routes serving Tualatin and Portland.	No change recommended. Corridor C2 is included in the HCT Strategy vision. While a representative mode and route chosen for analysis and modeling purposes, whether a connection will be implemented as light rail, commuter rail or rapid bus and the exact alignment will be determined as part of the corridor planning process. Local bus or shuttle planning is generally conducted by transit agency providers (like TriMet and/or the counties), which is currently underway as part of the Washington County Transit Study and will continue as part of Forward Together 2.0 next year. As such, this comment has been forwarded to TriMet for consideration. Additionally, as outlined in Chapter 8, Metro will also begin a study next year to identify service and coordination gaps specific to the Metro region, especially for suburban areas of the region and regional parks, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users.	N	C
459	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Project List	12322, 12031, 12292, 12300	SW Corridor	Y	Requests that TriMet immediately table the proposed \$3.5 Billion Dollar Southwest Corridor MAX Light Rail Transit Line and repurpose those funds for Right of Way Improvements-enhancements, along with new computer technology and software capable of addressing the needs of a new Fleet of All-Electric Vehicles.	No change recommended. Comment noted. Investment decisions do not rest with one agency and are made through in-depth process and engagement with all impacted communities and agencies.	N	C
460	Felton	Lin	Argay Terrace Neighborhood Association	Online Comment Form and Email	8/25/23	RTP Project List	11813	Cross Levee trail	Y	Requests moving RTP ID# Cross Levee Trail to the earlier timeframe 2023-2030 and build it faster, citing many community and environmental benefits.	Amend as requested. See also Comment #725.	Y	C
461	Ferreira-Gandolfo	Peter	Community member	Online Comment Form	7/30/2023	RTP Project List			Y	Consider the possibility of commuter rail service on the Portland and Western Railroad tracks along Tualatin Valley Highway in Hillsboro.	No change recommended. The Tualatin Valley Highway rapid bus project is included in the 2030 Financially Constrained RTP Project List (#11589) to connect communities between Beaverton and Forest Grove with faster, more reliable high capacity transit. Currently, the Portland and Western Railroad tracks are still actively used to transport freight and the agency has not expressed interest in vacating and/or transitioning the line into commuter rail.	N	C
462	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	10284	Outer Taylors Ferry Safety Improvements	N	Expresses support for funding the Outer Taylors Ferry Safety Improvements (RTP ID# 10284).	No change recommended. Project is already included in the near-term 2030 Financially Constrained Project List. See also Comment #726.	N	C

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Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project List or RTP Overall or HCT Strategy	RTP ID if applicable	Project Name if applicable	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Change Recommended (Y/N)	Discussion or Consent topic (D/C)
463	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	10286	Markham School Pedestrian/Bike Overpass	Y	Recommends moving the Markham School Ped/bike Overpass (RTP ID# 10286) to the near-term constrained investment list and questions the stated cost of the project.	No change recommended. This comment was forwarded to the City of Portland for consideration of shifting project #10286 to the near-term 2030 Financially Constrained investment strategy from the 2045 Financially Constrained Project List in the 2023 Regional Transportation Plan. However, this project's timing is consistent with the related Southwest Corridor transit projects (#12292,11587). In current dollars, this project is closer to \$20M but anticipated to increase with inflation and other factors to \$31M closer to 2045. Additionally, this project includes includes design and engineering challenges that make it more complicated to implement than the Blumenauer Bridge.	N	C
464	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	RTP Project List	10567	Taylors Ferry Extension	Y	We request a regional planning project for this regional facility to make it safer for the people who use SW Taylors Ferry regardless of jurisdiction. This is a transit route but it is unsafe to walk to transit stops or wait for the bus on this busy road. We are particularly concerned that Washington County project 10567, Taylors Ferry Extension, is essentially a new roadway that will attract more motor vehicles and the proposed new sidewalks and bike lanes will not be effective in encouraging people to use them until the existing roadway segments are safer. Please make existing roadways safer for all users before building new ones.	No change recommended. This comment has been forwarded to Washington County staff for consideration in future planning and project development work. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor's Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon's Transportation Planning Rule.	N	C
465	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	11825	SW Pomona/64/Barbur Bike Ped facilities	Y	Recommends moving the SW Pomona/64/Barbur Bike Ped facilities to the near-term constrained project list and adding additional transit stop improvements to the project.	No change recommended. This comment has been forwarded to the City of Portland for consideration in project development. However, this project's timing and description is consistent with the related Southwest Corridor transit projects (#12292,11587). See Comment #725.	Y	C
466	Fitzgerald	Marianne	Crestwood Neighborhood Association	Email	8/9/2023	RTP Project List	10284, 10286, 11825, 11883	Outer Taylors Ferry Safety Improvements, Markham School Pedestrian/Bicycle Overcrossing, SW Pomona/SW 64th ped/bike Improvements, Outer Taylors Ferry Safety Improvements	N	No change proposed. Expressed support for these projects to be funded and constructed as soon as possible: Outer Taylors Ferry Safety Improvements (project 10284), Markham School Pedestrian/Bicycle Overcrossing (project 10286), SW Pomona/SW 64th ped/bike Improvements (project 11825), and Outer Taylors Ferry Safety Improvements (project 11883). These projects support the West Portland Town Center Plan and Southwest Corridor Light Rail Plan.	This comment has been forwarded to the City of Portland for consideration. See Comment #725.	Y	C

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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467	Fitzgerald	Julie	City of Wilsonville	Letter	8/21/2023	RTP Project List		WES Commuter Rail	Y	We recommend that Metro classify the potential extension of WES not as “inter-city” rail system; rather, we recommend a special classification of “inter MPO TMA” or MPO TMA to MPO TMA. That is, high-capacity transit that connects two Metropolitan Planning Organizations Transportation Management Areas. An MPO TMA encompasses an area larger than a city; rather an MPO is usually a collection of cities, especially in a smaller state like Oregon. An MPO is a federally mandated body for any urban area over 50,000 in population that directs the flow of federal transportation funding to the Transportation Management Area.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chapter 3 under transit policy 8 on page 3-117: “When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.”	N	C
468	Francis	Carley	WSDOT	Letter	8/25/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Expressed support for the Interstate Bridge Replacement Program	No change proposed in comment. No change recommended.	N	C
469	Gaddis	Jill	Maplewood Neighbor Association	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Noted need for more north-south buses in SW Portland, efficiency issues with the Washington Square transfer (particularly to downtown), and access issues due to topography in the area.	No change recommended. The High Capacity Transit Strategy network vision includes corridor C22S PCC Sylvania to Downtown Portland via Capitol Highway which would explore a high capacity connection (most likely rapid bus) along the current south end of Line 44 about a half mile from the edge of Maplewood. This would make the existing route from southwest to downtown Portland faster and more reliable. Both the HCT Strategy and the Regional Transportation Plan transit network vision are based on TriMet's service plans which currently do not envision service on northern SW Oleson to Scholls Ferry Road. However, Transit Policy 5 in chapter 3 of the RTP does direct the region to "Complete a well-connected network of local and regional transit on most arterial streets...". As such, while no change is proposed for this RTP, we have forwarded this comment to TriMet for consideration as part of service planning for Forward Together 2.0 to begin in 2024.	N	C

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470	Garrison	Christian	Community member	Online Comment Form	7/19/2023	RTP Project List	10867, 10866, 11176	Interstate Bridge Replacement Program, I-5/Rose Quarter and	Y	Remove RTP projects 10867, 11176 and 10866 and redirect funding to transit, bicycle, sidewalk and/or safety projects in East Portland.	No change recommended. These projects have been identified as a priority by the Oregon Legislature and have committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA processes that are underway. The projects have been designed in coordination with our local transit agencies and local agency partners to reflect multimodal transportation needs and make sure these investments are applied where they are most needed. The projects the commenter noted include millions of dollars in new investment in bicycle and pedestrian infrastructure. IBR is investing nearly 2 billion on transit and bike/ped improvements. Transit investments include extending max line to Vancouver, adding three new light rail transit stations, and improvements to C-Tran’s express bus services and local transit connections. TriMet and C-Tran are owners on the IBR program. IBR includes separated active transportation facilities crossing the Columbia River in addition to separate and integrated active transportation facilities on all local roadways included in the program area. Safety is also a key project need for the IBR program and includes safety for all modes of transportation. Safety also includes the need to replace the bridge with a structure that is seismically resistant. This comment has also been forwarded to the Oregon Department of Transportation to identify opportunities to increase investments supporting safety improvements on East Portland arterial streets.	N	C
471	Hale	Christopher	Community member	Email	8/24/2023	RTP Project List			Y	Expressed concern about the impacts of climate change that are already being experienced. States that the RTP is insufficient to address the magnitude of the climate crisis and underestimates the amount of carbon emissions that will come from driving. Asks that the RTP reduce driving and invest in alkable communities and abundant public transportation, include aggressive regional congestion pricing in line with the Climate Smart Communities program, and directs money away from ODOT’s freeway expansion plans, and demand ODOT prioritize investing in orphan highways instead of freeway expansions, and redesign roads that prioritize safety over speed and ease of driving.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1). Comment shared with ODOT.	N	C
472	Hangland-Ski	Michael	Community member	Online Comment Form	8/22/23	RTP Project List	11319	HCT: Streetcar Montgomery Park Extension	Y	Expresses opposition to the use of the battery-powered streetcars in this project. Requests that as expansion proceeds, it must do so using the dependable and trustworthy technology streetcars have used for over a century: dedicated power through an overhead catenary wire system.	No change recommended. This comment has been shared with the City of Portland and Portland Streetcar Inc to consider as part of operating capital improvements to support the system.	N	C

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473	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Does not support including the I-5 Interstate Bridge Replacement Program (IBR) project in its current form, notes it is fiscally irresponsible.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
474	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List		I-205	N	States that including the I-205 tolling project and Regional Mobility Pricing Project is not consistent with policy 3.2.5, which states that "Revenues collected through pricing programs should be reinvested in a manner that helps meet state, regional and local goals related to reductions in greenhouse gas emissions and congestion while improving mobility and safety" and that "Revenue should not be reinvested solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system."	No change proposed. Comment noted.	N	C
475	Haverkamp	Andrea	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Supported investment strategies deprioritizing infrastructure for people driving and emphasizing improvements encouraging mode shift.	No change recommended. Comment noted.	N	C
476	Heffernan	DJ	Community member	Email	8/26/2023	RTP Project List	10340	Cornfoot Rd Corridor Improvements	N	Expressed support for prioritizing the Cornfoot Rd project. It is an important bike route that is unsafe due to narrowness and heavy truck usage. Perhaps the Oregon Army Reserves could contribute to the frontage improvements given the length of that road segment that fronts military property and the Army Corps of Engineers may be able to help with design and construction.	No change recommended. Project 10340 is proposing a safety improvement through building a separated biking and walking path. This comment has been shared with City of Portland Staff.	N	C
477	Herrin	Sam	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Project List			Y	Focus on HCT in the RTP is a mistake - past investments in WES commuter rail and Portland Streetcar are not fast, frequent or reliable as called for in the HCT policies. Reallocate funding from low ridership corridors.	No change recommended. High capacity transit is the backbone of our region's transportation system, connecting Portland's central city and regional growth centers where the greatest number of people live, work and play through tens of millions of rides each year. The region cannot meet shared ambitious climate, safety, equity, or urban land use goals or realize the compact, urban land uses that partners have long planned for together without deep investments in high capacity transit. Commuter rail and streetcar expand the reach of the high capacity transit network, but the strategy recognizes that further investment in HCT elements (e.g., frequency, speed and/or span) is needed in these modes to increase their capacity. Further, TriMet's Forward Together service concept does include removing service on low ridership routes in higher income areas to support increased service in equity focus areas and on higher ridership lines where need is greatest.	N	C

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478	Hlain	Lei Lei Win	African Youth Community Organization (AYCO)	Online Comment Form	8/24/23	RTP Project List			N	No change proposed. Expressed frustration with the long travel times and personal safety risks associated with riding transit and a general desire for the RTP to address these issues.	No change recommended. The High Capacity Transit Strategy includes new fast and frequent connections to Beaverton to the Central City (C25 Beaverton to Portland via Hwy 10) and the Central City to or within SE Portland (C1 Portland to Gresham in the vicinity of Powell, C19 Portland to Gresham via Burnside). Additionally, Chapter 8 includes Section 8.2.3.4 for the Steel Bridge Transit Bottleneck Study to consider speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement which would reduce travel time and increase reliability for the Red and Blue lines.	N	C
479	hoke	tena	Community member	Online Comment Form	7/28/2023	RTP Project List			Y	Expressed support for prioritizing investments in more and expanded service rather than service enhancements like better bus and high capacity transit.	No change recommended. The 2023 Regional Transportation Plan includes investments in both more/expanded service, with implementation of Forward Together and a 1.25% increase year over year to 2045, as well as enhanced transit service (high capacity transit and better bus). Better bus (at the low end) and high capacity transit (at the high end) leverage dollars for capital projects that are not available for service improvements. As such and to maximize outcomes toward regional goals (equity, climate, mobility, safety, economy) the RTP policy framework supports a well-connected network of local and regional transit on most arterial streets (transit policy 5) and a well-connected high capacity transit network to serve as the backbone of the transportation system to link major centers with a connection most comparable to driving.	N	C
480	Holland	Darren	Community member	Online Comment Form	7/29/2023	RTP Project List		Southwest Corridor	N	No change proposed. Expressed support for the investment strategy and SW Corridor.	No change recommended. Project development, PE and ROW for the SW Corridor project is currently identified in the 2045 Financially Constrained RTP project list. The construction phase is included in the Strategic Project List, pending funding.	N	C
481	Iannarone	Sarah	The Street Trust	Online Comment Form	8/25/23	RTP Project List	11813	Cross Levee Trail project (Argay Parkrose Greenway Project)	Y	Requests advancing the Cross Levee Trail Project #11813 to the near-term constrained project list (2023-2030). It is currently in the 2031-2045 list.	Amend as requested. See also Comment #725	Y	C
482	Iannarone	Sarah	The Street Trust	Email	7/27/2023	RTP Project List	11813	RTP ID 11813: Cross Levee Trail Project	Y	Cross Levee Trail project #11813 is currently placed on the 2045 Project List, and we believe that this timeline should be expedited, shifting this transformative project to the 2030 constrained list.	Amend as requested. See Comment #725.	Y	C
483	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	No change proposed. Commented on the need to address the persistent and pervasive need for a safe, clean, affordable, reliable, and complete transit system both on the HCT corridors and in local neighborhoods.	No change recommended. The updated transit networks and policies, particularly policies 1 (Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.) and 11 (Make transit affordable, especially for people with low incomes.) support a safe, clean, affordable, reliable, and complete transit system. Then policies 5-8 describe how the classifications are applied to support those broader network policies.	N	C

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484	Jacobs	Jessy	Argay Terrace Neighborhood Association Board member	Email	8/26/2023	RTP Project List	11813	Cross-Levee Trail	Y	Expresses support for Cross-Levee trail project (11813) and recommended moving up the time frame - currently shown as 2031-2045.	Amend as requested. See Comment #725.	Y	C
485	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list	10188	Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	Y	Requests that the county build a road diet for SW Scholls Ferry Road between SW Raleighwood Lane and SW Sheridan Court.	This comment has been shared with Multomah County staff.	N	C
486	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list	10545, 11460	OR 10: Oleson Rd. Improvement Ph. 1, OR 10: Oleson Rd. Improvement Ph. 2	Y	Expresses opposition to making a car-centric fix along Oleson Rd in Raleigh Hills.	This comment has been shared with Washington County staff.	N	C
487	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list			Y	Requests that Beaverton build a paper street trail alongside Montclair Elementary School.	This comment has been shared with City of Beaverton staff.	N	C
488	Kuehn	Aaron	Bike Loud	Online Comment Form	8/24/23	RTP Project List	11819	Reedway Ped/Bike Overcrossing	N	Expresses support for the project, proposes that ramps, not elevators should be built for the project.	No change recommended. No change proposed. This comment shared with the City of Portland to consider as part of future planning and project development.	N	C
489	Kywe	Mu Mu	African Youth Community Organization (AYCO)	Online Comment Form	8/25/23	RTP Project List			Y	Expresses support for building shelters at every bus stop.	No change recommended. The 2023 Regional Transportation Plan includes projects #11331 and #11230 in the 2030 and 2045 Financially Constrained Project Lists respectively to include improvements to stops (including shelters) and access to those stops by walking or bicycling. However, the 2030 and 2045 Project Lists balance improved stop and station amenities with service increase and expansion in line with the transit policies that cover all the elements of a convenient and comfortable transit system.	N	C
490	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	10119	OR 213 & Redland, Phase 2	Y	Requests that project 10119 that adds a “third through lane in both northbound & southbound directions” without adding comparable active transportation facilities be removed or revised.	This comment has been shared with ODOT staff to consider as part of future planning and project development.	N	C
491	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11350	OR 224 Milwaukie Expressway improvements	Y	Requests that project 11350, which adds a third lane in what is already a dangerous section of roadway, be replaced by investing in safety improvements. Safety and access improvements should be made independent of the road widening project.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	C
492	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11582	OR 217 Capacity Improvements	Y	Requests that project 11582, which widens the road with an attempt at congestion mitigation rather than climate or safety be removed or revised.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	C

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493	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11758	OR 213 & Beaver creek Road WB Right-Turn Merge Lane	Y	Requests that project 11758 that adds vehicle lanes without adding comparable active transportation facilities with the stated goal to achieve a “free flow acceleration lane” be removed or revised.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	C
494	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Requests that projects that invest in freeway expansion, add lanes for anything other than transit priority, add turn lanes, or widen roads (slip lanes, auxiliary lanes, right turn only lanes, etc) be deprioritized, removed or modified keep or add pedestrian, transit, and bicycle improvements while cutting the roadway widening components.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
495	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Request to strengthen policies that stop jurisdictions from using safety as justification for adding lane miles, especially in the form of auxiliary lanes. If we are serious about safety, then we should be investing heavily in orphan highways where people are maimed and killed regularly throughout the region. Hiding roadway expansions behind the guise of safety is disingenuous.	No change recommended. Policies related to auxiliary lanes include appropriate provisions.This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1)..	N	C
496	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Revise project 10866 to transit, bicycle and pedestrian bridge improvements only.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
497	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	11102	HCT Streetcar Lovejoy to Hollywood Extension	N	No change proposed. Expressed support for Streetcar Lovejoy to Hollywood extension HCT project.	No change recommended. This project is currently identified in the Strategic RTP project list.	N	C
498	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	11587	HTC: Southwest Corridor: PD, Engineering and ROW	N	No change proposed. Expressed support for Southwest Corridor HCT project.	No change recommended. Project development, PE and ROW for this project is currently identified in the 2045 Financially Constrained RTP project list. the construction phase is included in the Strategic Project List, pending funding.	N	C
499	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	12030	HCT: Burnside/Stark Corridor High Capacity Transit	N	No change proposed. Expressed support for Burnside/Stark Corridor HCT project.	No change recommended. This project is currently identified in the Strategic RTP project list.	N	C
500	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	12034	ETC: Lombard/ Cesar Chavez Enhanced Transit Project	N	No change proposed. Expressed support for Lombard/Cesar Chavez HCT project.	No change recommended. This project is currently identified in the Financially Constrained RTP project list.	N	C

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501	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10612	Greenburg Road	Y	Opposes project, unless additional lanes were added as transit only lanes, citing safety and unequal access for walking and bicycling.	Amend the RTP project list to update RTP project descriptions and costs to correct data input errors found for these projects: <ul style="list-style-type: none"><li>• RTP #10612 Greenburg Road (Hall Blvd. to OR 217) Build 3-lane complete street with separated cycle tracks and sidewalks. Project includes intersection improvements at Locust Street, three new pedestrian crossing improvements, and bus stop upgrades. 2023\$ = \$21.5M and YOE Cost = \$35 M.</li><li>• RTP #10748 Greenburg Road Improvements – N Dakota to Cascade - Widen Greenburg Road to include a second northbound lane, bike lanes, better sidewalks, ADA retrofits, and intersection geometry improvements from Hwy 217 to North Dakota St and add a second left turn lane from Tiedeman Ave onto Northbound Greenburg Rd. 2023\$ = \$11.2M and YOE Cost = \$18.2M.</li></ul> Metro staff will work with Tigard staff to update the modeling details and other information needed to evaluate these projects in the final RTP analysis. This recommendation has been coordinated with City of Tigard and Washington County staff.	Y	C
502	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Opposes adding more lanes to I-5, though supports extending light rail and building active transportation extensions.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
503	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10922	HCT: MAX Red Line Improvements Project: Capital Construction	N	No change proposed. Questions the need for Red Line double tracking to the airport and whether that investment should be priority over other expansion of the system to East Portland.	No change recommended. Using the existing single track, delayed Red Line trains also affect Green and Blue line trains passing through Gateway — so that even small (or emergency) delays can have a domino effect that spreads throughout the system. A second Red Line track would separate airport-bound trains from trains heading to City Center, Beaverton and Hillsboro. At the same time the region is also already working on a rapid bus project for 82nd Avenue that will improve east Portland transit. The High Capacity Transit Strategy also identifies several other corridors in east Portland/Multnomah County for additional improvement and investment.	N	C
504	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11102	HCT: Streetcar Lovejoy to Hollywood Extension	N	No change proposed. Expressed support for project # 11102 for HCT: Streetcar Lovejoy.	No change recommended. Project #11102 is a priority project underway in the High Capacity Transit Strategy currently in the 2030 Constrained Project List.	N	C

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505	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Supports the highway cover included in this project but opposes the addition of auxiliary lanes to I-5 in this area.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This comment has been forwarded to the Oregon Department of Transportaiton for consideration.	N	C
506	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Comment recommends altering the mix of investments associated with project 11176, with fewer resources going toward redesigning the I-5 mainline and more resources going toward transit service and demand management.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017. The project design is consistent with RTP policy for the planned function and capacity of a throughway and includes transit and active transportation design elements identified through the project planning process. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
507	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11319	HCT: Streetcar Montgomery Park Extension	N	No change proposed. Expresses support for this project.	No change recommended. This is a Tier 1 priority in the High Capacity Transit Strategy included in the 2030 Constrained Project list for the 2023 RTP.	N	C
508	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11646	Broadway/ Weidler Corridor Improvements	N	Expresses support for Project #11646 as a priority.	This project is included in the 2045 Constrained Project List for the 2023 Regional Transportation Plan. This comment has been forwarded to the City of Portland to consider whether this project could be shifted forward into the 2030 Constrained Project List.	N	C
509	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12287	HCT: Martin Luther King Corridor High Capacity Transit	N	No change proposed. Expresses support for project # 12287 for HCT: Martin Luther King Corridor High Capacity Transit and that these improvements include increased frequency.	No change recommended. Project # 12287 is a near-term priority project in the High Capacity Transit Strategy currently in the 2045 Strategic Project List. The frequency of the high capacity transit solution will be determined as part of the corridor planning process.	N	C
510	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12307	122nd Ave Safety Improvements: NE Marine to SE Foster.	Y	Requests traffic calming features be included in the project (e.g., raised crosswalks).	No change recommended. RTP Project #12307 does include proven safety countermeasures including sidewalk improvements, crossings and lighting. However, this comment has been forwarded to the City of Portland for consideration as part of project development as to the design of the crosswalks (i.e., raised).	N	C
511	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12308	Green Loop/Central City in Motion Improvements	Y	Expresses support for project #12308 Green Loop/Central City in Motion Improvements and that this should be a priority.	No change recommended. This project is included in the 2045 Strategic Project List which reflects additional priorities should additional funding opportunities arise. This comment has been shared with City of Portland for consideration. The City of Portland received a Transportation and Growth Management Planning Grant in 2022 from the Oregon Department of Transportation to develop the Green Loop Concept Plan that will define more project segments in more detail, including refining the project elements and cost estimates. The City anticipates kicking off this plan soon and looks forward to reaching out to Lloyd EcoDistrict about opportunities to engage in the process.	N	C

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512	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	10867	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)	N	No change proposed. Commenter requests clarification on the scope of the project in question.	No change recommended. There are two separate but related RTP projects related to the Rose Quarter: 10867 and 11176. The latter includes physical changes to the right of way, both along Interstate 5 and on surrounding surface streets in the project area; the former includes preliminary engineering and environmental analysis that is necessary to prepare for the physical changes described in project 11176. These changes, as well as their impacts on multimodal travel, are discussed in the draft NEPA analysis (i.e., the Supplementary Analysis completed in 2022) for the I-5 Rose Quarter project, which is available at <a href="https://www.i5rosequarter.org/library/">https://www.i5rosequarter.org/library/</a> .	N	C
513	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Proposes decoupling the I-5 Rose Quarter project into two different elements; one encompassing improvements on the I-5 mainline and one encompassing the highway covers and surface street improvements.	No change recommended. The definition for this project (as described in Appendix A under the project ID 11176) comes from ODOT, which is the agency leading the project. FHWA, which oversees environmental review of this project under the National Environmental Policy Act (NEPA), has approved it as a single project consisting both of improvements to the I-5 mainline and of adding a cover and other improvements to surface streets. The project includes millions of dollars in new investment in bicycle and pedestrian infrastructure. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
514	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11646	Broadway/Weidler Corridor Improvements	Y	Proposes aggressively cutting back on car travel lanes on Broadway & Weidler in the Lloyd neighborhood, in favor of street trees, wide sidewalks, dedicated bus lanes, cycle tracks, and more living infrastructure and worry less about how quickly cars can cut through the neighborhood. Comment notes lack of street trees and high speeds that discourage bicycle and pedestrian travel.	No change recommended. RTP project 11646 Broadway/Weidler Corridor Improvements is a \$19 million project planned for the 2031-2045 time period to enhance existing bike lanes and improve pedestrian/bicycle crossings; add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.	N	C
515	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11794	Grand/MLK Lloyd District Traffic Signals	N	No change proposed. Expressed desire for clarification on what the project entails and why it is needed.	This comment has been shared with City of Portland staff.	N	C
516	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	12308	Green Loop/Central City in Motion Improvements	Y	No change proposed. Expressed support for protected intersection and bicycle lanes as well as the need for greater separation from cars by closing streets and removing right of way. Also expressed support for funding the economic development piece of the Green Loop as well as living infrastructure, tree canopy, and carbon neutral development along the route.	No change recommended. This comment has been shared with City of Portland staff to consider as part of project development. The City of Portland received a Transportation and Growth Management Planning Grant in 2022 from the Oregon Department of Transportation to develop the Green Loop Concept Plan that will define more project segments in more detail, including refining the project elements and cost estimates. The City anticipates kicking off this plan soon and looks forward to reaching out to Lloyd EcoDistrict about opportunities to engage in the process.	N	C

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517	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	10237	Southern Triangle	Y	Update project description to include improving transit access to Powell Boulevard and the Southern Triangle in addition to vehicle access.	This comment has been forwarded to the City of Portland for consideration of updating the description for this project to include improved transit connections. The City of Portland also recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas more broadly.	N	C
518	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	10307	Holgate	Y	Concern over whether "enhanced crossings" will mean just a couple upgrades to existing crossings rather than expanding the number of safe crossings on this corridor given the smaller funding amount.	No change recommended. The cost of project #10307 is consistent with the estimate in the City of Portland's Transportation System Plan which envisioned these improvements. City of Portland staff has clarified that the inclusion of crossings at "regular intervals" in the project description is to ensure multiple safe crossings are available, increasing the total number of safe crossings. Those intervals follow the guidance of the City's PedPDX plan. This comment has also been forwarded to the City of Portland for consideration as part of project development.	N	C
519	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	11818	Milwaukie Ave	Y	Expresses disappointment in the scope and timing of this project. Would like to see a project that centers pedestrians, gives room for safe cycling infrastructure, and creates a vibrant civic environment.	See Comment #726. This comment was forwarded to the City of Portland for consideration of: 1) shifting forward into the 2030 Constrained Project List (from the 2045 Constrained Project List), 2) adding bicycling infrastructure improvements to the project description, and/or 3) engaging in a broader corridor planning effort for Milwaukie Avenue. However, the timing for this project is consistent with that of the City of Portland 2035 Transportation System Plan (TSP) which prioritized projects through a public process. Regarding the cycling infrastructure, the City's TSP envisions making improvements for a safe cycling on 9th as a parallel facility (which is a local street and therefore not included in the 2023 Regional Transportation Plan project list).	Y	C
520	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	12095	McLoughlin	Y	Requests clarification as to what is included in "operational improvements". Requests this project complete a connection over the tracks to the Springwater Corridor riverfront.	The description for this suite of investments is as follows (strictly calling out that motor vehicle capacity is not included): "Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity." This comment has been forwarded to the Oregon Department of Transportation for consideration as to whether a connecting pedestrian/bicycle bridge project over the Oregon Pacific tracks down to the Springwater Corridor near Bush Street could be identified as a specific project from this bucket of funds.	N	C
521	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	12229	Inner Powell Blvd Corridor	Y	Requests that a road diet, streetscape environment and jurisdictional transfer be considered as part of this project.	This comment has been forwarded to the City of Portland and Oregon Department of Transportation to consider: 1) whether funding could be applied by both agencies to include this project could be added into the 2045 Constrained Project List and 2) whether the description could then be expanded to include jurisdictional transfer and streetscape environment (including exploring repurposing lane space).	N	C

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522	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List			Y	Recommends increased use of red light and speed safety cameras in the City of Portland.	No change recommended. Chapter 3 of the Regional Transportation Plan includes Safety and Security Policy 2 which supports the use of enforcement tools like speed cameras: " <i>Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.</i> " This comment has been forwarded to City of Portland staff for consideration in implementation.	N	C
523	Linn	May	Center for African Immigrants and Refugees Organization (CAIRO)	Online Comment Form	8/25/23	RTP Project List			N	Expresses support for fixing potholes and other depressions in the pavement create safety risks on 82nd Avenue during rains.	No change recommended. Comment noted. The City of Portland's 82nd Avenue Critical Fixes projects will repave a portion of 82nd Avenue in 2025 and 2026. Additional improvements along these repaved segments include improved curb ramps, crossing and signal improvements, transit improvements, median islands in some locations, and tree planting.	N	C
524	Locke	Mary	Community member	Email	8/24/2023	RTP Project List			Y	Proposes deinvesting in auto related projects and investing in biking, transit and safety.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	D
525	McCarter	Brian	Community member	Online Comment Form	8/22/23	RTP Project List			N	Expresses support for prioritizing the maintenance of existing streets in the RTP.	No change recommended. Maintenance of the transportation system is the largest share of investment in the RTP.	N	C
526	McCormick	Michaela	Community member	Online Comment Form	8/17/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Requests that Metro not cooperate with the building of a new interstate bridge, which will only encourage the use of private and fossil fueled vehicles. Metro should greatly expand accessible bus and rail service, and it should be free. It should build lots more bicycle infrastructure, and greatly expand and promote bicycle rentals.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
527	McCourt	Randy	Community member	Email	7/28/23	RTP Project List			Y	Requests that the urban off-road trail network be fully integrated into the statewide trail network, and that land use decisions incorporate trail development. Given the in-fill development without parks, the need for these trails to service the community for park access and travel needs is ill-defined in lieu of congestion pricing, I-5 Bridge and numerous V/C - VMT countermeasures.	No change recommended. No specific changes proposed. Integration of systems is a key concept in the RTP. Connections of regional trails to statewide trails are shown on regional maps. Some projects in the RTP and in local plans address the connections of these systems. New projects may be added as plans are updated.	N	C
528	Melco	Mulysa	Community member	Email	8/24/2023	RTP Project List			Y	Opposes any freeway expansion in the Metro region. Wants more and better public transit, more and safer bike infrastructure and incentives, and less carbon pollution! Requests that the I-5 Rose Corridor expansion project be removed.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	D

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529	Meyer	Michael	Community member	Online Comment Form	7/14/2023	RTP Project List	11946	Fischer Rd Extension	N	No change proposed. Requested that the project location be moved north to avoid impacts to natural resources and habitat.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one recently adopted by King City and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of King City for consideration.	N	C
530	Mintkeski	Walt	Community member	Email	8/24/2023	RTP Project List			Y	Supports comments submitted by No More Freeways letter. States that RTP fails to meet safety and climate goals by planning and funding freeway related projects. Requests that the priority should be to address the safety and pedestrian mobility issues in corridors like outer Powell Boulevard and SE 82nd Ave., and to prioritize investments which produce the greatest reductions in greenhouse gases.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
531	Muqbel	Iqbal	African Youth Community Organization (AYCO)	Online Comment Form	8/23/23	RTP Project List	10235	Ross Island Bridgehead Improvements	Y	Requests that the RTP address congestion at the Sylvan Tunnel and Ross Island Bridge (RTP #10235).	No change recommended. This comment has been forwarded to the City of Portland and ODOT. Corridor refinement planning is identified in the RTP for addressing transportation needs in the Sylvan Tunnel area. Realignment at Naito Parkway and the Ross Island Bridge Ramps is part of the South Portland Corridor Improvements Project in the City of Portland's Transportation System Plan for completion in the next 20 years independent of the Southwest Corridor Project. In addition, the Ross Island Bridgehead project is part of the larger SW Corridor Light Rail and included in the NEPA decision. Funding for the project was subject to passage of a regional infrastructure funding measure. This project is expected to remain on hold until the SW Corridor project is funded. The Regional Transportation Plan regional transit network map (Figure 3-26) envisions frequent service across the Ross Island Bridge in the future. However, other more congested corridors are prioritized for better bus improvements like transit-only lanes in the that plan and the City of Portland's Enhanced Transit Corridors Plan. Project 10235 Ross Island Bridgehead Improvements will improve safety for pedestrians and bicyclists on the ramps off of SW Naito Parkway and Barbur Boulevard in association with the Southwest Corridor transit project.	N	C
532	Myint	Sai Hla	African Youth Community Organization (AYCO)	Online Comment Form	8/25/23	RTP Project List			N	Expresses support for increasing the amount of transit lines with <10min headways.	No change recommended. Frequent transit is part of the vision for transit established in the Regional Transit Strategy that is incorporated into the 2023 Regional Transportation Plan and Transit Policy 5 "Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers." Additionally, the transit network vision identifies many new frequent routes, some of which are implemented through TriMet's Forward Together service concept and the 2030 and 2045 investment scenarios for the 2023 RTP. Most of this service for buses is closer to every 15 minutes, although light rail and FX 2 Division is more often, due in part to TriMet's continued recovery following the impacts of the COVID-19 pandemic.	N	C

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533	Naing	Aye Aye	African Youth Community Organization (AYCO)	Online Comment Form	8/21/23	RTP Project List			N	Expresses support for increased sanitation on transit vehicles.	No change recommended. This comment has been forwarded to TriMet as the primary owner/operator of the region's transit system. In recent years, TriMet updated their standard operating procedures to increase frequency of cleaning for TriMet vehicles, including but not limited to new COVID-19-related protocols such as hydrogen peroxide fogging of interiors. More recently this Fall TriMet has updated cleaning procedures so that workers wipe down touchpoints on vehicles every night.	N	C
534	Nava	Bella	Community Cycling Center, Andando en Bici y Caminando (ABC)	Online Comment Form	8/18/2023	RTP Project List			Y	Expresses general support for RTP policy goals. Comments that the RTP over-invests in automotive projects that advance economic goals while under-investing in active transportation projects, especially those that support equity goals. Questions whether the project list overall reflects RTP policy goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	C
535	Noor	Sakawadin	Oregon Somali Bravaness Community	Online Comment Form	8/12/2023	RTP Project List	11826	Barbur Blvd ITS	N	No change proposed. References ITS and CCTV cameras for the project.	No change recommended. Project #11826 includes installing ITS improvements and CCTV cameras.	N	C
536	Noor	Sakawadin	Oregon Somali Bravaness Community	Online Comment Form	8/15/2023	RTP Project List	11826	Barbur Blvd ITS	Y	Proposed installing ITS and CCTV cameras.	No change recommended. The Transportation System Management and Operations (TSMO) strategy and policies in the RTP provide strateiges and policies for ITS. Multiple projects in teh RTP project list include ITS and CCTV.	N	C
537	Numan	Zachary	Pacific Community Design Landscape Architect	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Expressed support for C29 Southwest Corridor as a top priority within the High Capacity Transit Strategy network vision. Also supported commuter rail connections to downtown.	No change recommended. Corridor C29 is already a Tier 1 priority in the HCT Strategy vision. That vision also includes many high capacity connections between downtown Portland and other centers in the region, including to Beaverton, Cedar Mill, Tanasbourne/Amberglen, Hillsdale, West Portland, Tigard, Tualatin, Lake Oswego and West Linn to the west. While a representative mode was chosen for analysis and modeling purposes, whether a connection will be implemented as light rail, commuter rail or rapid bus will be determined as part of the corridor planning process.	N	C

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538	O'Brien	Zachery	Community member	Online Comment Form	8/9/2023	RTP Project List			N	Expressed support for the multimodal investments included in the investment strategy. Requested more articulated buses be deployed, particularly on TV Highway, 82nd Avenue, Barbur Blvd (while we await SW Corridor construction), Powell Blvd, Burnside, MLK Jr Blvd, Hall Blvd, Beaverton-Hillsdale Hwy, and Murray Blvd.	No change recommended. The High Capacity Transit Strategy vision includes TV Highway, 82nd Avenue, Barbur Blvd, Powell Blvd, Burnside, MLK Jr Blvd, Hall Blvd, and Beaverton-Hillsdale Hwy and most of these corridors are also identified for near or nearer-term high capacity investment (including either articulated buses as part of rapid bus investment or train cars for rail- to be decided as part of corridor planning and project development). These are also projects reflected in the RTP 2045 Strategic investment strategy. Additionally, the RTP 2045 Financially-Constrained investment strategy includes projects #10928 and #10999 for adding articulated (and other buses). As part of Forward Together 2.0 described in Chapter 8, TriMet is considering where additional articulated buses could be deployed. Better Bus corridors is an additional framework for that type of investment which are reflected in the following projects on the corridors listed (#11863, #12035, #11867, #12027, #12032, #12030). As such, this comment has also been forwarded to TriMet for consideration as part of additional Better Bus and Forward Together 2.0 work.	N	C
539	Pagliarulo	Michael	Community member	Online Comment Form	8/10/2023	RTP Project List			Y	Add a project for roadway maintenance for SE Clinton Street between SE 76th and SE 77th Avenues.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by the City of Portland and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of Portland for consideration as part of a future plan update.	N	C
540	Perez	Joaquin	Clackamas County resident	Online Comment Form	8/24/23	RTP Project List	11350	OR 224 Milwaukie Expressway improvements	Y	Move Project #11350 (OR 224 Milwaukie Expressway Improvements) to the 2045 Strategic Project List or revising project to only include ADA, active transportation and transit improvements.	This comment has been forwarded to the Oregon Department of Transportation to consider moving Project #11350 from the near-term 2030 Financially Constrained Project List to the 2045 Strategic Project List or revising Project #11350 to include ADA, active transportation and transit improvements only.	N	C
541	Peterman	John	Community member	Online Comment Form	7/29/2023	RTP Project List	10235	Ross Island Bridgehead Project	N	No change proposed. Expressed the need for transit to be as convenient as driving and for the Ross Island Bridge to have enhanced multimodal improvements.	No change recommended. This comment has been forwarded to the City of Portland and ODOT. However, the Ross Island Bridgehead project is part of the larger SW Corridor Light Rail and included in the NEPA decision. Funding for the project was subject to passage of a regional infrastructure funding measure. This project is expected to remain on hold until the SW Corridor project is funded. The Regional Transportation Plan regional transit network map (Figure 3-26) envisions frequent service across the Ross Island Bridge in the future. However, other more congested corridors are prioritized for better bus improvements like transit-only lanes in the that plan and the City of Portland's Enhanced Transit Corridors Plan. Project 10235 Ross Island Bridgehead Improvements will improve safety for pedestrians and bicyclists on the ramps off of SW Naito Parkway and Barbur Boulevard in association with the Southwest Corridor transit project.	N	C

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542	Pieniazek	Adam	Community member	Email	7/28/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Raised concern that the RTP invests \$68.5 billion and does not complete sidewalk and bike network, and that the Interstate Bridge Replacement Program costs more than the combined investment in walking, biking and high capacity transit.	No change recommended. Our region continues to grow and investments are needed across all modes. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway. This project has been designed in coordination with local transit agencies and local agency partners to reflect multimodal transportation needs and make sure these investments are applied where they are most needed. IBR is investing nearly 2 billion on transit and bike/ped improvements. Transit investments include extending max line to Vancouver, adding three new light rail transit stations, and improvements to C-Tran’s express bus services and local transit connections. Trimet and C-Tran are owners on the IBR program. IBR includes separated active transportation facilities crossing the Columbia River in addition to separate and integrated active transportation facilities on all local roadways included in the program area. Safety is also a key project need for the IBR program and includes safety for all modes of transportation. Safety also includes the need to replace the bridge with a structure that is seismically resistant. This comment has been forwarded to the Oregon Department of Transportation to identify opportunities to increase investments supporting walking, biking and high capacity transit on urban arterials.	N	C
543	Pillias	Natty	Community Cycling Center, Brown Brunch Transportation Committee	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern over the lack of active transportation projects in the New Columbia neighborhood.	No change recommended. Not all transportation projects that get implemented are included in the 2023 Regional Transportation Plan, rather it is just transportation projects of regional significance that may receive federal funding. These are on roads identified on Metro's regional networks (mainly arterials) and cost more than \$1 million). Then local Transportation System Plans and area plans identify improvements for smaller city roads (like collectors and local streets). As such, the North Portland in Motion Priority Project Concepts do include improvemets in New Columbia. In particular NG 4 provides access to New Columbia and the new broader area Wayfinding Concept would also be relevant and beneficial to the neighborhood.	N	C

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544	Pinckard	Cory	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Recommends upgrading bus routes to rail service.	No change recommended. The High Capacity Transit Strategy supports expanding the light and commuter rail networks, including an extension of the yellow line to Vancouver, and Southwest Corridor near-term, plus other connections that could be light rail (or rapid bus) longer term like an extension of the Orange Line or the WES corridor (which could also receive other improvements). The 2023 Regional Transportation Plan vision also includes an extension of WES to Salem and a high speed rail connection between Portland and Vancouver which planning is underway for now. While trains are a very important tool in the transit toolbox, they are the most costly mode and need compact, dense development and many riders to support them. Rapid bus like FX 2 Division is a very cost-effective tool that can provide a similar experience and similar people throughput that we are also applying in greater Portland. Page 3-109 includes more information on how we are thinking about applying these different transit tools and Page 3-106 includes the network vision for implementation of the future system.	N	C
545	Pliska	Sean	Community member	Online Comment Form	7/31/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	No change proposed. Expressed concern for freeway expansion through the central city and supported a tunnel alternative.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. . A tunnel concept was assessed as part of the project: <a href="https://www.interstatebridge.org/media/fgpasfd2/2021-04-19-final-itt_r1_sealed_remediated.pdf">https://www.interstatebridge.org/media/fgpasfd2/2021-04-19-final-itt_r1_sealed_remediated.pdf</a> . A tunnel cannot be feasibly built within the footprint of I-5 without eliminating important connections to Hayden Island, downtown Vancouver and SR-14. It also comes with significantly more operational, environmental and historical resource impacts, and would cost more than a replacement bridge.	N	C
546	Poyourow	Michelle	Community member	Online Comment Form	7/28/2023	RTP Project List	11176	I-5 Rose Quarter	Y	Remove Project 11176 - I-5 Rose Quarter Improvements Project.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This project has been forwarded to ODOT for consideration in the NEPA process that is underway.  At specific areas along the state’s worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While this will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher speed through traffic using the existing through lanes. The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency.	N	C

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547	Pulanco	Ed	Community member	Online Comment Form	7/20/2023	RTP Project List			Y	Requested to move bus stop on SE Belmont and SE Cesar Chavez Boulevard further from the intersection for efficiency.	Amend as follows. Amend page 3 of Appendix F to the HCT Strategy to add "During corridor planning for this connection, consider community input on the configuration of the stop at SE Belmont and SE Cesar Chavez. Ensure there is adequate space for wheelchair boarding and queueing at this busy stop. Consider whether other stops along SE Cesar Chavez on this corridor could benefit from similar configuration adjustments." Generally, bus stop location and configuration is determined as part of the corridor planning process for high capacity transit and Better Bus and service and operations planning for frequent, regional and local bus. As such, this comment has been forwarded to TriMet for consideration. However, Appendix F does document these considerations for future high capacity transit corridors to inform planning efforts for that type of investment which includes upgraded station treatments and why the change above is recommended.	Y	C
548	Pumarega	Emee	Community member	Email	8/25/2023	RTP Project List			Y	Expresses concern over the climate crisis and safety. Asks that Metro direct RTP investments to save lives and reduce greenhouse gas emissions. Expresses support for the positions of advocacy group No More Freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	D
549	Putney	Mandy	ODOT Urban Mobility Office	Letter	8/25/2023	RTP Project List		I-205 Widening	Y	To align with the Urban Mobility Strategy Finance Plan that was submitted to Governor Kotek in July 2023, adjustments to the 2023 RTP are needed to better describe how the multiple phases of the I-205 Toll Project will be implemented. The first phase of the I-205 Toll project will implement a toll at the Abernethy Bridge in the fiscally constrained near-term time period that covers the 2023 – 2030 timeframe. The second phase of the I-205 Toll Project will include the Tualatin River Bridge toll, seismic improvements, and a third lane on I-205 from Stafford Road to OR 213. Because this work is not expected to occur in the near-term, it should be moved to the fiscally constrained list covering the 2031 – 2045 time period. ODOT staff will provide updated modeling and financial assumptions and other related project details for inclusion in the 2023 RTP.	Amend as requested.	Y	C
550	Raderman	Dan	Community member	Online Comment Form	8/10/2023	RTP Project List	10867	I-5 Rose Quarter	Y	Remove project 10867.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This project has been forwarded to ODOT for consideration in the NEPA process that is underway.  At specific areas along the state’s worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While this will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher speed through traffic using the existing through lanes. The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency.	N	C

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551	Raderman	Dan	Community member	Online Comment Form	8/10/2023	RTP Project List	11974	I-405 Operational Improvements	Y	Remove project 11974 and redirect funding to bicycle projects.	No change recommended. This project does not add capacity to I-405. This comment has been forwarded to the Oregon Department of Transportation to identify opportunities to invest in supporting bicycle facility improvements on urban arterials.	N	C
552	Raderman	Dan	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Requests a new project be added with bicycle and other multimodal safety improvements on Front Avenue.	No change recommended. Recent improvements by the City of Portland were made to Front Avenue between 9th and 21st Avenues. There is not a project(s) for the remaining north segment of Front Avenue in either the City's Transportation System Plan or Central City in Motion Plan. This comment has been forwarded to the City of Portland to consider as part of work around project prioritization with community as part of future planning efforts. Additionally, further out in the general corridor (though not on Front) the City's 2035 Transportation System Plan includes additional an additional project near the bridge ( <a href="https://www.portland-tsp.com/#/projects/TP04-0000083">https://www.portland-tsp.com/#/projects/TP04-0000083</a> ) and then more bicycle and pedestrian improvements further out on St Helens Rd ( <a href="https://www.portland-tsp.com/#/projects/TP04-0000090">https://www.portland-tsp.com/#/projects/TP04-0000090</a> ).	N	C
553	Reed	Kimberly	Americans with Disabilities Act Supporter	Online Comment Form	7/28/2023	RTP Project List			N	No changed proposed. Expressed frustration with accessibility on TriMet trains.	Amend as follows. Amend page 46 of the High Capacity Transit Strategy under "Transit access" to add the following as a second paragraph: <u>"Accessibility of articulated buses and trains is another element of ensuring a high quality system for all ages and abilities. A key priority identified in TriMet's Coordinated Plan for People with Disabilities is improving the quality of existing services to address issues that prevent people from using availabe fixed-route transit service, which could include additional, larger or right-sized buses. For HCT this means considering improved accessibility of new vehicles provided as part of the capital investment among other potential solutions."</u> Amend the narrative on page 3-102 for Transit Policy 1 in the RTP as follows: "Safe and comfortable access on buses and trains and to their stops and stations is critical to the rider's experience and convenience, but also makes transit fully accessible to people of all ages and abilities." Figure 11 on page 25 of the High Capacity Transit Strategy highlights how implementation of new high capacity transit is an opportunity to address disparities in accessing service and to that end page 58 includes considering a lesson-learned from early implementation of rapid bus in the region being more space for mobility devices on articulated buses. However, this lesson could be better applied to the recommended actions in the strategy as indicated above. Similarly, this is also part of broader accessible system for all ages and abilities as indicated in the adjustments proposed above.	Y	C
554	Regan	David	Community member	Online Comment Form	7/30/2023	RTP Project List			N	No change proposed. Expressed support for electrifying the fleet.	No change recommended. Chapter 3 of the RTP includes "Transit Policy 3 (page 3-112) to "Create a transit system that that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero GHG emissions, enabling us to meet our state, regional, and local climate goals." This policy supports transit fleet electrification which are projects 12081 and 12082 in the 2030 and 2045 Financially Constrained RTP investment strategies.	N	C

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555	Robinson	Linda	Community member	Online Comment Form	8/21/23	RTP Project List	11850	I-84 Path Extension	Y	Move Project 11850 (I-84 Path Extension) forward to the 2030 Financially Constrained Project List.	No change recommended. This comment has been forwarded to the City of Portland for consideration. But in addition to the Cross Levee Trail (#11813) in the 2023 Regional Transportation Plan project list, there is recent and continuing construction of other related parts of the trail system in the area: <a href="https://www.portland.gov/transportation/pbot-projects/construction/parkrose-neighborhood-greenway">https://www.portland.gov/transportation/pbot-projects/construction/parkrose-neighborhood-greenway</a>	Y	C
556	Rohrbach	Ethan	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Project List			Y	Expressed concern for continued investment in transit oriented development in RTP and focus on low-income housing in TOD areas. Commented that ridership on MAX in TOD areas is low during evening rush hour (4-6PM), citing Orenco station as an example. Recommended that the region stop investing in the TOD program and to delete the project from the RTP project list.	No change recommended. Transit-oriented development is an important component of the region’s land use strategy. Metro’s TOD program consistently demonstrates higher transit ridership than the regional average in housing developments receiving TOD investments. The program’s newly adopted strategic plan places a greater focus on the affordability of the developments that receive funding from Metro due to the fact that people with lower incomes ride public transit at a greater rate than the regional average and are often priced out by gentrification and displacement that sometimes accompanies major transportation investments.	N	C
557	Roth	Tim	Community member	Online Comment Form	7/20/2023	RTP Project List			N	No change proposed. Expressed support for corridor C4 Clackamas Town Center to Oregon City within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C4 is included in the HCT Strategy vision.	N	C
558	Russell	Gregg	Community member	Email	7/19/2023	RTP Project List	11946	Fischer Rd Extension	N	Requests to move Project 11946 (Fischer Road Extension) Alternative 2 further north toward Beef Bend Rd.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one recently adopted by King City and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of King City for consideration.	N	C
559	Schloming	Jennifer	Community member	Council testimony	7/11/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. See Comment #725.	N	C
560	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			Y	There are several fish passage barrier sites in the Metro region, which were identified by the Department and other partners (Metro, City of Portland) during the Lower Columbia River Conservation and Recovery Plan development. The current TSP update may be an opportunity to complete those actions including daylighting streams and reconnecting channels as mitigation of new transportation impacts.	Amend as follows. Add new section to Chapter 8 "Advance Environmental Best Practices in Planning and Projects" with activiites including sharing information on fish passage barrier sites with partner agencies that have projects in the RTP that intersect these sites with intent to update project descriptions to include restoration activities.	Y	C
561	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			Y	Focused investments in habitat within Priority Wildlife Connectivity Areas (PWCAs) can increase the likelihood of long-term maintenance of wildlife connectivity in Oregon, maximize effectiveness over larger landscapes, improve funding efficiency, and promote cooperative efforts across ownership boundaries, resulting in interconnected movement pathways for wildlife in the state.	Amend as follows. Add new section to Chapter 8 "Advance Environmental Best Practices in Planning and Projects" with activiites including sharing information priority connectivity areas with partner agencies that have projects in the RTP that intersect these sites with intent to update project descriptions to include restoration activities.	Y	C

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562	Shams	Jamshid	African Youth Community Organization (AYCO)	Online Comment Form	8/23/23	RTP Project List			Y	Recommends generally increasing the coverage and frequency of transit service.	No change recommended. Frequent transit is part of the vision for transit established in the Regional Transit Strategy that is incorporated into the 2023 Regional Transportation Plan and Transit Policy 5 "Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers." Additionally, the transit network vision identifies many new frequent routes, some of which are implemented through TriMet's Forward Together service concept and the 2030 and 2045 investment scenarios for the 2023 RTP.	N	C
563	Sharif	Askina	OSBC	Online Comment Form	8/12/2023	RTP Project List		Southwest Corridor	N	No change proposed. References the Southwest Corridor Project.	No change recommended. Southwest Corridor is a Tier 1 priority in the High Capacity Transit Strategy reflected in projects #12322, #12292, and #11587 in the 2023 Regional Transportation Plan on the 2045 Constrained and Strategic project lists.	N	C
564	Shearer	Elise	St. Anthony Church, Tigard.	Online Comment Form	7/14/2023	RTP Project List			N	No change proposed.	No change recommended. Comment noted. The 2023 RTP does aim to support the Regional Transportation Safety Strategy and achievethe region's Vision Zero target to eliminate traffic deaths and life changing injuries by 2035. More than two thirds of capital funding in the RTP goes to projects that lead agencies identified as safety projects, and over half of the capital budget goes toward projects that are on the high-injury network, which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. The 2023 Regional Transportation Plan is also a key tool for enhancing the mobility options for all users across the region. The 2045 Financially Constrained investment strategy includes \$30.3 billion for transit. Similarly, the RTP is an important tool to help maintain a state of good repair for the existing transportation system and recognizes the importance of system maintenance before building new roadways. The 2045 Financially Constrained investment strategy includes \$15.4 billion for roadway and throughway operations and maintenance.	N	C
565	Shepley	David	Vintage trolley	Email	7/26/2023	RTP Project List	12257	Willamette Shore Line	Y	The 2023 Regional Transportation Plan must help solve the Global Climate problem. Willamette Valley Regional Passenger Rail service moved 4,000,800 people in 1915 ( a quote from Brill Magazine December 1916 page 365). Metro must add Regional passenger service as part of the 2023 Regional Transportation Plan.	No change recommended. The 2023 Regional Transportation Plan does include investments for regional passenger rail including project #12257 for the Willamette Shore Line rail corridor in the 2045 Financially-Constrained investment strategy and project and #11751 for WES expansion to Salem in the 2045 Strategic investment strategy (aligned with the 2023 HCT Strategy vision). WES improvements to increase capacity (e.g., frequency) are also included in the High Capacity Transit Strategy network vision.	N	C

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566	Slansky	Peter	Community member	Online Comment Form	8/5/23	RTP Project List	10567	Taylors Ferry Extension	Y	Expressed concern about traffic volume impacts due to implementing this project/roadway connection - Project #10567 (Taylors Ferry Road Extension) to connect to Oleson Road. There is already a high volume of traffic flowing through the neighborhood and extending to Oleson will provide a shortcut for people seeking a connection with I-5.	No change recommended. This comment has been forwarded to Washington County staff for consideration in future planning and project development work. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor’s Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon’s Transportation Planning Rule.	N	C
567	Smith	Robin	Community member	Online Comment Form	8/15/2023	RTP Project List	12311	Frog Ferry	N	Expressed support for passenger ferry service in the City of Portland.	No change recommended. See Comment #725.	N	C
568	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Chapter 7 makes it clear that the region’s ambitious mode split goals will not be met with the pattern of investment in this RTP. Only a major shift in investment strategy can achieve our mode split goals. Of course mode split is only a means to the goal of a safer and more sustainable transportation system. While we strongly support additional investment in transit we note that building out the region’s active transportation network would be the single most cost-effective investment we could make.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	C
569	Stansbury	Katherine	Community member	Email	8/24/2023	RTP Project List			Y	Comments on the need for bolder action on climate and traffic safety and to include more aggressive plans to reduce driving, congestion pricing, and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit, and direct money away from ODOT’s freeway expansions and towards community street initiatives.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
570	Steffen	Suzanne	Community member	Email	8/24/2023	RTP Project List			N	Comments that with the devastating climate crises underway nationwide and a horrendous uptick in traffic fatalities on Portland’s streets, the proposed RTP as written is a plan to fail to address these challenges.	No change recommended. Commentor did not propose a change. Comment See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1)..	N	C
571	Vasicek	Joe	Community member	Email	8/24/2023	RTP Project List			Y	Comments on the need for bold action on climate, to reorient away from driving to prioritizing safe active transportation networks and reliable mass transit options. To divert funding away from ODOT’s freeway expansions and towards community street initiativesand to invest in traffic safety, to demand that ODOT prioritize investing in orphan highways instead of freeway expansions.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
572	Wade	Dan	Community member	Online Comment Form	8/25/23	RTP Project List	10235	Ross Island Bridgehead Improvements	N	No change proposed. Asks whether implementation of Ross Island Bridgehead Improvements (RTP #10235) is dependent on Southwest Corridor project implementation.	No change recommended. Realignment at Naito Parkway and the Ross Island Bridge Ramps is part of the South Portland Corridor Improvements Project in the City of Portland's Transportation System Plan for completion in the next 20 years independent of the Southwest Corridor Project.	N	C

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573	Wade	Dan	Community member	Online Comment Form	8/25/23	RTP Project List	10237	Southern Triangle Access Improvements	N	No change proposed. Asks whether this project includes grade separation to alleviate delay for all roadway users.	No change recommended. This comment has been forwarded to the City of Portland for consideration of improved grade-separated multimodal connections, particularly for transit. The City of Portland recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas more broadly that will consider these types of improvements.	N	C
574	Wai	Shoon Lei	African Youth Community Organization (AYCO)	Online Comment Form	8/14/2023	RTP Project List			N	No change proposed. Expressed support for expanding transit service frequency and coverage.	No change recommended. The transit policies in Chapter 3 of the RTP as well as the 2030 and 2045 Financially-Constrained investments strategies support expanding transit frequency and coverage.	N	C
575	Wicker-Lense	Harper	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Expressed support for increasing light rail routes in North and Southwest Portland.	No change recommended. The High Capacity Transit Strategy network vision includes corridors C20 St. Johns to Milwaukie via Cesar Chavez, C21 Hayden Island to Downtown Portland via MLK, and C24 Swan Island to Parkrose via Killingsworth in North Portland and corridors C29 Southwest Corridor, C25 Beaverton to Portland via OR 10 (BH Hwy), C 22S PCC Sylvania to Downtown Portland via Capitol Highway, and C17S Oregon City to Downtown Portland via OR 43 in Southwest.	N	C
576	Wilcox	Peter	Easy Street	Council testimony	7/10/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. See Comment #725.	N	C
577	Williams	Millicent	Portland Bureau of Transportation	Letter	8/24/2023	RTP Project List			N	No change proposed. We look forward to hearing about additional public comment received from stakeholders across the region, and we commit to working closely with Metro to provide thorough and thoughtful responses to any comments that relate to projects nominated by the City or where we are otherwise clearly involved in implementation. In addition, we continue to work with community and agency partners on significant emergent near-term opportunities and may have some additional tweaks to the project list to reflect those conversations in ways that best align with the significant funding opportunities currently available from our federal partners under the Bipartisan Infrastructure Law and the Inflation Reduction Act.	No change proposed. Comments noted.	N	C
578	Witherspoon	Tom	Community member	Online Comment Form	7/19/2023	RTP Project List			Y	Requested more all-day frequency across the regional transit network.	No change recommended. This comment has been forwarded to TriMet for consideration. Additionally, in light of changing trends and equity benefits, the agency's Forward Together service concept brings more all-day frequency to the network and the RTP investment scenarios build from that network to further increase service. This is in alignment with the RTP transit network vision for frequent transit on most arterial streets. However, fully implementing the levels of transit service envisioned in the Climate Smart Strategy would require more operating funds for TriMet than are currently in the agency's financial forecast.	N	C

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579	Wright	Jed	Community member	Online Comment Form	7/21/2023	RTP Project List	10921	Steel Bridge	N	No change proposed. Expressed support for the Steel Bridge Capacity/MAX Tunnel project (RTP ID# 10921) which improves reliability for all MAX lines and speed for the Red and/or Blue lines. Proposed considering additional capacity and speed improvements for the Orange, Yellow, and Green lines as part of future study.	This comment has been forwarded to TriMet for consideration. Near-term reliability through the Rose Quarter TC near the Steel Bridge for the Yellow Line are being analyzed as part of Project 10866: I-5 Interstate Bridge Replacement Program on the 2045 Financially Constrained list. This comment has also been forwarded to TriMet to consider amending Chapter 8 Section 8.2.3.4 Steel Bridge Transit Bottleneck Study to include consideration of additional complementary speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement. All these options will be explored in initial phases steel bridge improvements and/or tunnel study would improve transit travel reliability. TriMet understands it is an existing challenge for the network and needs to be addressed.	N	C
580	Wright	Jedidiah	Community member	Online Comment Form	7/24/2023	RTP Project List	11587	Southwest Corridor	N	No changes proposed. Expressed interest in RTP ID #11587 connecting to Hillsdale and PCC Sylvania similar to other corridors identified in the High Capacity Transit Strategy update.	No change recommended. The preferred alternative for this project was analyzed, considered, and ultimately endorsed by the Steering Committee including jurisdictional partners and neighborhood stakeholders. It includes a PCC Sylvania shuttle and improvements to station access in south Hillsdale as an additional project elements as well. Underlying bus service helps expand connections to the light rail line which also includes some shared transitway to improve their performance. The High Capacity Transit Strategy envisions how additional connections could be made for Hillsdale and PCC Sylvania with the opportunity provided by rapid bus to further strengthen the network. The project does include approximately 2.1 miles of elevated trackway or bridges and one cut-and-cover crossing, providing a reliable, fast transit backbone between Bridgeport, Tigard, SW Portland and downtown Portland.	N	C
581	Wright	Jed	Community member	Online Comment Form	7/21/2023	RTP Project List	12035	SW Powell Blvd	N	No change proposed. Expressed support for corridor C1 Portland to Gresham via Powell within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C1 is included in the HCT Strategy vision.	N	C
582	Wyatt	Bridget	Community member	Online Comment Form	7/28/2023	RTP Project List	10232	Flanders / Naito crossing	Y	Expressed frustration that it is not safe to cross Naito Pkway from Steel bridge to Flanders. Expressed support for better lighting, safer sidewalks and fewer blockages by trains.	No change recommended. Comment has been shared with City of Portland staff. RTP project #10232 is intending to improve conditions described by the commenter - providing a new at grade crossing of Naito at Flanders with walking and bicycling improvements and new lighting.	N	C
583	Wynn	Jean	EMO, Youth vs ODOT, pdx350	Online Comment Form	8/21/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Revise project #10866 to remove or minimize added motor vehicle lanes.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
584	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			N	Notes that avoiding barriers to animal movement and restoring connectivity where possible will greatly reduce the impact of any transportation plan.	No change recommended. Comment noted and will be used to inform language in proposed new section in Chapter 8 "Advance Environmental Best Practices in Planning and Projects"	N	C

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585	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Mobility Policy			Y	We respectfully ask that the RTP acknowledge the recurrent traffic congestion on I-5 through Tualatin and Wilsonville and include projects such as an auxiliary lane between the Wilsonville interchanges and an auxiliary lane through the North Wilsonville interchange and improvements to facilitate southbound traffic from Boones Ferry Road entering I-5. The RTP includes a policy that defines an average travel speed of 35 mph as adequate on freeways and 20 mph as adequate for throughways (with signals, etc.). The proposed policy says that a roadway is functioning adequately if its speeds fall below these standards for no more than an average of 4 hours per day (typically the busiest 4 hours). Comment raised concerns about safety on arterials from diversion and GHG emissions from increased congestion on throughways. The Regional Mobility should be revised to keep the standards in effect for the whole day. In particular, I-5 through the cities of Tualatin and Wilsonville is severely congested for much of the day, resulting in thousands of vehicles each day using roads like Boones Ferry Road and 65th Avenue to divert around this congestion. Raised concerns that analysis presented does not show this congestion.	No change recommended. The speed / duration threshold is not an operational goal. Rather, it represents a threshold noting a transportation need. Further, it is utilized during system planning where the planning horizon is typically 20 plus years for the full 24-hour time period. Accordingly, if a facility segment falls below the threshold at anytime within that timeframe for more than 4 hours of the 24-hour time period, planning for solutions to the identified need is triggered. When a need is identified on the throughway system ODOT follows the planning processes described through Metro's Federally required Congestion Management Process, and direction from the Oregon Transportation Plan limiting consideration of roadway expansion only after consideration of transit, walking, biking or pricing options for shifting modes, use of demand management strategies and operational improvements are explored and projected to be insufficient at reducing congestion. As described in the Oregon Transportation Plan and RTP, these and other actions support the statewide and RTP goals reduce per capita passenger vehicle miles traveled (VMT) to help with carbon emission reductions but also enable more efficient use of existing capacity across modes and support other state and regional goals. Including VMT as a measure also supports the Oregon Transportation Plan's goal of reducing per capita passenger vehicle miles VMT – which will help with emission reductions in the short term but also enable more efficient use of existing capacity across modes and promote healthy lifestyles.	N	C
586	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Project List, Safety			Y	As we implement the 2023 RTP, it would be useful to review how the region is defining safety projects and ways that we can use strong safety criteria as part of the RTP and MTIP review process to ensure that investments will reduce risk to the most vulnerable users. For the purposes of evaluating our ability to meet our Vision Zero goal, we suggest defining safety projects, or identifying a subset of projects in the RTP, that use proven safety countermeasures to reduce risk to pedestrians and bicyclists, such as controlling speeds and separating modes. As more jurisdictions develop Safety Action Plans over the next few years, these plans should also help us evaluate and focus on projects that will have the biggest impact on reducing fatalities and serious injuries. It could also be useful to take a deeper look at why some RTP projects planned for high injury corridors are not considered safety projects - is it just inconsistencies in how projects are categorized or are there missed opportunities in adding safety countermeasures to those projects? Additionally, we suggest developing greater partnerships with county health departments to provide more in-depth analysis and surveillance systems to operationalize methods from traffic safety reports into Metro planning and analyses.	Amend as follows. Include the following as part of the Safe Streets for All region wide planning program that will be added to Chapter 8: Review how safety projects are defined and use of safety criteria as part of the RTP and MTIP review process to ensure that investments will reduce risk to the most vulnerable users. Consider defining safety projects, or identifying a subset of projects in the RTP, that use proven safety countermeasures to reduce risk to pedestrians and bicyclists, such as controlling speeds and separating modes. Consider that local safety plans should also evaluate and focus on projects that will have the biggest impact on reducing fatalities and serious injuries. Take a deeper look at why some RTP projects planned for high injury corridors are not considered safety projects - is it just inconsistencies in how projects are categorized or are there missed opportunities in adding safety countermeasures to those projects? Develop greater partnerships with county health departments to provide more in-depth analysis and surveillance systems to operationalize methods from traffic safety reports into Metro planning and analyses.	Y	C

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587	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 7			N	Suggests that the air quality analysis included in the RTP is not sufficient to understand the health impacts or potential benefits of investments. Mass-based estimates of pollution (e.g. tons per year) at the scale of the whole airshed are not enough to determine how health is affected, or whether benefits and burdens are equitably distributed. Suggests a couple of methods that could result in more specific data to help guide investments and recommends that Metro reach out to the three county health departments prior to or at the beginning of the RTP update planning process to discuss ways to build capacity and partner with agencies for monitoring and evaluating potential air quality impacts related to RTP projects.	No change recommended. Comment will be considered for future updates to the RTP. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	C
588	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			Y	Metro also needs to be an unambiguous champion of more equitable congestion pricing policy. Likewise, the RTP should direct money away from ODOT's freeway expansions and toward community street initiatives.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	y	D
589	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			N	Neighborhood Greenways should begin implementing traffic calming measures that highly discourage and eventually prohibit car use.	No change recommended. No change proposed. Comment noted. Many projects in the RTP include traffic calming treatments.	N	D
590	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			Y	Please address the urgent public health and safety issue of worsening air pollution. The RTP should champion any and all measures that would improve Portland's air quality, whether directly or indirectly.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	N	D
591	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			Y	Asserts that the updated regional mobility policy included in the RTP does not prioritize congestion relief, which the comment identifies as a public transportation planning priority. Implicitly recommends revising the policy to elevate congestion relief as a priority.	No change recommended. The interim mobility policy from 1999 was not adequate in identifying and monitoring congestion related needs on the throughway system. The draft mobility policy identifies a threshold based on travel speed which can be both monitored and predicted through the regional travel model, and that more closely matches ODOT's identification of congested locations on the region's throughway system as published in the semi-annual Transportation Performance Report. <a href="https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf">https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf</a>	N	C
592	Farrell	Mike	Community member	Email	8/25/2023	RTP Project List			Y	Supports policy positions submitted by No More Freeways. Proposes divesting from cars and investing in alternative forms of transportation, making it safe to walk and bike.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
593	Handlin	Lynn	Community member	Online Comment Form	8/21/23	RTP Project List			Y	Proposes that the plan needs more transit walking and bicycling projects and plans to increase tree canopy, especially in low income areas. Requests that no freeways be widened. Requests no widening freeways and calling them "enhancements".	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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594	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List, RTP Chapter 7, RTP Chapter 8, RTP Appendix J			Y	Expresses support for the RTP policy recommendations outlined by No More Freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
595	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List, RTP Chapter 3, RTP Chapter 7, RTP Chapter 8, RTP Appendix J			Y	Requests the RTP include a "people throughput" performance measure in its mobility policy, and include accessibility performance measures that address the connection between land use, transportation demand, and mode split.	No change recommended. The project team explored people throughput but found that the methodology was not mature enough to be forecasted for future conditions, a vital component of system planning. Similarly accessibility measures also show promise in identifying how the mix of land use and transportation interact. Planners often use accessibility by multiple modes in system planning. However, accessibility measures do not readily lend themselves to identifying facility needs. Documentation of the full range of measures considered and not carried forward is available on the project website at oregonmetro.gov/mobility.	N	C
596	Hassan	Nuur	OSBC	Online Comment Form	8/14/2023	RTP General			N	I want make difference within our community and help others in need, provide resources for our communities. And encourage our teens to reach their goals.	No change proposed in comment. Comment noted. No change recommended.	N	C
597	Kappler	Rick	Community member	Email	8/25/2023	RTP General			N	Expresses opposition to allowing through-streets within the redevelopment of Alpenrose Dairy.	No change recommended. This is outside the scope of the RTP. This comment has been shared with City of Portland staff for consideration.	N	C
598	Korman	Jonathan	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Strongly supports transportation other than private cars: bicycles, public transit, and WALKING. Resources and safety. Yes, that includes congestion pricing.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
599	Kuehn	Aaron	Bike Loud	Online Comment Form/ Letter	8/25/23	RTP Project List, RTP Chapter 5			N	Expresses support for the Draft RTP. However, expresses concern that the dollar amounts allocated to active transportation which, is underfunded, do not correspond to RTP priorities. Expresses concern about the budget in Table 5.4 that allocates 50% of total spending to motor vehicles and only puts 4.5% into the active transportation budget, to be split between walking and bicycling. For every \$1 spent on sidewalks, or on fixing gaps in the bike network, \$25 will be spent on motor vehicles?	No change recommended. No specific change proposed.	N	D
600	Kuehn	Aaron	Community member	Online Comment Form	8/24/23	RTP Chapter 4			Y	Figure 4.30: Clark County is mislabeled as Clackamas County in the destination column.	Amend as requested.	Y	C
601	Kuehn	Aaron	Community member	Online Comment Form	8/24/23	RTP Chapter 3			Y	Text says "Figure 3-35, the Regional Bicycle Network. Click on 2023 for online zoomable version of map." There is no available link to click. Would be great to see bigger version of this map.	Amend as requested.	Y	C
602	Lindquist	Hector	Community member	Online Comment Form	7/28/2023	RTP General			N	Commenter could not see the draft plan.	No change recommended.	N	C

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603	Lindsay	Eric	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Requests implementation of 1) congestion pricing to manage traffic instead of expanding freeways 2) modern mobility policies for monitoring systems. 3) maximize implementation of truly safe and comfortable biking, walking, and mass transit infrastructure over car infrastructure. Expresses deep concern that cars (including EVs) already choke our cities and built environment.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
604	MacDonald	Chris	Community member	Online Comment Form	7/31/2023	RTP Project List			N	No change proposed. Expressed frustration with fare increases and safety while riding transit and requested that any fare increases support increased security and enforcement.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates and implements security to improve safety on-board and at stations. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." As studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably and to not create barriers for riders. The policy above supports affordable fare for all, particularly low-income riders and accessible programs for providing such fares to promote their use. One challenge is that increased service is also the top priority for low-income (and all) riders and fare revenue directly supports that expansion for larger transit agencies. In 2022 TriMet doubled the number of unarmed security staff at stations and on buses and trains. On July 26, they approved a new contract with the security provider that will expand the Safety Response Team further. The Regional Transportation Plan also includes two projects for safety and security operating capital: 11334 and 11016 in the 2030 and 2045 Financially Constrained RTP investment strategies.	N	C
605	Mann	Myat Noe	African Youth Community Organization (AYCO)	Online Comment Form	8/17/2023	RTP General			N	Expressed concern for road worker safety.	No change proposed in comment. Comment noted. No change recommended.	N	C
606	McCormick	Michaela	Community member	Online Comment Form	8/17/2023	RTP Project List			Y	Requests that the RTP must address the climate crisis and equity issues by: prioritizing the needs of marginalized communities, through "degrowth", drastically reduce our use of private fossil fuel vehicles, prioritizing affordable, accessible public transportation and active transportation, without further environmental damage.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
607	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 8			N	No change proposed. Highway Jurisdictional Transfer Cities approved the land use and are complicit in the state of these local facilities that ODOT operates and should be under local control. Grants to advance improved access and safety are great but holding ODOT hostage for transfer is not appropriate use of regional funds. Turning over subverted funds the sooner the better. The cities need to own these facilities and work regionally to prioritize funding.	No change recommended. Metro led a Regional Framework for Highway Jurisdictional Transfer with ODOT to facilitate conversations for transfers ( <a href="https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment">https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment</a> ). This comment will be shared with statewide Jurisdictional Transfer Advisory Committee created through HB 2793 - expected to begin meeting in Fall 2023.	N	C

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608	McDonald	Katie	Metro Tribal Affairs Program Liaison	Email	8/25/2023	RTP Chapter 8			Y	In response to the priorities, concerns, themes, and requests identified through tribal consultation and engagement with participating Tribes, the Metro Tribal Affairs program is preparing a suite of recommendations for improving Metro's consultation process for regional transportation planning and processes including future updates to the RTP and MTIP. Tribal Affairs program staff are endeavoring to draft and review the proposed recommendations with interested tribal staff and representatives to ensure they are responsive to their respective interests and needs from Metro as an MPO and responsible agency for the RTP and MTIP plan updates. An additional communication from the Tribal Affairs program will be provided to the transportation planning team soon detailing these specific recommendations and identifying key resources (e.g., funding, staff time, etc.) that will be required to adaptively manage and realize these recommendations to create a more thorough and meaningful consultation approach for Tribes to engage in with Metro in the future.	Amend as requested.	Y	C
609	Mohamed	Hawa	OSBC	Online Comment Form	8/15/2023	RTP General			N	To help youth with their education and help them achieve their dreams.	No change proposed in comment. Comment noted. No change recommended.	N	C
610	Robinson	Linda	Community member	Online Comment Form	8/21/23	RTP Project List			Y	Requests that Metro show more interest and public investment in the Gateway Regional Center, consistent with a vision that the area would become "the most intensely developed area in Portland outside of the Central City".	No change recommended. Comment noted.	N	C
611	Stenger MD	Joseph	Community member	Online Comment Form	8/23/23	RTP Chapter 2			Y	Comment requests clarification on regional greenhouse gas reduction targets and suggests that regional targets be consistent with the updated goals set by the Oregon Global Warming Commission.	No change recommended. The regional climate targets set by the State for the 2023 RTP update are discussed both in Chapters 2 and 4 (pages 2-15 and 4-52). As discussed in Chapter 4, these targets are based on State climate analyses and policies.	N	C
612	Vannatta	JC	TriMet	Letter	8/25/2023	RTP Chapter 8			Y	Chapter 8 should also include reference to the ongoing regional planning efforts to take advantage of federal Climate Pollution Reduction funds as well.	Amend as requested. Add a description of regional work on the EPA Climate Pollution Reduction Grant.	Y	C

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613			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	1st paragraph: Metro's RTP update also reflects issues outside state and local agency control like gas price forecasts that have changed significantly in last 15 years. Recommend adding text to address this.	Amend as requested. Metro is required to use state-provided assumptions regarding the cost of fuel and other aspects of vehicle and fuel technology and pricing. The available information on these assumptions is discussed in Appendix G of the RTP. Several other commenters have noted that the state-provided assumptions used in the Climate Analysis are not well-documented. Chapter 7 and Appendix J of the RTP will be amended to better describe the avaialble information on these assumptions, and Chapter 8 will be amended to identify additional work to clarify and potentially update state-led climate assumptions in order to provide the necessary information for Metro to vet / adjust these assumptions in future climate analyses.	Y	C
614	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Climate change is impacting our communities now and regional, state and federal policies support the transportation system's transition away from diesel and fossil-fuel powered vehicles of all types. Chapter 8 is an opportunity to spell out our strategies and actions to address climate pollution from transportation. Regional coordination on the transition of the entire transportation system to zero-emissions is a regionally significant effort that we are all working on and is critical to meet our climate goals, but not a new planning effort. A new working group or regular coordination group convened by Metro would be a useful addition to reference in Chapter 8, section 8.2.2.8.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	C
615			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Draft text states "Metro is required to use State assumptions about the carbon intensity of vehicles and fuels in its climate analysis, and can choose whether to adjust some pricing assumptions provided by the state" â€” According to GHG Target Rule, Metro is allowed, not required to use STS state assumptions for vehicle and fuel regulations, energy and pricing. Metro can choose to be less ambitious than these assumptions and still meet the target. A number of state vehicle and fuel regulations were passed in 2021-2023 timeframe, Metro may be referencing these regulations. Recommend clarifying text.	Amend as follows, "Metro is <del>required</del> allowed to use State assumptions about the carbon intensity of vehicles and fuels, and about state-led pricing programs, in its climate analysis, <del>and can choose whether to adjust some pricing assumptions provided by the state.</del> However, when reviewing the information about these assumptions that is available from the State, Metro staff and consultants determined that the assumptions were not adequately documented, particularly in describing the influence of future state climate policies and programs, to allow staff and consultants to vet and potentially recommend adjustments. The RTP uses State assumptions in the climate analysis as given because Metro staff lack the information necessary to <u>meaningfully adjust these assumptions.</u> "	Y	C
616	Hangland-Ski	Michael	Community member	Online Comment Form	8/22/23	RTP Project List	12020	212/224 Sunrise Project	Y	Opposes project and requests that the project not be implemented until the corridor gets frequent, reliable, and fast high capacity transit. Only fund the project, if, after the transit is implemented expansion is still needed.	This comment has been forwarded to the Oregon Department of Transportation for consideration.	N	C
617	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding further detail on the tolling, taxes, and fees, assumed in the State Transporation Strategy as described on p. 4-56.	Amend as requested	Y	C

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618	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding information on the assumptions in the Statewide Transporation Strategy that contribute to regional VMT per capita results.	Amend as requested.	Y	C
619	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	11990	I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (UR, CN, OT)	Y	Request to look at ways to avoid adding auxiliary lanes before looking at ways to provide an equal transit, biking, and walking alternative over the Boones Bridge. Adding capacity at the edge of the Metro UGB will only incentivize future expansion of the UGB and commit to more GHG emissions with new demand of trips that are even farther from resources.	This comment has been forwarded to the Oregon Department of Transportation for consideration.	N	C
620	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 3			Y	Requests removing “Throughways with traffic signals – Non expressways” from Table 3-5 on page 3-59 and continue to rely upon the existing V/C measures for these facilities. Requests that it be clear in the draft 2023 RTP that V/C measures for intersection analysis to address traffic safety can be retained by jurisdictions. The new Mobility Policy Measures should not require revisions to existing standards until a full study of those measures has been completed with review and approval by TPAC, JPACT and the Metro Council.	Amend Chapter 3 as follows: -Table 3-5 (Throughway Travel Speed Measure) - add a table note that states "Application of the throughway travel speed mobility measure is subject to adoption of the measure and threshold by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan. The mobility targets in OHP Policy 1F, Action 1F.1 and Table 7 will continue to apply until the alternative mobility measure and thresholds are formally adopted by the OTC. " -Table 3-5 - Throughways With Traffic Signals Travel Speed threshold: Replace "Average speed not below 20 mph for more than 4 hours per day" with "Pending further review and analysis in coordination with the update to the Oregon Highway Plan and approval by the Oregon Transportation Commission"  These changes acknowledge that the OTC is the authority for establishing mobility policies for state-owned facilities, including throughways designated in the RTP and that further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024. See also comments #115, #123, #124, #161, #165, #185 and #721 which address implementation of the new mobility policy in local transportation system plans and when evaluating the transportation impacts of local comprehensive plan amendments.	Y	C
621	Bayless	Christian	Community member	Online Comment Form	7/14/2023	RTP Chapter 5			N	No change proposed. Expressed frustration with the share of investment for people driving in the 2023 RTP project lists and supported investment strategies encouraging mode shift.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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622	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 5			Y	Suggests adding information about funding programs that allow discretionary action to be taken to make small incremental investments in walking network connectedness using the large project bid units as cost control. Notes that It is not unusual in value engineering to devalue walking networks (taking trails down from 12 to 6 feet, not connecting projects to adjacent activities). Having discretionary funds for this purpose allows siloed project managers to remain "on-budget" and the walking network blind spots gaps to be addressed costs effectively.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
623	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			Y	Proposes that it is critical for this RTP to prioritize low and no-carbon mobility options given the transportation sector contributions to regional GHG emissions and the introduction of new state-mandated Climate Friendly and Equitable Communities (CFEC) rules.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
624	Falcon Gonzalez	Ariadna	The Getting The	Online Comment Form	8/25/23	RTP Chapter 8			Y	Metro should consider revising Chapter 8 to incorporate and fund a process that empowers affected community members to participate in prioritizing and providing feedback on the execution of these projects. Chapter 8 should also contain language that advocates for allocating resources that enable Metro staff to enhance the depth of project-level evaluations.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
625	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Chapter 8			Y	Proposes that work be outlined in Chapter 8 to develop to set the groundwork for a new, updated and forward-thinking process for how projects are solicited and accepted to meet RTP goals; how projects are implemented to achieve better outcomes; and how TSPs and corridor plans can better achieve RTP goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
626	Meier	Emily	Community member	Email	8/26/2023	RTP overall			Y	Expresses concern about the current climate crisis and request regional leaders acknowledge this by taking urgent action to reduce driving and invest in safe walkable/bikeable communities and public transit, and not building any more freeway projects.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
627	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Expressed concern about impact of roadway widening projects that do not address safety or transit access on climate and noted funding for new lanes would be better spent on improving bus, bike and walking connections.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
628	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Requests project sponsors to clearly define and explain the prioritization process first by transportation agencies (before they are moved to the RTP) and then by Metro to decide which projects get funded. Expressed concern that more than 37% of RTP projects are outside equity focus areas.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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629	Christian	Garrison	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Requested the RTP prioritize and invest more in transit, walking and biking to reduce car dependency.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
630	Falcon Gonzales	Ariadna	The Getting The	Online Comment Form	8/25/23	RTP Project List	12095, 12299	ODOT's Safety & Operations Projects (2023-2030, 2031-2045)	Y	Requests that more details be provided for projects that are "bundles." Notes that this transparency is pivotal for receiving meaningful input from the community about whether these projects effectively address the most critical safety and operational needs within their localities.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
631	Gingery	Lars	Community member	Online Comment Form	8/22/23	RTP Project List			N	Expressed concern that majority of RTP spending is on vehicle oriented projects instead of walking or biking projects that help meet climate and safety goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
632	Hetrick	Josh	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Expresses support for should have stronger investments in efficient, frequent transit and active transportation.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
633	Hristić	Žana	Community member	Email	8/25/2023	RTP Project List			Y	Please stop planning to fail on our climate and traffic safety goals. Please adopt the policy position submitted by No More Freeways. To achieve our climate and safety goals we must demand a future with safer streets and no more freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
634	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Proposes that it is crucial that the projects in this RTP and upcoming transportation plans reflect a prioritization that addresses safety gaps, promotes equity, and focuses on enhancing public and active transportation networks, especially those used by marginalized communities.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
635	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that safety projects be itemized and prioritized, rather than bundled. Projects should demonstrate specific human health and safety needs that cannot be met through alternative methods without expanding motor vehicle capacity.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
636	Klotz	Doug	Community member	Email	8/24/2023	RTP Project List			Y	Proposes adopting the policy positions of No More Freeways, including prioritizing safer streets and not building freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
637	Lauritzen	Zachary	Oregon Walks	Public hearing testimony	7/27/2023	RTP Project List			Y	Raised concerns about the freeway projects in the draft plan commenting that widening projects won't relieve congestion in the long term. There is zero evidence it works. Commented that better long term strategies to get people out of traffic are pricing, land use, transit, which are in the RTP but countered by the freeway projects. Commented that ODOT is asking region to tax constituents through tolls and then is putting the money toward freeway projects that will make climate problems worse and more expensive to fix in the future. Commented that if ODOT was concerned about safety the RTP would be investing in the orphan highways in the RTP.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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638	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	12095, 12299	Safety and Oper	Y	Requests that ODOT projects 12095 and 12299 that “Safety and Operations Projects” totalling more than \$1.2 billion dollars be unbundled these safety projects, articulate what each one is, and prioritize those projects.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
639	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List			N	Expresses disappointment that the investment strategies do not seem to support regional goals of improving conditions for walking, bicycling and transit due to the high investment in improvements for motor vehicles when these other modes are in significant need of investment to be convenient and comfortable.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
640	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12095	Safety & Operat	Y	Proposes that the entire focus of the RTP should be on projects that improve safety "and other improvements that do not add motor vehicle capacity." Notes that it is antithetical to Vision Zero to increase high speed personal vehicles on streets that also contain pedestrians and cyclists.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
641	Morgan	Brett	1000 Friends of Oregon	Online Comment Form	8/25/23	RTP Project List	12095, 12299	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Expresses support to prioritize projects that move our region towards climate, safety, and equity goals by increasing transportation options and reducing vehicle miles traveled.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
642	Namkoong	Indi	Verde	Public hearing testimony	7/27/2023	RTP Project List			Y	Commented the draft RTP illuminates the tradeoffs being made and that the system analysis shows the RTP is falling short of safety, equity and mobility goals. Recommended funding be shifted in the RTP to focus on those goals and to ensure bundled projects are held accountable to advancing those goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
643	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Project List	12095 & 122	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Proposes that “Bundled” safety projects like the \$1.2 billion in Safety and Operations projects submitted by ODOT, RTP IDs 12095 & 12299, should be disaggregated so they can be assessed and held accountable to the goals and policies of this RTP.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
644	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Project List			Y	Proposes that to the greatest extent practicable, the projects in the RTP should be analyzed & prioritized based on their compliance with the policies included in Chapter 3 and their ability to address climate, mobility, safety, and equity. Proposes that where projects or investments do not comply with current policy, a pathway to rectify this and bring projects into compliance should be clearly identified in the plan, possibly as a follow up action in Chapter 8.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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645	O'Neil	Dan	Community member	Online Comment Form	8/24/23	RTP Project List			Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
646	Olson	Addie	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Requested the RTP to invest more in walking and biking infrastructure.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
647	Pieniazek	Adam	Community member	Online Comment Form	7/28/2023	RTP Project List			Y	Expresses deep concern and anger over the distribution of investments in the RTP. It is absolutely insane to develop a plan that'll spend \$68.5 billion and won't result in sidewalks everywhere and a bike network that is connected and protected. To top it off the I-5 scam is getting more money than all of walking, biking and transit combined? Why not just light all our trees on fire and go ahead and admit that you hate the environment? It'd certainly be cheaper than this ridiculous plan that triples down on the bad ideas of the past and takes us headfirst off the climate cliff. All we ever hear is that there isn't enough money for bike and pedestrian infrastructure and you turn around and spend billions on ideas that have already been demonstrably massive failures. I could continue but it's clear the time I'm spending writing this email is a waste of time because you can't polish a turd. Everyone involved in coming up with this monstrosity should resign and never again touch anything transport related again. Pass me whatever it is y'all are smoking, I need it after reading through your apocalyptic plan.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
648	Pinckard	Cory	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Recommends reducing RTP investments in motor vehicle projects.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
649	Ramirez	Citlaly	The Street Trust	Public hearing testimony	7/27/2023	RTP Project List	12095, 12299	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Expressed concern about the \$1.2 billion for ODOT's 'bundled' projects that address safety and operations, and requested that these projects be held accountable and prioritize safety, equity and expanding travel options.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
650	Reimer	Daniel	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Expresses strong concern about RTP budget, noting 2% goes to biking, and 2% on walking, for the next 22 years! 42% of the budget will go to automobile transportation. The budget allocation does not reflect the needs of the communities. Our neighborhood arterials don't have sidewalks, unsafe bike lanes, and poor bus schedules.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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651	Risser	Sarah	Community member	Online Comment Form	8/21/2023	RTP Project List			Y	This plan does not present bold action on climate, and we desperately need bold action on the climate. The RTP must adopt more aggressive plans to reduce driving by investing in the most cost-effective initiatives to reduce carbon emissions: 1) walkable communities and public transit 2) more aggressive regional congestion pricing in line with the Climate Smart Communities Program, 3) money directed away from ODOTs freeway expansions and towards community street initiatives. The RTP falls short on addressing our crisis of road fatalities as well. It should prioritize investments the make orphan highways safe for all road users NOT freeway expansions.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
652	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Proposes changing the RTP project list to focus on prioritizing and funding projects that address safety and equity goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
653	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Project List	12095, 12295	ODOT's Safety & Operations Projects (2023-2030, 2031-2045)	Y	Requests that "Bundled" projects be unbundled and have details and be held accountable to RTP policies and to the needs of communities. The contents & prioritization framework for projects like these are unclear.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
654	Sun	Anna	Community member	Email	8/24/2023	RTP Project List			Y	Proposes the need for bolder action on climate, traffic safety and air quality. Proposes more aggressive plans to reduce driving and invest in walkable communities and abundant public transit; more aggressive and equitable regional congestion pricing; and for ODOT to direct money away from freeway expansions and prioritize investing in orphan highways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
655	Sundermann	Casey	Community member	Email	8/25/2023	RTP Project List			Y	Our regional transportation planning must top planning for roadways for automobiles. Weneed more safe bike routes, we need safe crosswalks for pedestrians, we need more public transportation. Public transportation should include security personnel so that people feel safe taking public transportation. Major MAX hubs should have locked restrooms that can be accessed with a HOP card. Climate change isnt coming. Climate change is HERE NOW.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
656	Todd	Judy	Community member	Written Testimony	8/25/2023	RTP Project List			Y	I take my stand with No More Freeways <a href="http://www.nomorefreewayspx.com">www.nomorefreewayspx.com</a> : Climate leaders don't widen freeways. Climate leaders don't keep plans to widen them, either. We hope the Metro Council will demonstrate in action the climate and traffic safety leadership that they use in rhetoric by adopting these aggressive and necessary changes to the Regional Transportation Plan.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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657	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Project List	12095 & 12299	Safety and Operations	Y	Proposes that “bundled” safety projects such as the \$1.2 billion in ODOT’s Safety and Operations projects, RTP IDs 12095 & 12299, be broken down and listed out. With the current information provided by ODOT, it is unclear what projects this huge investment in our region will include or how they will be prioritized.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
658	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Project List			Y	Requests that projects in the RTP be prioritized in alignment with Chapter 3 policies, using the system analysis in Chapter 7, in collaboration with lower income communities and communities of color.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
659	Utaski	Burgin	The Street Trust	Public hearing testimony	7/27/2023	RTP Project List			Y	The region is in the midst of a safety crisis. The plan should further prioritize safety, equity and active transportation needs identified in the plan, especially sidewalk gaps.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
660	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Project List			Y	Proposes that more walking and biking projects, transit projects, and complete streets projects are needed and that these types of projects that are in should be prioritized for implementation and construction.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
661	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Project List	12095, 12299	Safety and Operations	Y	Requests that locations and more details are provided for RTP projects 12095 and 12299.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
662	Ward	Wesley	Community member	Email	8/25/2023	RTP Project List			Y	It appears that the proposed regional transportation plan has not priorities safety and climate. This is really unacceptable. While I don’t follow No More Freeways zealously, I am impressed by their analysis of the proposed plan and I favor alternatives that would actually move us toward a safer and less climate-damaging approach. ODOT appears to be heavily influenced by industry interests. Reliance on ODOT data is a questionable practice for something as important as the Regional Transportation Plan. No more gargantuan projects that will saddle the region with higher taxes to pay for the wrong approaches.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
663	Westendorf	Nic	Community member	Online Comment Form	8/24/23	RTP Project List			Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
664	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Project List; HCT Strategy			Y	Requests that the RTP guide funding and investment in improving transit frequency and connections to the regional transit in areas lacking alternatives prior to considering the addition of redundant routes to what is already well served by frequent transit.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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665	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			Y	Expresses concern about the safety of our streets, particularly for pedestrians. Requeststs that the plan prioritize investments in traffic safety over additional road capacity and freeways; and to ensure that ODOT prioritizes investing in orphan highways instead of freeway expansions.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
666	Cheseboroug	Steve	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
667	Claffey	Trish	Community member	Email	8/25/2023	RTP Project List			Y	Expressed support for addressing Climate change by investing in public transit, bikes/bike paths and not in more cars.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
668	Greenwood	Jonathan	Community member	Email	8/25/2023	RTP Project List			Y	Expressed the need for bolder action on climate (fewer freeway expansions, greater efforts to reduce driving), and the need to increase investments in safety (prioritizing orphan highways over freeway expansions), and we need more investments in public transit, walking and biking infrastructure.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
669	Hristić	Zana	Community member	Email	8/25/2023	RTP Project List			Y	Expresses frustration with our failure to meet climate and traffic safety goals. Expressed support for the policy position submitted by No More Freeways - to achieve our climate and safety goals we must demand a future with safer streets and no more freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
670	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Expresses concern about the level of investment going towards driving, versus transit, transit service, walking and bicycling. Expresses concern about traffic safety, especially for people walking. Expresses concern about level of transit service, especially in outer SE Portland. Requests that public transit be improved, including bus shelters, and pedestrian and bike infrastructure be prioritized.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
671	Presley-Grus	Jessi	Community member	Email	8/24/2023	RTP Project List			Y	Requests that the policy positions submitted by No More Freeways be adopted, includi <del>ng</del> no more freeway expansion. States the need for bold action on climate change with investments in reducing driving, and abundant accessable public transportation, and traffic safety.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D
672	Sweet	David	Community member	Email	8/25/2023	RTP Project List			Y	Comments that the RTP does not do anything to reduce vehicle emissions and promotes widening freeways. Proposes that the RTP needs to emphasize safety and convenience for pedestrians and bicyclists and needs to commit to dependence on mass transit to address climate change.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) in Exhibit C (Part 1).	Y	D

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673	Falcon Gonzales	Ariadna	Getting There Together Coalition	Public hearing testimony	7/27/2023	RTP Chapter 8			Y	Expressed concern about expanding freeways when need to prioritize safety, transit access and frequency, and access to travel options that do not rely on a car - more action needed to prioritize investments in these community priorities along with a comprehensive strategy for jurisdictional transfer of orphan highways. Recommended future work in Ch. 8 to better advance community priorities for safety, accessibility, security and addressing jurisdictional transfer of orphan highways and moving those forward outside of the major transit projects being planned.	See recommendation for Policy Topic #1 (Investment Emphasis) in Exhibit C (Part 1). Also, Metro led a Regional Framework for Highway Jurisdictional Transfer with ODOT to facilitate conversations for transfers ( <a href="https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment">https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment</a> ). This comment will be shared with statewide Jurisdictional Transfer Advisory Committee created through HB 2793 - expected to begin meeting in Fall 2023.	Y	D
674	Levin	Beth	Community member	Online Comment Form	8/8/2023	RTP Project List			Y	Requested throughway capital for projects adding lanes be redirected to other projects such as transit to reduce congestion.	See recommendation for Policy Topic #1 (Investment Emphasis) in Exhibit C (Part 1). This comment has been forwarded to the Oregon Department of Transportation for consideration of whether there are ways to increase investments supporting transit improvements on urban arterials.	Y	D
675	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 3			Y	Requests that equity concerns be considered when it comes to pricing policies, and a thorough examination of current and future policies to ensure the communities that are most impacted by these changes can equitably benefit from them. Requested that funds generated from implementation of pricing policies be reinvested in building safer, more reliable, and environment-friendly modes of transportation.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
676	Carr	John	Community member	Online Comment Form	8/23/23	RTP Chapter 3			Y	Expresses support for the pricing and congestion management policies in Chapter 3. Suggests that before adding lanes or increasing capacity on throughways and arterials, pricing policies and other strategies need to be employed to shift away from modes that are carbon intensive and/or lead to sprawl and urban disintegration. Key is making sure that these new pricing policies are enacted equitably.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
677	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 3			Y	Requests that the RTP include requirements for pricing projects to demonstrate how they comply with Pricing Policies whenever changes are requested through the Metropolitan Transportation Improvement Program (MTIP), noting that while these tools have the potential of reducing VMT and GHG, none of the proposed pricing projects in the region have demonstrated the ability to advance the region towards its goals of improving mobility, safety, and equity.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
678	Morgan	Brett	1000 Friends of Oregon	Public hearing testimony	7/27/2023	RTP Chapter 3			Y	Commented it is important to ensure the Regional Mobility Pricing Project provides an equitable funding stream that investments tolling revenues in more equitable transportation investments than throughways. Suggested that pricing should be decoupled from the megaprojects.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D

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679	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 3			Y	As ODOT's tolling projects move forward through the MTIP approval process, ODOT should be required to provide a report on how the projects that are evolving are meeting the 2023 RTP pricing policies. Significant time and effort has been spent on developing the Pricing Policies that are in Chapter 3 of the 2023 RTP. It is essential that they are used to guide the projects that implement pricing as they are designed and constructed. We are concerned that ODOT's tolling and congestion pricing projects are not being carefully designed in a way that will ensure that the process is equitable, that the revenues will be reinvested equitably, or that will adequately address significant diversion onto local streets.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
680	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 3 and RTP Chapter 8			Y	Pricing Policies should be recognized by the tolling and congestion pricing projects in the 2023 RTP. This process must acknowledge that the projects local jurisdictions moved forward into the 2023 RTP did not necessarily emerge as priorities in their local Transportation System Plans (TSPs) to specifically address the impacts of tolling and congestion pricing the interstates. Local TSPs have not had the time, data or resources to integrate the solutions that will be needed to address the impacts of tolling, which means the 2023 RTP does not include those projects either. From the information that we have seen to date, the diversion created by the ODOT tolling and congestion pricing projects will be impacting the local roadway systems. We are concerned that the 2023 RTP does not prioritize local projects that will be needed to address the impacts of the ODOT led pricing projects.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
681	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3, RTP Chapter 8			Y	Requests that other types of pricing be considered in the RTP: VMT fee; higher commercial truck miles fee; VMT at the pump strategies; tolling ramp meters at peak times; policy and programs toward facilitating work from home (communication systems, complementary networks).	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
682	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 7			N	We understand that tolling is assumed in the model. We would like to see a model run without tolling to see tolling's impact on system performance, especially on our throughways, diversion, and inter-relation of safety and other local network performance impacts.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D

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683	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	Pricing projects in Chapter 8 of the draft 2023 Regional Transportation Plan, beginning with the I-205 Toll Project and Regional Mobility Pricing Project, should include language in the project description that requires a report to be submitted to demonstrating how the project will achieve the Pricing Policies in Chapter 3 of the Draft Regional Transportation Plan. This should happen any time changes are requested to the Metropolitan Transportation Improvement Program (MTIP) for a project that includes pricing. Amend Chapter 8 to add the following language <u>“Pricing programs will need to be carefully designed to ensure the process to develop them is equitable, the resulting revenue is invested equitably and to support regional goals, that diversion onto local streets is mitigated and that pricing is interoperable throughout the region. Every project that includes pricing in the RTP shall meet the policies outlined in Chapter 3. Reports shall be submitted that describe compliance with these policies whenever changes are requested during the MTIP process.”</u>	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
684	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Though there has been many discussions at JPACT and among partners throughout this RTP update about how congestion pricing can support our shared goals, more work must be done. Section 8.2.2.13 calls out the ongoing planning efforts underway, and section 8.3.1.7 describes ODOT's Regional Mobility Pricing Project, but our coordinated efforts must be broader than what is described. We know that pricing revenue cannot fund many transit improvements, and also that congestion pricing will not be effective at leading to modeshift without increased transit investment. The new pricing policies in this RTP provide a good framework for our vision for how pricing could support regional goals. But how pricing revenue is allocated requires moreongoingcoordination, and should be a part of the new JPACT funding sub-committee suggested above.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D

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685	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	The RTP assumes tolling is implemented on all of I-5 and I-205 through the Oregon Metro area with the revenue primarily going to transit or other ‘alternative’ transportation programs. These are consequential policy decisions that must be transparently considered by the entire community. Tolling will result in increased diversion of freeway traffic onto Arterials and Collectors (including those we manage), which is in turn likely to increase incidents of fatal and serious-injury crashes, increase conflicts with pedestrians and cyclists, result in additional congestion, GHG emissions, and air-quality impacts to marginalized populations, and overall, will be a negative impact to the livability of our community. Tualatin has been actively engaged in the tolling discussions and will continue to be; given that, we are very concerned that the RTP commits the region to tolling and use of the funds without a robust dialogue with engaged partners.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
686	Brunn	Scott	Oregon Business Industry	Letter	8/25/2023	RTP Project List			Y	Requested the RTP not include tolling of existing infrastructure due to concerns about potential impacts on business costs and freight, transit and commuter travel. Commented that OBI is not opposed in principle to tolling for new infrastructure, and that tolling may be an appropriate source of funding for new roads and bridges.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
687	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that equitable, systemwide pricing of the right of way (including parking) be implemented right away in the region to manage demand, reduce carbon emissions (GHG), air pollution, and vehicle miles traveled (VMT) rather than to generate revenue for expanded polluting infrastructure.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
688	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that upcoming projects detailed in this RTP, as well as those in subsequent updates, must be held to the standards of 3.2.5 (Pricing policies); 3.2.6 (Mobility policies); 3.3.3.2 (Regional motor vehicle network policies) at the project level without exception or delay.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
689	Lau	Joseph	City of Tualatin	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling on any Interstates and lack of a plan for mitigation.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
690	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Expresses support for a VMT fee, instead of tolling, which would be a stronger program that would alleviate many diversion concerns being expressed in relation to the I-205 tolling project.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D

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691	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Proposes starting tolling in other corridors like I-84 or Highway 26 with strong transit alternatives would be more equitable and more likely to shift travel to modes that align with regional goals, than RMPP and I-205 which appear to be motivated in large part to fund further freeway expansions.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
692	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Requests that the pricing policy be applied rigorously to project selection. Notes that the inclusion of ODOT's I-205 and RMPP tolling projects fly in the face of major components of policy 3.2.5, citing language from the policy that are not included in the ODOT projects. RMPP and I-205 both appear to be motivated in large part to fund further freeway expansions. Starting tolling in other corridors like I-84 or Highway 26 with strong transit alternatives would be more equitable and more likely to shift travel to modes that align with regional goals. We would also note the strong diversion concerns being expressed in relation to the I-205 tolling project and point out that a VMT fee would be a stronger program that would alleviate many diversion concerns.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
693	Stewart	Mary	Community member	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling on the I-205/Abernethy Bridge and widening freeways (e.g. Rose Quarter, Interstate Bridge Replacement and I-205 widening); expressed support for tolling on I-5 and I-205.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
694	Dlugonski	Melba	Community member	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling and congestion pricing, particularly the impact on low-income drivers and areas that lack travel options.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
695	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Proposes that tolling revenues should not fund freeway capacity projects. Proposes revenues should support transit and other alternatives to driving.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D
696						RTP Chapter 3, RTP Chapter 8	12304	I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT)	N	Requests that ODOT coordinate with agencies in Washington during the analysis of the Regional Mobility Pricing Project to identify potential impacts on interstate travel.	See recommendation for Policy Topic #2 (Pricing Policy Implementation) in Exhibit C (Part 1).	Y	D

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697	Cortright	Joe	City Observatory and No More Freeways	Public hearing testimony	7/27/2023	RTP Appendix J			Y	Expressed concern about the climate analysis technical assumptions, including a lack of information about carbon emissions trends in the region and that the modeling is based on fleet transition assumptions from the ODOT Statewide Transportation Strategy that do not acknowledge that people are keeping their vehicles longer. Cited data that shows transportation carbon emissions have been growing about 5% per year. Requested Appendix J be updated to reflect the trends data and where assumptions in the analysis are not on track.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
698	Boyd	Allison	Multnomah County	Letter		RTP Chapter 8			N	Expresses strong support for chapter 8 work to develop a Funding Strategy for Regional Bridges (8.2.3.8), which was also in the 2018 RTP but has not yet been accomplished. Expressed concern with TPAC discussions that have proposed broadening the 8.2.3.8 project to develop an overall funding strategy for all types of transportation infrastructure. Expresses support for adding a new project to have these broader discussions but would like to maintain the specificity of the Regional Bridges project in Chapter 8 .	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
699	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	There needs to be a regional conversation around transportation funding at the JPACT table. Revise the title of Chapter 8 project 8.2.3.8 to "Funding Strategy for Transportation Needs and Major Transportation Facilities" to broaden the extent of this project to include major transportation facilities and transportation funding generally. In the upcoming year, Metro staff should bring relevant discussion items forward to JPACT to keep the committee appraised of the transportation funding discussions happening at the state level. Alternatively, the JPACT Finance Subcommittee could be re-established to focus on this critical issue. State gas tax revenues are declining, which will impact not only ODOT but also every other jurisdiction with roadway responsibilities. The tolling and congestion management projects in the draft 2023 RTP identify the need for revenues as one of their purposes. The Statewide Transportation Strategy has other pricing assumptions, such as the conversion to the Road User Charge, which will impact how people pay for the transportation system. These assumptions also impact the analysis on the region's ability to achieve its climate goals. ODOT has said the congestion pricing program is their way to replace revenue from the declining gas tax.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
700	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 8			Y	Proposes that the RTP should address and identify an investment plan to support recent state legislation setting up a process for jurisdictional transfer of state-owned roadways to local agencies.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D

Note: MPAC did not have an opportunity to provide recommendations on Comments #723-729 which were received on 11/2/23 and 11/3/23.

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701	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Create a transportation funding sub-committee of JPACT, rather than another funding study or planning effort. The need for a funding strategy for Regional transportation is broader than just for bridges (8.2.3.8).	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
702	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 8			Y	Requests that Chapter 8 of the 2023 RTP include a project specifically designed to host a conversation at JPACT about the future of transportation funding.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
703	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 8			Y	Proposes adding a variable VMT fee or registration fee based on vehicle height and weight to Metro's legislative agenda for both 2024 and critically for the major transportation package anticipated for the 2025 session.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
704	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	The need for more dedicated regional transportation funding to support transit and transit-supportive improvements was a theme of many discussions in this RTP and HCT Update. There were not known available funds to include many future transit projects in the constrained RTP project list. The need for a funding strategy for Regional transportation is broader than just for bridges (8.2.3.8). We propose the creation of a transportation funding sub-committee of JPACT. We do not need another funding study or planning effort but coordinated action among regional JPACT leaders to develop an action plan to raise or reallocate funds that can help us build, operate and maintain the system we envision.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
705			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.8 Funding Strategy for Regional Bridges to broaden this description to include developing a funding strategy for regional transportation infrastructure investments, including regional bridges.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
706	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Project List		Hall Blvd; Pacific Hwy	Y	Expresses the need for increased funding to address documented safety deficiencies on high-crash corridors. These include, but are not limited to, ODOT-owned and operated urban arterials such as Hall Blvd (OR141) and Pacific Highway (OR99W). Requests that the RTP provide a clear strategy, roadmap, and committed funding to address safety deficiencies on urban arterials throughout the region. Further, the RTP should address and identify an investment plan to support recent state legislation setting up a process for jurisdictional transfer of state-owned roadways to local agencies.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D

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707	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Requests that the pace to address corridors for jurisdictional transfer be radically accelerated. We must call out the conflicting pattern of investments. ODOT’s Rose Quarter freeway expansion (\$1.9B) is billed as a “safety and operations” project, but there have been no fatalities there for over a decade. A region in which billions of dollars were applied to our high crash corridors instead of to adding freeway lanes would be a much safer region. While we appreciate the investments in jurisdictional transfer like outer Powell and 82nd Avenue the pace of efforts to address these corridors must be radically accelerated. It’s our region’s most vulnerable residents who suffer from this gravely significant misallocation of funds, and the Metro Council and JPACT have an opportunity to rectify this injustice by directing more revenue into safety projects by removing multibillion dollar freeway expansions from our plans.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
708	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Chapter 8			Y	Requests that Metro lobby the Oregon Legislature to implement a weight-based vehicle registration system that scales with vehicle weight. Heavier vehicles are more dangerous and create more wear on roads than lighter vehicles.	See recommendation for Policy Topic #3 (Regional Transportation Funding) in Exhibit C (Part 1).	Y	D
709	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 7			Y	Requests that the climate analysis be revised to show shift in efficiency of the vehicle fleet from its current mix to cleaner vehicles (such as electric) in the future and how it affects the climate goals. Tualatin supports the vision of taking action to reduce the region’s effect on climate change by reducing carbon emissions and other pollution, and supports efforts to reduce GHG emissions from transportation. The RTP does not use actual carbon emissions, or close proxies like fuel consumption or even vehicle-hours traveled (VHT), all of which could easily be modeled. In addition, the decision was made to use home-based vehicle-miles-traveled, which only considers home-based trips starting (and ending) within the region. Consequences of that decision: 1) it leaves out many trips in the region, particularly trips affecting suburban areas like Tualatin; 2) it misses the people who have moved outside the region and then commute into the region, shopping, or entertainment, increasing overall VMT; and 3) it misses companies relocating their headquarters outside the region that then need to drive more in the region for jobsites, deliveries, etc. All of that resulting in ‘climate action’ policies that have the unintended consequences of increasing carbon emissions and other pollution. The climate analysis also seems to ignore the ongoing and future shift in efficiency of the vehicle fleet from its current mix to cleaner vehicles (such as electric) in the future. We respectfully request that the climate analysis be revised to show this shift and how it affects the climate goals.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D

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710	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 7			Y	Complete the VMT travel per capita analysis in Chapter 7 that includes these proposed alternatives: 1) An analysis based on the existing vehicle fleet and 2) An analysis based on the future vehicle with at least 50% electric vehicles that demonstrates that “progress toward meeting the 2023 RTP target is largely driven by the fact that the next generation of vehicles is expected to produce less pollution than cars currently on the road.”	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
711	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 7			Y	Nothing in the RTP prioritizes the spending of the region’s scarce and limited resources on those investments that will produce the greatest reductions in greenhouse gasses. The RTP lacks any project-based GHG emission criteria. In essence, Metro says the GHG policy only applies to the overall plan, not the individual projects. As long as Metro can (based on obviously erroneous ODOT modeling) claim that the plan is on track to meet comply with the LCDC rule, (which by the way doesn't do enough to get to the state's 75% GHG reduction by 2050 goal), then the RTP is "good" from a climate perspective. What the RTP does do, in contrast, is prioritize projects that improve vehicle speeds (i.e. the standard that no throughway should have speeds of less than 35 MPH for four hours per day). The RTP says that if these projects do increase GHG, that there will be mitigation. But as we know, ODOT regularly claims that its freeway widening projects don't increase VMT or GHG (in spite of science to the contrary), so no mitigation is actually required. This policy of allowing projects that increase VMT and GHGs, and then spending even more to mitigate these emissions increases adds insult to injury, because we'll spend our limited resources on projects that increase GHG emissions, and then spend even more money on "mitigating" those increased emissions, instead of reducing the current level of GHGs.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D

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712	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 7			Y	The RTP and the Climate Smart Strategy that forms the basis for the RTP climate policy take ownership of a relatively narrow slice of transportation contributions to Greenhouse Gas (GHG) emissions: the amount of vehicle travel per person (VMT per capita). Even with this limited responsibility, the plan still predicts that we will fail to meet these goals (Table 3 of Appendix J) with the combination of this RTP and other adopted plans. But by only looking at VMT per capita, the plan ignores the fact that the underlying vehicle fleet (the state’s responsibility under Climate Smart) is completely unreflective of the reality of vehicle size, fuel consumption and age. Our colleagues at City Observatory have charted this based on DARTE GHG inventories (figure shown in letter). When it adopted its Climate Smart Strategy in 2014, (and again in the 2018 RTP, and yet again in the draft 2023 RTP), Metro promised to update its modeling to reflect actual progress in reducing vehicle GHG emissions, and to adjust its policies accordingly. The GHG analysis contained in the RTP shows just the opposite: The RTP ignores the increase in Portland area transportation greenhouse gasses over the past five to ten years, and also relies on assumptions about vehicle age and fleet composition that are exactly opposite of recent trends: today’s vehicle fleet (and tomorrow’s) is vastly older, larger and dirtier than assumed in the RTP modeling.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
713	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J		11176 and 1086	Y	Notes that, according to one GHG quantification tool, two of the thruway projects included in the RTP will increase VMT and GHG reductions. Suggests that these projects are inconsistent with the region's climate policies.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
714	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 7 and RTP Chapter 8			Y	We appreciate Metro staff recommending in Chapter 7 that “More discussion of the role of state-led pricing actions in meeting the region’s climate targets and mobility goals” in that section. We did not see a project in Chapter 8 that includes this additional follow up and think it would be beneficial to call out a need to determine whether the regional strategies are doing enough to reach the targets if state assumptions change.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
715	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Chaptger 7			Y	Requests that Metro run additional models of projected greenhouse gas emissions using accurate and up to date descriptions of Oregon's vehicular fleet. Notes that the State of Oregon has given Metro fleet characteristics for modeling purposes, that do not accurately represent the true fleet makeup.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D

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716	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Overall			Y	Expresses strong need for leadership and action on climate and safety by Metro Council and JPACT. Urges leadership support of NMF, Verde, 1000 Friends of Oregon and the Street Trust policy recommendations. Urges leadership in the 2025 legislative session to demand prioritization of investment in traffic safety and climate.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
717	Emerson	Wendy	Community member	Email	8/25/2023	RTP Project List			Y	Expressed concern that the effects of climate change are being experienced today and will worsen and commented that funding for automobile infrastructure should be limited to fixing what is already in place and investing in providing public transit options and making our community safe for walking and biking. The private automobile, including those that are electric, will need to be tolled and taxed to adequately address the dire situation in which we find ourselves.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
718	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Request that each project be given a GHG emissions score. In this way, we can see which projects are getting us closer, and which are moving us further, from meeting our emissions goals.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
719	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Requests that Metro set more stringent climate targets that apply to individual projects, not only the entire plan. Metro should prioritize projects that encourage a rapid mode shift away from single-occupancy vehicles and towards active transportation and transit.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
720	Lewis	Jordan	Community member	Email	8/24/2023	RTP Chapter 4, RTP Appendix J			Y	Expresses concern about climate change. Expresses concern that Metro does not acknowledge the actual GHG emission data from years since the Climate Smart Strategy was published in 2014. Expresses concern about pedestrian deaths and the prioritization of vehicle throughput explicitly in the RTP. Expresses concern about funding the I-5 Rose Quarter Freeway Expansion and the I-5 Bridge Replacement. Proposes a vehicle miles traveled tax, weight tax or congestion pricing.	See recommendation for Policy Topic #4 (Climate Tools and Analysis) in Exhibit C (Part 1).	Y	D
721	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 3; RTP Chapter 8			Y	Requests that the impacts of using VMT as a new mobility policy is complicated and the implementation needs to be further considered prior to its implementation.	Update Chapter 8 to clarify that implementation of the VMT/capita measure and the new mobility policy will be further addressed following adoption of the RTP. See also Comments #123, #124, #165 and #185. See recommendation for Policy Topic #5 (Regional Mobility Policy Implementation) in Exhibit C (Part 1).	Y	D

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722			MPAC	MPAC meeting	10/25/2023	RTP Project List	12099	I-205 Toll Project (PE)	Y	Amend the description of RTP Project #12099 (I-205 Toll Project (PE) to delete the summary of expected project safety impacts, as follows: “... <del>I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT’s systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes).</del> ”	Amend as requested.	Y	C
723			Metro staff	TPAC meeting	11/3/2023	RTP General			Y	Miscellaneous copy edits, technical corrections (including numbering of sections, tables and figures and updates to reflect final RTP analysis) and other edits to improve readability.	Amend as requested.	Y	C
724			Metro staff	TPAC meeting	11/3/2023	RTP Chapter 1			Y	Add the following clarifying language to page 1-13 in Chapter 1, “ <u>The updated Metropolitan Planning Area (MPA) in Figure 1.5 reflects urban areas as defined by the 2020 Census and represents the Metro region recommendation to the Oregon Department of Transportation. The updated MPA will be effective upon approval of the boundary by the Governor in 2024.</u> ”	Amend as requested.	Y	C
725	Hesse	Eric	City of Portland	TPAC meeting/ Letter	11/2/2023	RTP Project List	12311 11825 11813	Passenger Ferry Pilot Project, SW Pomona/SW 64th Project and Cross-Levee Trail Project	Y	Remove Passenger Ferry Pilot (RTP Project ID 12311) from the 2023 RTP Project List and reallocate the Near-Term Constrained \$12M cost estimate for this project and \$1.5M in additional 2030 Project List funding capacity (previously held for potential local match on FTA grant related to the pilot) to the following projects and shift from the 2045 Project List to the 2030 Project List at the following funding Year of Expenditure funding levels: • SW Pomona/SW 64th Ped/Bike Improvements (RTP Project ID 11825): \$5.5M • Cross-Levee Trail (RTP Project ID 11813): \$8M	Amend as requested.	Y	C

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726	Hesse	Eric	City of Portland	TPAC meeting/ Letter	11/2/2023	RTP Project List	10373 10346 11796 11833 11818	Rivergate ITS, Marine Drive ITS, Going St CAV Corridor, Outer Taylors Ferry Safety Improvements, Inner Milwaukie Streetscape Improvements	Y	<p>Remove from the 2023 RTP Project Constrained List the following ITS projects that have been completed, have been rescope and do not qualify or are no longer priorities: Rivergate ITS Project (RTP Project ID 10373), Marine Dr ITS Project (RTP Project ID 10346) and Going St Connected/Automated Vehicle Corridor (RTP Project ID 11796).</p> <p>Reallocate the resulting total of \$18.5M in 2045 Constrained Project List funding capacity to the following projects at the following Year of Expenditure funding levels for the 2045 Project List:</p> <ul style="list-style-type: none"><li>Outer Taylor's Ferry Safety Improvements, Segment 2 (RTP Project ID 11883): \$15.5M – shifting from the Strategic Project List to 2045 Constrained Project List (YOE cost estimate is equal)</li><li>Increase cost estimate for Inner Milwaukie Streetscape Improvements (RTP Project ID 11818): \$3M</li></ul>	Amend as requested.	Y	C
727	Hesse	Eric	City of Portland	TPAC meeting/ Letter	11/2/2023	RTP Project List	11870	Union Station, Phase 3	Y	<p>Allocate \$50M of Year of Expenditure funding for Union Station, Phase 3 (RTP Project ID 11870) to 2030 Constrained Project list reflective of emergent opportunities for federal partnership on maintenance, seismic resilience and other capital improvements to bring to platforms and rails in conjunction with Amtrak Cascades Service Development Planning occurring with support from the Federal Railroad Administration (FRA).</p> <p>Retain \$257M in Strategic Project List funding for additional improvements and redevelopment of the station, reflective of the differential in 2030 and 2045 Project List Year of Expenditure cost estimation.</p>	Amend as requested.	Y	C
728	Hesse	Eric	City of Portland	TPAC meeting/ Letter	11/2/2023	RTP Project List	New RTP ID	NE Halsey Street ITS	Y	<p>Add new project to Constrained list a follows:</p> <ul style="list-style-type: none"><li>Project Name: NE Halsey St ITS</li><li>RTP ID #: New</li><li>Time period: 2031-2045</li><li>Extent: NE Halsey St (from NE Jonesmore to NE 148th Ave)</li><li>Project Description: Install ITS infrastructure (communication network, traffic signal controllers, Next-Gen transit signal priority-ready signals, CCTV cameras and bicycle/pedestrian/motor vehicle detection system) and safe speeds signal timing improvements.</li><li>Cost: \$1M</li></ul>	Amend as requested.	Y	C

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729	Hesse	Eric	City of Portland	TPAC meeting/ Letter	11/2/2023	RTP Project List	10301	Sandy Boulevard ITS	Y	Revise project extent, description and cost for the Sandy Blvd ITS Project ( RTP ID #: 10301) as follows: - Extent (updated): Expand extent from NE 82nd Ave to I-205 to match what is reflected in the 2023 RTP Chapter 3 draft Figure 3-38 for Arterial Management and the 2021 TSMO Strategy, as adopted. - Project Description (updated): Install ITS infrastructure (communication network, traffic signal controllers, Next-Gen transit signal priority-ready signals, CCTV cameras and bicycle/pedestrian/motor vehicle detection system) and safe speeds signal timing improvements. - Cost (updated): \$5.5M.	Amend as requested.	Y	C

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**Exhibit D to Ordinance No. 23-1496**  
**Findings of Fact and Conclusions of Law**

**I. Oregon Statewide Planning Goal Consistency**

<b>Oregon Statewide Planning Goals</b>	<b>Corresponding RFP policy/RTP policy</b>	<b>Findings</b>
<u>Goal 1:</u> Citizen Involvement	<b>RFP Policy 1.13: Participation of Citizens</b>  <b>RTP Policy: Goal 11, Transparency and Accountability</b> Objective 11.1 - Meaningful Public and Stakeholder Engagement	<p>The development of the 2023 RTP was subject to an open and ongoing public and agency involvement process that included state and federal agencies, cities, counties, port districts, transit providers, community and business leaders, numerous modal, environmental and other stakeholder interest groups and the public. Metro undertook a public involvement process involving stakeholder interviews, Regional Leadership forums, discussion groups, on-line surveys, workshops, hearings, advisory committees, interactive web opportunities, consultation with federal and state agencies and other techniques, consistent with Metro’s adopted “Public Engagement Guide.” The Staff Report dated November 11, 2023 summarizes these efforts and Appendix D provides a detailed description of the public engagement and consultation process.</p>
<u>Goal 2:</u> Land Use Planning: Coordination and Implementation	<b>RFP Policy 1.14: School and Local Government Plan and Policy Coordination</b>  <b>RTP Policy: Goal 1, Vibrant Communities</b> Objective 1.1 – 2040 Growth Concept Implementation	<p>The 2023 RTP is a component of Metro’s Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. Metro coordinated with local governments and service districts while developing the 2023 RTP. The most intensive efforts were through JPACT, TPAC, MPAC and MTAC, which are all composed primarily of</p>

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		representatives of local governments and service districts. The Staff Report dated November 11, 2023 summarizes these efforts and RTP Appendix D describes this work in detail.
<u>Goal 3:</u> Agricultural Lands		The RTP applies only within Metro's UGB. Goal 3 does not apply.
<u>Goal 4:</u> Forest Lands		The RTP applies only within Metro's UGB. Goal 4 does not apply.
<u>Goal 5:</u> Natural Resources, Scenic and Historic Areas, and Open Spaces	<p><b>RTP Policy: Goal 5, Climate Action and Resilience</b></p> <p>Objective 5.3 – Resource Conservation  Objective 5.4 – Green Infrastructure  Objective 5.5 – Adaptation and Resilience</p> <p><b>RTP Section 3.2.4</b> – Climate Action Policies and Resilience Policies</p> <p><b>RTP Appendix F</b> – Environmental assessment and potential mitigation strategies</p>	<p>The 2023 RTP includes Objective 5.3, which is to preserve and protect the region's biological, water, historic, and culturally important plants, habitat and landscapes, and integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution. Section 3.2.4.5 of the RTP includes resilience policies to integrate green infrastructure into the transportation network, to protect and avoid natural areas and high value natural resource sites, and to avoid development in hazard areas such as steep slopes and floodplains that provide landscape resiliency. A detailed environmental assessment of the 2023 RTP is included in Appendix F. Title 1 of the RTP includes street design requirements for local TSPs and subjects street design to the requirements of Title 13 (Nature in Neighborhoods) of Metro's Urban Growth Management Functional Plan (UGMFP). Local decisions specifying the locations of transportation facilities and improvements will be made by cities and counties in their TSPs and other land use decisions, which will be subject to</p>

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		local Goal 5 programs that also comply with Titles 3 and 13 of the UGMFP.
<u>Goal 6:</u> Air, Land and Water Resources Quality	<p><b>RTP Policy: Goal 5, Climate Action and Resilience</b></p> <p>Objective 5.3 – Resource Conservation  Objective 5.4 – Green Infrastructure  Objective 5.5 – Adaptation and Resilience</p> <p><b>RTP Section 3.2.4</b> – Climate Action Policies and Resilience Policies</p> <p><b>RTP Appendix F</b> – Environmental assessment and potential mitigation strategies</p>	<p>The 2023 RTP includes Objective 5.3, which is to preserve and protect the region’s biological, water, historic, and culturally important plants, habitat and landscapes, and integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution. Section 3.2.4.5 of the RTP includes resilience policies to integrate green infrastructure into the transportation network, to protect and avoid natural areas and high value natural resource sites, and to avoid development in hazard areas such as steep slopes and floodplains that provide landscape resiliency. A detailed environmental assessment of the 2023 RTP is included in Appendix F. Title 1 of the RTP includes street design requirements for local TSPs and subjects street design to the requirements of Title 13 (Nature in Neighborhoods) of Metro’s Urban Growth Management Functional Plan (UGMFP). The emissions analysis prepared for the 2023 RTP demonstrates the plan is expected to meet the Clean Air Act and other state and federal air quality requirements, including required reductions in per capita greenhouse gas emissions from light-duty vehicles by 2045. Other supporting information is provided in Appendix F of the 2023 RTP.</p>



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<p><u>Goal 7:</u> Areas Subject to Natural Disasters and Hazards</p>	<p><b>RTP Policy: Goal 5, Climate Action and Resilience</b>  Objective 5.5 – Adaptation and Resilience</p> <p><b>RTP Section 3.2.4</b> – Climate Action Policies and Resilience Policies</p>	<p>The 2023 RTP includes Objective 5.5 regarding adaptation and resilience; that objective is to increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards, helping to minimize risks for communities. Section 3.2.4.5 of the RTP includes resilience policies to consider climate and natural hazard-related risks during transportation planning, project development, design and management process, to optimize operations and maintenance practices to lessen impacts on transportation from extreme weather events and natural disasters, and to integrate green infrastructure into the transportation network in order to avoid, minimize and mitigate negative environmental impacts of natural disasters and extreme weather events.</p>
<p><u>Goal 8:</u> Recreational Needs</p>	<p><b>RTP Policy: Goal 1, Mobility Option</b>  Objective 1.1 – Travel Options</p> <p><b>RTP Section 3.3.7</b> – Regional Active Transportation Network Vision  <b>RTP Section 3.3.8</b> – Regional Bicycle Network Concept and Policies  <b>RTP Section 3.3.9</b> – Regional Pedestrian Network Concept and Policies</p> <p><b>2014 Regional Active Transportation Plan</b></p>	<p>Section 3.3.7 of the 2023 RTP describes the regional active transportation network vision. Section 3.3.8 of the RTP describes the regional bicycle network concept and policies. Section 3.3.9 describes the regional pedestrian network concept and policies. Those provisions reflect policies and plans included in the 2014 Regional Active Transportation Plan (ATP). The RTP includes existing conditions and future vision maps for biking and walking for each system (Figures 3-35, 3-37). The 2023 RTP project lists in Appendices A and B include projects that complete gaps in the regional trail network as</p>

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		well as walking and biking connections to parks, natural areas and other recreational destinations.
<u>Goal 9:</u> Economic Development	<b>RFP Policy 1.4: Economic Choices and Opportunities</b>  <b>RTP Policy: Goal 4, Thriving Economy</b> Objective 4.1 – Connected Region Objective 4.2 – Access to Industry and Freight Intermodal Facilities Objective 4.3 – Access to Jobs and Talent  <b>Regional Freight Strategy</b>	<p>Goal 9 applies to cities and counties, and not to Metro. The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, eight regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2).</p> <p>Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Sections 3.3.5, 3.3.6, 3.3.7, 3.3.8, 3.3.9).</p> <p>The importance of freight movement in the region’s economy is addressed in detail in the new Regional Freight Strategy, which describes the regional vision and policies for the movement of goods to and from the Metro region. The regional vision and policies for freight are also contained in Section 3.3.6 of the 2023 RTP.</p>
<u>Goal 10:</u> Housing	<b>RFP Policy 1.3: Housing Choices and Opportunities</b>	The RTP links transportation to land use planning in a joint strategy to increase the share

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	<b>RTP Policy: Goal 1, Mobility Options</b> Objective 1.1 – Travel Options Objective 1.2 – System Completion Objective 1.3 – Access to Transit Objective 1.4 – Regional Mobility <b>RTP Policy: Goal 3, Equitable Transportation</b>	of households in walkable areas served by frequent transit service, and to reduce costs for housing and transportation. The strategy is to provide multi-modal transportation options to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services.
<u>Goal 11:</u> Public Facilities and Services	<b>RTP Policy: Goal 5, Climate Action and Resilience</b> Objective 5.5 – Resilient Infrastructure	The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings regarding Goal 12 and the TPR.
<u>Goal 12:</u> Transportation	<b>RFP Chapter 2, Transportation</b>  <b>RFP Policy 1.10.2: Encourage pedestrian and transit-supportive building patterns</b>  <b>RTP Policy: Goals 1 through 5</b>	The 2023 RTP is designed to ensure Metro’s continued compliance with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to serve planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. The attached Supplemental Findings address the detailed requirements of the TPR.
<u>Goal 13:</u> Energy Conservation	<b>RTP Policy: Goal 1, Mobility Options</b> Objective 1.1 – Travel Options Objective 1.2 – System Completion Objective 1.3 – Access to Transit <b>RTP Policy: Goal 5, Climate Action and Resilience</b> Objective 5.2 – Climate-Friendly Communities Objective 5.3 – Resource Conservation Objective 5.5 – Resilient Infrastructure	The 2023 RTP helps achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce VMT and increase use of other modes. Objectives and policies in the RTP will contribute to changes in travel behavior by prioritizing completion of regional transit, bicycle and pedestrian systems. In addition, the 2023 RTP contains policies and objectives that aim to support state efforts to increase the use of

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		more fuel-efficient vehicles and reduce transportation-related consumption of energy.
<u>Goal 15:</u> Willamette River Greenway	<b>RTP Policy: Goal 5, Climate Action and Resilience</b> Objective 5.3 – Resource Conservation Objective 5.4 – Adaption and Resilience	Objective 5.3 of the 2023 RTP is to preserve and protect the region’s biological, water, historic, and culturally important plants, habitat and landscapes, and integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution. Section 3.2.4.5 of the RTP includes resilience policies to protect and avoid natural areas and high value natural resource sites, and to avoid development in hazard areas such as steep slopes and floodplains that provide landscape resiliency. RTP Goal 5 with respect to the Willamette Greenway is achieved in part through Title 1 of the RTFP and through local implementation of Titles 3 and 13 of the UGMFP. Much of the Willamette Greenway inside the UGB has been designated as a “Habitat Conservation Area,” subject to Title 13 protections. A detailed environmental assessment of the 2023 RTP is included in Appendix F.

**II. Regional Framework Plan Consistency**

<b>Regional Framework Plan Policy</b>	<b>Relevant RTP policy</b>	<b>Findings</b>
<u>Policy 1.1:</u> Compact Urban Form	<b>RTP Policy: Goal 1, Mobility Options</b> Objective 1.1 – Travel Options Objective 1.2 – System Completion	The 2023 RTP achieves these policies by focusing growth and transportation investment in designated 2040 growth areas, and by planning

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	Objective 1.3 – Access to Transit Objective 1.4 – Regional Mobility	and investing in transportation systems that reduce reliance on the auto and increase use of other modes.
<u>Policy 1.3.2c</u> : Service to Centers and Corridors to support affordable housing	<b>RTP Policy: Goal 1, Mobility Options</b> Objective 1.1 – Travel Options Objective 1.2 – System Completion Objective 1.3 – Access to Transit Objective 1.4 – Regional Mobility <b>RTP Policy: Goal 3, Equitable Transportation</b>  <b>RTP Section 3.2.5.1, Equity Policy Outcomes</b>  <b>Regional High Capacity Transit Strategy</b>	The 2023 RTP contains a key strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The updated High Capacity Transit Strategy describes the regional vision for HCT investment, strategies for moving HCT corridors forward towards implementation, and policies for supporting HCT. See also findings for statewide planning Goal 10.
<u>Policy 1.10.1.c</u> : Urban Design and <u>Policy 1.10.2</u> : Urban Design-encourage pedestrian and transit-supportive building patterns to reduce auto dependence	<b>RTP Policy: Goal 1, Mobility Options</b> Objective 1.1 – Travel Options Objective 1.2 – System Completion Objective 1.3 – Access to Transit Objective 1.4 – Regional Mobility <b>RTP Policy: Goal 3, Equitable Transportation</b> <b>RTP Policy: Goal 5, Climate Action and Resilience</b> Objective 5.1 – Climate Change Mitigation Objective 5.2 – Climate-Friendly Communities	The 2023 RTP achieves these policies by planning for and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Objectives and policies in the RTP will contribute to changes in travel behavior by prioritizing completion of regional transit, bicycle and pedestrian systems and increasing the amount of affordable housing units within walking distance of current and planned frequent transit service. Title 1 of the RTP (Transportation System Design) requires local planning for system designs that support these policies.

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**I. Goal 12 and OAR Chapter 660 Division 12 (Transportation Planning Rule)**

Under federal law, Metro is required to update the Regional Transportation Plan (RTP) every five years. The 2018 amendments to the RTP involved extensive policy revisions, including the addition of a new goal regarding climate leadership with related objectives and policies, new policies regarding transportation equity, and four new, supporting regional strategies addressing transit, freight, transportation safety and emerging technology. As in 2018, updates adopted in this 2023 RTP are aimed at staying ahead of future growth and addressing new trends and challenges facing the region. Significant new additions being adopted in this 2023 RTP include a new regional mobility policy and an updated high capacity transit strategy.

The 2018 RTP was acknowledged by LCDC as being consistent with the statewide land use planning goals and the state Transportation Planning Rule (TPR); therefore, these findings focus on describing how the new 2023 amendments and updates ensure continued compliance with applicable state planning goals and administrative rules. The fundamental requirement of Goal 12 and the TPR is that the RTP must provide a transportation system that is adequate to serve planned land uses. The RTP, together with the local city and county transportation system plans (TSPs), are designed to serve the land uses planned by the region's 24 cities and the portions of Clackamas, Multnomah and Washington counties that are located in the metro area. Under Metro's regional planning authority, the Regional Transportation Functional Plan (RTFP) is an implementing component of the RTP that directs how local governments will be consistent with the RTP in their own transportation plans and land use regulations. The RTFP includes a schedule for city and county action, if necessary, to bring their local TSPs into compliance with the RTFP and the RTP. Upon completion of the 2023 RTP, the local compliance schedule will be updated in coordination with the local governments to reflect their own planning work programs and the availability of funds for the work.

The 2018 RTP applied an outcomes-based framework for regional transportation planning that includes policies, objectives and actions that guide future planning and investment decisions to achieve specific economic, equity and environmental outcomes. That approach remains unchanged in the 2023 RTP, which continues to include a broad set of performance targets that are tied to the five primary goals of the 2023 RTP: mobility, safety, equity, a thriving economy, and climate action. The targets and other performance measures included in the plan continue the region's shift away from exclusive reliance on level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the 2023 RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP.

**TPR 0015: Preparation and Coordination of Transportation System Plans**

Findings of consistency of the 2023 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in the table that is included as part of this Exhibit D.

## **TPR 0020: Elements of Transportation System Plans**

The RTP is the Transportation System Plan (TSP) for the Portland metropolitan region, implementing Metro’s acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region as required by federal law. The plan establishes a network of regionally significant facilities and services (Chapter 3) to meet the overall transportation needs of the region (Chapter 4 and Section 6.1.1), and contains policies (Chapter 2, Goals and Objectives and Chapter 3, System Policies), regional strategies, projects (Sections 6.3-6.4 and Appendix A and B) and implementing land use regulations that must be adopted by cities and counties (the RTFP).

In 2021, the Metro Council adopted the 2045 Household and Employment Forecast Distribution after extensive review and involvement from local governments and Metro advisory committees (Metro Ordinance No. 21-1457). The regionally coordinated 2045 Household and Employment Forecast Distribution serves as the basis for future land use projections in the 2023 RTP. The model was prepared using the MetroScope TAZ forecasting model (described in Appendix M) and provides an estimate forecast and distribution of population and employment for the region from 2020 to 2045. The land use assumptions used in the forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the RTP planning period consistent with state law.

The RTP identifies transportation needs and feasible solutions (Section 6.3 and Figure 6-3) based on projected growth and travel patterns and projected levels of funding for the planning period of 2020 to 2045. Funding forecasts and assumptions are described in Chapter 5.

The plan contains two levels of investments to the components of the overall transportation system:

1. The RTP Constrained Priorities set of investments (defined as the “financially constrained” list under federal requirements) for which funding over the planning period is “reasonably anticipated to be available” based upon the transportation revenue forecast for the region described in Chapter 5 of the RTP. The region has deemed this list of investments as “reasonably likely to be funded” for the purpose of state statute and administrative rules. The RTP demonstrates that these improvements would adequately support the region’s land use plans and meet or exceed most of the system performance targets established in the plan. This set of investments will also serve as the basis for complying with federal law and air quality regulations and findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.
2. The RTP Strategic Priorities (also known as the “Strategic” RTP list) includes the Constrained Priorities projects plus additional investments that the region could build if



new or expanded revenue sources are secured. These projects are simply illustrative for the purpose of compliance with federal and state requirements.

Through adoption of goals and objectives in the RTP and application of them through the RTFP and other mechanisms, the RTP promotes changes in travel behavior by calling for development of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. The RTFP requires city and county TSPs to do their part in meeting regional and state needs implemented through system design standards for street connectivity, transit system design, pedestrian system design, bicycle system design, freight system design and transportation system management and operations in Title 1 and considering regional travel needs identified in the RTP in local planning decisions and as part of local TSP updates.

Section 3.3 of the 2023 RTP describes the network vision, concept and supporting policies for each component of the regional transportation system. The different components are identified in Figure 3-11. The system network maps in Chapter 3 of the RTP (Figure 3-23, Figure 3-26, Figure 3-32, Figure 3-35 and Figure 3-37) identify the general location of existing and proposed regional transportation facilities and the accompanying RTP sections describe how those facilities will support the relevant regional policies and serve the land uses envisioned in the 2040 Growth Concept.

Chapter 4 of the RTP provides an assessment of the future transportation needs of the region as measured against the five priorities set by the Metro Council for the 2023 RTP: mobility, safety, equity, economy, and climate. Chapter 4 contains an inventory and assessment of existing transportation facilities, identifies current regional growth trends, and describes how the entire system performs over the RTP planning period when measured against those five priorities.

#### **TPR 0025: Refinement Plans**

As contemplated by OAR 660-012-0025, the 2023 RTP identifies specific mobility corridors in the region that are recommended for more detailed refinement planning because they do not meet performance standards of the RTP and/or do not fully answer questions of mode, function and general location of needed transportation projects. These mobility corridors are listed in Table 8.4. The six groups of mobility corridors recommended for future refinement planning comprise 13 of the 24 mobility corridors identified in the Appendix and are shown in Figure 8.3. The steps associated with the proposed corridor refinement planning are described in Section 8.2.4, and detailed lists of the proposed contents of each of the refinement plans are included in Sections 8.2.4.1 through 8.2.4.6.

These corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro, TriMet or ODOT will initiate and typically lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. In some instances, ODOT, TriMet and local partners may initiate and lead completion of more localized planning needed within an identified corridor refinement plan with an acknowledgement that the more localized planning not preclude broader questions to be addressed. The refinement plans will

more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor and consider a range of solutions and strategies to address identified needs. Sections 8.2.4.1 through 8.2.4.6 of the 2023 RTP describe each of the corridor refinement plans, identifying the transportation needs that require further work on need, mode, function and general location, explain why a refinement plan is needed, and describe the specific findings that will be needed to resolve issues being deferred to the refinement plans.

### **TPR 0030: Transportation Needs**

The determination of transportation needs included in the 2023 RTP has been evaluated using the regional travel demand model and determined to be appropriate and sufficient for the scale of the regional transportation network. The needs analysis described in Chapter 4 is based on the 2045 distributed forecast of households and jobs described in Appendix M and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP. The determination of regional transportation needs is also based on measures adopted by Metro to reduce greenhouse gas (GHG) emissions by reducing reliance on automobile travel, and the RTP needs analysis includes a detailed assessment of how the region is doing on meeting its climate-related GHG and VMT reduction goals (Section 4.6).

The 2023 RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities and services for transit riders, pedestrians and bicyclists and increasing access to these facilities and services for youth, older adults and people with disabilities. Transportation needs of seniors and people with disabilities identified in the Coordinated Transportation Plan for Seniors and People with Disabilities (2020) are included in the region's needs, based on coordination with TriMet. These needs are documented in Appendix G to the 2023 RTP.

State transportation needs identified in the state TSP are included in the region's needs, based upon coordination with ODOT, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Strategy and TSMO plan, address the needs for the movement of goods and services by establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

### **TPR 0035: System Alternatives**

The 2023 RTP continues to prioritize investment in connectivity of multimodal systems and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. The 2023 RTP evaluates a full range of transportation investment and system management alternatives, including improvements to existing facilities, new facilities with a focus on safety, transportation equity, expanded travel options, a well-connected transportation network, transportation system management and operations measures and demand management measures.

Like previous RTPs, the 2023 RTP is designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. The transportation system analysis in Chapter 7 of the 2023 RTP describes outcomes from applicable performance measures and benchmarks under each of the five RTP goal areas: mobility, safety, equity, climate and economy. Those results are identified in Tables 7.2 through 7.7.

The Regional Framework Plan and its component functional plans implement the state-acknowledged 2040 Growth Concept in our region. Since adoption of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the integrated land use and transportation vision called for in the plan through both functional plan requirements and regional investments identified in the RTP. The concept calls for compact, mixed-use, pedestrian friendly and transit supportive development patterns in centers and major travel corridors where existing infrastructure is already concentrated, and where new system investments can have the greatest impact. In the 28 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development. The region has added four new light rail lines to the high-capacity transit system since adoption of the Growth Concept (with a fifth line still in the planning stages) and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments in the region have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4 of the RTFP. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. As described in Chapter 7 of the 2023 RTP, performance measurement indicates that regional and local implementation of the 2040 Growth Concept is producing good results toward reducing vehicle miles traveled.

Chapter 2 of the 2023 RTP adopts revised goals and objectives for the region that focus on the five key goals identified by the Metro Council and JPACT: equity, climate, safety, mobility, and the economy. All of these goals and objectives are implemented through regional investments in the RTP, Regional Flexible Funds Allocation process and the requirements for city and county transportation planning in the RTFP. Section 3.08.220A of the RTFP requires cities and counties to consider first those transportation alternatives that do not involve new road capacity for motor vehicles.

#### **TPR 0045: Implementation**

Section 0045 provides direction to cities and counties as the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. Metro's RTFP implements the RTP and prescribes standards and criteria that cities and counties in the Metro region must adopt as part of their TSPs and land use regulations.

## **TPR 0050: Project Development**

The 2023 RTP provides for coordinated project development among affected local governments, including public notice and citizen involvement. Section 6.3 of the RTP describes the process for development of project lists and related regional coordination with local governments. Section 8.2.4 describes coordinated corridor refinement planning and project development among affected local governments. In addition, Metro’s “Public Engagement Guide” creates policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTFP requires cities and counties to specify the general locations and facility parameters of planned transportation facilities. ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. Under RTFP 3.08.310A, the specifications must be consistent with the RTP.

## **TPR 0055: Timing of Adoption and Update of TSPs**

Under provisions of the TPR, Metro establishes an implementation schedule for city and county TSP updates to respond to adoption of an updated RTP. The Metro website includes a work plan and compliance schedule for local TSP updates to be consistent with the RTP ([www.oregonmetro.gov/tsp](http://www.oregonmetro.gov/tsp)).

## **TPR 0140: Planning in the Portland Metro Area**

This 2023 RTP is the regional transportation system plan required under both state and federal law, and is being adopted through a single coordinated process that complies with federal law and the TPR, as described in these findings of fact and conclusions of law.

## **TPR 0155: Prioritization Framework**

Chapter 7 of the 2023 RTP presents the results of the system analysis conducted on the financially constrained project list in Chapter 6. The analysis assesses the RTP’s impact on the five RTP goal areas: mobility, safety, equity, climate and economy. The RTP uses several different performance measures to capture the region’s progress in each of these goal areas and compares the results to targets described in Chapter 2. The analysis uses Metro’s travel model and other analytical tools.

The system analysis results are described alongside key takeaways from the project list assessment completed as part of the evaluation process. The project list assessment reviews whether individual projects in the RTP project list have certain features that support RTP goals and considers the share of the RTP spending devoted to different types of projects. The project list assessment and system analysis in combination with public feedback received helped inform

policymakers and regional technical and policy advisory committees in finalizing the draft RTP and projects lists for adoption.

### **TPR 0160: Reducing VMT**

As described in more detail below in Section II of these findings, Appendix J of the 2023 RTP includes projections of changes between vehicle miles traveled (VMT) per capita from the base year and the VMT per capita that would result from completion of all projects on the financially constrained project list by 2045. Those results are described in RTP Sections 4.5 and 7.6, and show a 30 percent reduction in VMT by 2045, which is the planning horizon for the 2023 RTP, based in part on assumptions regarding future state actions including state-led pricing policies.

### **TPR 0215: Transportation Performance Standards**

The 2023 RTP adopts a new Regional Mobility Policy that updates how the region defines and measures mobility. The mobility policy establishes three new performance standards for local transportation agencies to use in their plans and projects: (1) VMT; (2) system completeness; and (3) travel speed reliability on throughways. The three performance standards are described in Section 3.2.6.1 of the 2023 RTP and are summarized in Table 3-5. These standards will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies and consider solutions to address identified mobility needs

## **II. Climate Targets**

As described in Section 4.5 of the 2023 RTP and Appendix J, in 2014 the Metro Council and JPACT adopted a regional “Climate Smart Strategy” to reduce per capita greenhouse gas emissions from passenger cars and light trucks to meet state-mandated targets by 2035. That strategy relies on policies and investments that have been identified as local priorities in communities across the region (see Appendix J, page 2). Specific implementation actions that Metro has taken since adoption of the Climate Smart Strategy in 2014 are listed on pages 4-5 of Appendix J.

The Climate Smart Strategy includes a set of performance measures for tracking the region’s progress, which were also incorporated into the Regional Framework Plan (RFP) at Section 7.8.6. The purpose of those performance measures is to monitor and assess whether key elements and actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. The performance monitoring measures are applied in Table 4 of Appendix J, which documents progress on implementing the Climate Smart Strategy using observed data sources for the 2020 base year and estimating the expected progress that would be achieved by 2045 assuming that planned projects included in the 2018 RTP constrained list are fully implemented by those years. As described in Appendix J, The 2023 RTP demonstrates progress towards implementing the Climate Smart Strategy and, if fully funded and implemented, can be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from cars and small trucks by 2045.

In addition, in 2022 the Land Conservation and Development Commission (LCDC) adopted new rules governing GHG emission reduction targets as part of its statewide Climate-Friendly Equitable Communities (CFEC) rulemaking. Application of those rules and targets are described in Sections 4.5 and 7.6 of the 2023 RTP, with more a more detailed analysis provided in Appendix J. As described in RTP Section 7.6 and Appendix J, two models are used to demonstrate how the region can meet the DLCD Target Rule through a mixture of regional and state actions, as allowed by the CFEC rules. The results indicated that if the region pursues identified regional actions (policies and investments) alone with no further action from the state, the region will fail to meet the target rule VMT per capita reductions. However, the analysis shows that if the state implements the actions identified in the Oregon Statewide Transportation Strategy (STS), then the Metro region would exceed the target rule VMT per capita reductions (see RTP Figure 7.6 and Appendix J, Figure 3).

As described in Section 7.6 of the 2023 RTP and Appendix J, the RTP modeling analysis indicates that the Metro region can meet its climate targets while also advancing mobility and equity goals if revenues from new pricing programs are reinvested in other GHG reduction strategies.

## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 23-1496 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN (RTP) TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN

Date: November 8, 2023

Department: Planning, Development and Research

Meeting Date: November 16, 2023

Prepared by: Kim Ellis,  
kim.ellis@oregonmetro.gov

## ISSUE STATEMENT

A major update to the [Regional Transportation Plan](#) (RTP) has been underway since Fall 2021. The region's High Capacity Transit Strategy was also updated as part of the RTP update.

Since Fall 2021, Metro Council and staff have extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region's vision, goals and policies for the transportation system and understand the region's transportation trends, needs and priorities for investment.

The greater Portland region is at pivotal moment. The most recent census data shows our region continues to grow more diverse. By 2045 more than 2 million people are expected to be living within the metropolitan planning boundary for the RTP – about one-half million more people than today.

The greater Portland region is facing urgent global and regional challenges. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action across jurisdictional boundaries. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the COVID-19 pandemic have exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations were already experiencing. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic; the effects of which the region continues to experience.

## ACTION REQUESTED

Approve Ordinance No. 23-1496 and submit to the Metro Council for adoption.



**2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and Metro's Committee on Racial Equity (CORE)**



## **POLICY OPTIONS FOR JPACT CONSIDERATION**

1. Approve Ordinance No. 23-1496 as recommended by TPAC and submit the legislation and exhibits to the Metro Council for adoption.
2. Approve Ordinance No. 23-1496 with changes to the TPAC recommendation and submit the legislation and exhibits to the Metro Council for adoption.

## **RECOMMENDED ACTION**

Approve Ordinance No. 23-1496 and its Exhibits, as recommended by TPAC, including discussion and consideration of MPAC's recommended change to RTP Project #12304 to split the Regional Mobility Pricing Project (RMPP) into two phases.

As part of TPAC's deliberations, the committee specifically recommended that JPACT:

- discuss and consider MPAC's recommendation to Metro Council to split the Regional Mobility Pricing Project (RMPP) into two phases due to the complexity and political nature of the issue;
- approve the other recommended actions that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496; and
- approve Ordinance No. 23-1496 and its Exhibits.

## **ANTICIPATED EFFECTS**

If Ordinance No. 23-1496 is approved by JPACT and adopted by the Metro Council, the 2023 RTP will become effective immediately for federal purposes. The ordinance, as recommended, sets the foundation for:

- Addressing the urgent global and regional challenges facing the region in the near-term, particularly related to safety, equity, housing, climate, mobility and the economy;
- Ensuring local and regional concerns, RTP pricing policies, and the Oregon Department of Transportation (ODOT) commitments related to tolling are addressed through the National Environmental Policy Act (NEPA) processes underway, in future amendments to the Metropolitan Transportation Improvement Program (MTIP) and during project implementation;
- Completion of work needed to support future implementation of the updated RTP regional mobility policy in future local transportation system plan updates and when evaluating the transportation impacts of local comprehensive plan amendments;
- The next Regional Flexible Funds Allocation (RFFA) process, consideration of future amendments to the MTIP, and development of the next MTIP;
- Updating the Regional Transportation Functional Plan, guidance and tools (2024-25) to support subsequent local transportation system plan updates (2025-2028);

- Continued work to improve existing analysis tools and methods to more fully quantify (and better understand) the equity, safety, climate, mobility, and economic benefits of investments;
- Future region-wide planning efforts, partnerships and ongoing public engagement and consultation activities;
- Regional efforts to seek future funding; and
- The 2028 RTP update.

The ordinance also defines specific activities for Metro, ODOT, TriMet and other regional partners to take over the next few years to support the policy outcomes identified through the RTP update. These activities will result in a more comprehensive approach for implementing the 2040 Growth Concept and meeting regional and state goals for safety, mobility, equity, climate, and the economy.

Under federal law, this plan update must be completed by Dec. 6, 2023, when the current plan expires. Continued compliance with federal planning regulations ensures ongoing federal transportation funding eligibility for projects and programs in the region. This includes funding from Federal grants and already-programmed funds that Metro distributes to partners through the RFFA and federal funds Metro programs in the MTIP. A current RTP must also be in place for state and regional agencies to seek federal actions and approvals of projects undergoing environmental review under NEPA.

## **STRATEGIC CONTEXT & FRAMING DECISION**

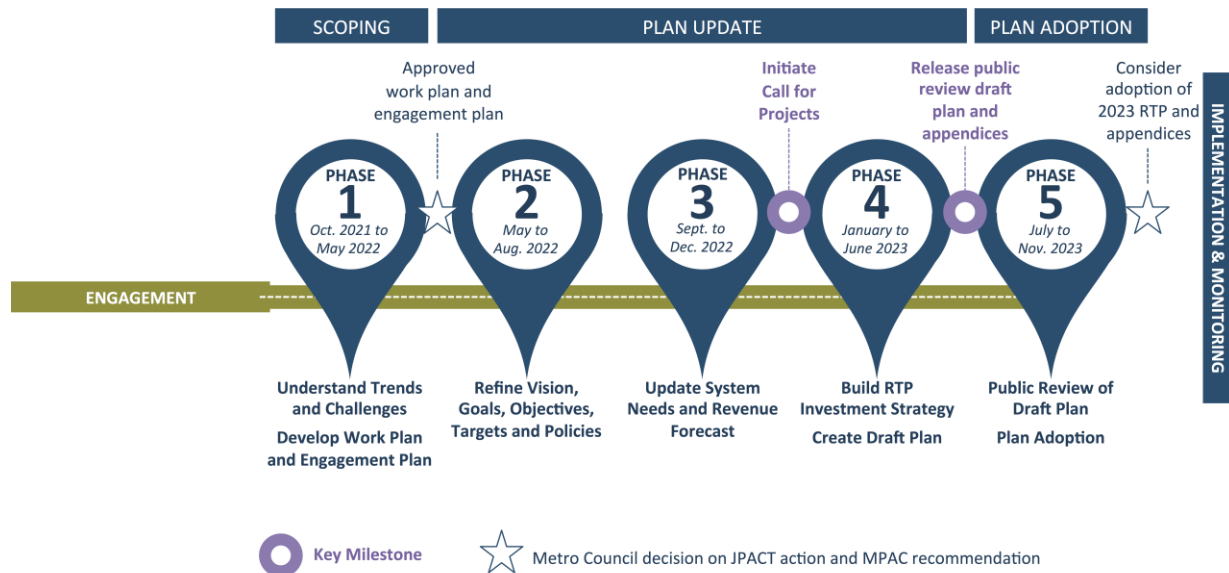
### **Background**

The [Regional Transportation Plan](#) (RTP) is the state- and federally-required long-range transportation plan for the greater Portland region. The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, climate-friendly and affordable travel options. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. Metro is the only regional government agency in the U.S. whose governing body is directly elected by voters. Metro is governed by a council president elected region-wide and six councilors elected by district. The Metro Council provides leadership from a regional perspective, focusing on issues that cross local boundaries and require collaborative solutions. As the federally designated MPO, Metro is responsible for leading and coordinating updates to the RTP every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the

Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. As a result, the RTP serves as both the Federal metropolitan transportation plan and the regional TSP for the region.

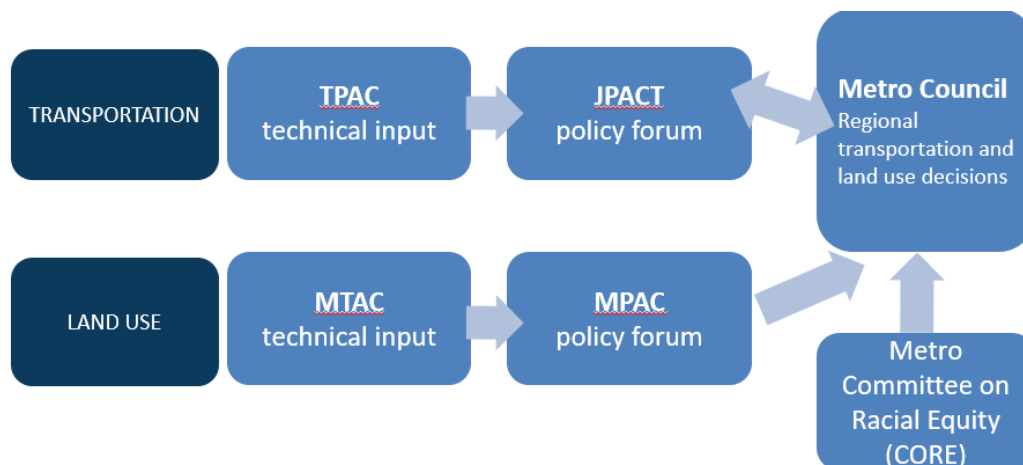
The timeline for the RTP update is shown in **Figure 1**.



## Summary of Regional Decision-Making Process

Metro's transportation planning activities are guided by a federally-mandated decision-making framework known as the metropolitan transportation planning process.

**Figure 2. Regional decision-making framework**

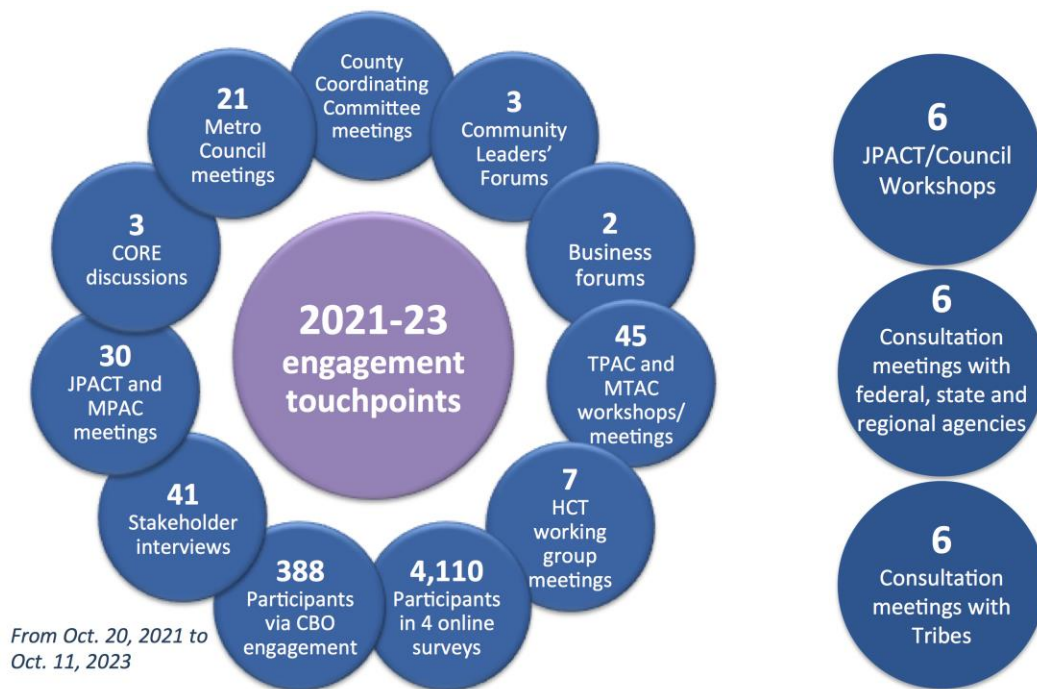


Shown in **Figure 2**, Metro facilitates on-going consultation and coordination through five Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC) and

the Committee on Racial Equity (CORE). These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staff, representing cities and counties across the region, public agencies and transportation providers, including ODOT, Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, the Port of Portland, the Port of Vancouver, TriMet and South Metro Regional Transit (SMART). Three of those committees – TPAC, MPAC and MTAC – include community representatives that bring their expertise and perspective to the discussions and decisions.

The [2023 RTP update public engagement plan](#) adopted by JPACT and the Metro Council guided the strategic direction, approach and desired outcomes for sharing information and engaging with people, community-based organizations (CBO), businesses, transportation agencies, regional decision-makers and other interested parties throughout the two-year RTP update process. While regional advisory committees served as the primary engagement mechanisms for collaboration and consensus building during the 2023 RTP update, Metro also engaged with other interested individuals, communities and organizations across greater Portland throughout the process, as shown in **Figure 3**.

**Figure 3. Summary of key touch points from 2021 to 2023**



A more detailed summary of the decision-making process and related public participation and engagement activities is provided in Appendix D of the 2023 RTP.

### 2023 RTP Adoption Process

As directed by Resolution No. 23-5343, a final 45-day public comment period was held from Monday, July 10 to Friday, August 25, 2023. The comment period built on the significant engagement and feedback received throughout the update to the RTP.

The comments received during the final public comment period represent a variety of perspectives and interests. Some focus on specific communities or neighborhoods and others focus on serving specific populations or interests across the region. Comments from these organizations and members of the public were considered by Metro staff alongside comments received from jurisdictional partners and regional advisory committees as part of developing the recommendations contained in Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. Since September, Metro's regional advisory committees continued discussion of the Metro staff recommendations.

A summary of those discussions and actions on the RTP follows.

At their respective meetings **on September 20 and September 21, MPAC and JPACT began discussion of the five key policy topics** contained in Exhibit C (Part 1). MPAC and JPACT members expressed support for advancing regional discussions to secure funding for the priorities in the RTP, particularly transit service. MPAC members expressed the importance of adequate funding to address local transportation needs, particularly growing maintenance needs in each community, and the importance of the region speaking as one voice in future legislative sessions. Recommendations for expanding the region's efforts to secure funding are reflected in Exhibit C (Part 1).

MPAC members stated support for the important role that freeways serve in meeting local travel needs in different parts of the region due to a lack of multimodal connectivity. MPAC also urged the next RTP project selection process be more closely linked to development needs and priorities. Another expressed JPACT priority was ensuring project partners on major freeway projects (including the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, the I-205 Toll Project, and the Regional Mobility Pricing Project) continue to be accountable to the previous commitments made by ODOT. JPACT also directed staff to work with ODOT on unbundling ODOT project #12095 to provide more specificity about the location and project details to increase transparency and enable the projects to be included in the final RTP system analysis. Recommendations for unbundling and other actions, and ensuring accountability to commitments are reflected in Exhibit C (Part 1).

**At the September 28 Metro Council meeting, Council conducted the first read of Ordinance No. 23-1496 and held the first of two legislative hearings for adoption of the 2023 RTP**, as required by state law. A second hearing and final Council legislative action are scheduled for November 30, 2023. At that time, Council will consider recommendations from MPAC and JPACT.

**On September 29, Metro staff recommendations were transmitted to Metro's technical advisory committees** – the TPAC and MTAC – for discussion and recommendation to their respective policy advisory committees – JPACT and MPAC. The recommendations address JPACT direction on unbundling ODOT safety projects as reflected in Exhibit C (Part 1).

**On October 6, TPAC began discussion of the Metro staff recommendations.** Members raised the importance of having adequate time to discuss the Metro staff recommendations

prior to making a final recommendation to JPACT. Members also highlighted the importance of prioritizing future Metro staff work identified in Chapter 8 of the RTP, recognizing the recommendations contain additional post-RTP adoption work for Metro staff beyond what was identified in the public review draft 2023 RTP. Top priorities identified by TPAC members included completion of the mobility policy work as part of the update to the Regional Transportation Functional Plan, regional transportation funding discussions, and work to continue advancing the region's climate tools and analysis and improving the project list development and evaluation process in advance of the next RTP update (due in 2028).

**On October 10, the Metro Council discussed the Metro staff recommendations in Exhibit C (Part 1) and expressed support for the overall set of recommendations as proposed.**

At a joint workshop **on October 11, MTAC and TPAC members discussed the Metro staff recommendations each of the discussion topics in Exhibit C (Part 1).** As part of the discussion, TPAC and MTAC members introduced and discussed potential changes to the Metro staff recommendations. These potential changes were raised and acted on at the October 18 MTAC meeting.

**On October 18, MTAC unanimously recommended that MPAC recommend the Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496.** MTAC's recommendation made some changes to the Metro staff recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

**On October 25, MPAC unanimously recommended that Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496.** MPAC's recommendation made some changes to the MTAC recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

**As part of MPAC's action, MPAC recommended adding a new action to amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RMPP) (RTP #12304) into two phases,** retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List. This recommendation aimed to ensure local and regional concerns and ODOT commitments are addressed in the upcoming NEPA process and in project implementation.

**On November 3, TPAC used the MPAC recommendation as a starting point and made a strong recommendation for the RTP to move forward for adoption, with 13 voting in support and 3 opposed.**

As part of TPAC's deliberations, the committee specifically recommended that JPACT:

- discuss and consider MPAC's recommendation to split the Regional Mobility Pricing Project (RMPP) into two phases due to the complexity and political nature of the issue;
- approve the other recommended actions that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496; and
- approve Ordinance No. 23-1496 and its Exhibits.

TPAC's recommendation to JPACT on the RMPP was split vote, with 9 in support of forwarding this item for JPACT discussion and consideration, and 8 either opposed or abstaining.

Concerns raised about the RMPP during the TPAC discussion included:

- desire to ensure the RMPP NEPA work, other project analysis and implementation will:
  - provide the information needed to understand that what is being developed will meet the goals and policies of the RTP and adequately address previous ODOT commitments;
  - provide time to do the analysis to understand the impacts of the project on safety, diversion and other outcomes; and
  - provide time for engagement with public, policymakers and regional advisory committees before the construction phase is included in the RTP Constrained project list.

Concerns raised about the MPAC recommendation to phase the RMPP during the TPAC discussion included:

- precedent of an advisory committee recommending a change to an individual project in the RTP, particularly at the end of a two year process; and
- uncertainty about the timeline, project cost and process changes implications for RMPP and other related tolling projects.

To inform the JPACT discussion on the MPAC recommendation on RMPP, TPAC requested that Metro and ODOT staff provide as much relevant information as possible to JPACT on the precedent of an advisory committee, such as MPAC, recommending a change to an individual project on the RTP project list and the impact of MPAC's recommended change on the RMPP timeline, project cost and process change implications for RMPP and other related tolling projects, including ability of ODOT to complete NEPA.

## **ANALYSIS/INFORMATION**

**Known Opposition.** There is broad support for updating the RTP to better address urgent global and regional challenges related to safety, climate, equity, mobility and the economy, and variations of disparities and needs across the region and gaps in investment and funding. Concerns have been raised about the level of investment in road capacity relative



to the level of investment in transit, walking and biking and mixed progress addressing safety and climate change. Comments received in opposition to or expressing concerns about individual projects focused on the I-5 Interstate Bridge Replacement Program, the I-5 Rose Quarter Project, the Regional Mobility Pricing Project and the I-205 Toll Project.

**How does this advance Metro's racial equity goals?** The RTP update is guided by the [Metro Council's Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#) and supporting Metro Racial Equity Framework and the [Planning and Development Department Strategy for Achieving Racial Equity](#) using a targeted universalism<sup>1</sup> approach. This will ensure that people situated in different positions in society because of institutionalized racism can access the same opportunities. The RTP advances equitable outcomes by eliminating disparities as a priority policy outcome. The project team has been partnering with Metro's DEI team to apply Metro's Racial Equity Framework throughout the planning, data collection and analysis and engagement process. Metro's Committee on Racial Equity (CORE) also provided feedback and guidance throughout the process, with in-depth discussions about the RTP at three of their meetings. Their input and direction were reported back through presentations to Metro Council and committees. In their discussions, CORE focused on the need for accountability. CORE members emphasized the importance of both measuring engagement with marginalized communities and also measuring how the plan impacts these communities. CORE's feedback helped shaped the 2023 RTP vision and goals and new strategies for bringing accountability to the 2023 RTP, including:

- Piloting an assessment of the draft project list to better understand and communicate whether projects advance the RTP goal areas. The results of this High Level Assessment were shared with committees, community organizations, community members as we asked for feedback on investment priorities.
- Staff recommended refinements to the public draft RTP included recommendations related to ensuring accountability, unbundling ODOT safety projects, reporting on safety investments in the region and improving the RTP project list development and review process in advance of the 2028 RTP. These are now moving forward as part of the adoption package. (See Policy Topic 1 – Investment Emphasis).

In addition, the RTP update included broad region-wide engagement with a focus on elevating the voices of people who have been excluded and marginalized from transportation decisions in this region and who have been disproportionately impacted and burdened by those decisions. Metro worked with community based organizations who have trusted relationships with black and brown community members, youth, people with disabilities, people with low incomes and people with limited English proficiency. These community members are also routinely under-represented in online engagement and broad public events.

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<sup>1</sup> Targeted universalism means setting universal goals and pursuing those goals with targeted processes that are catered to the needs of each group.

Metro held six consultation meetings with Tribes, 2022-2023. Additionally, Metro's Tribal Liaison had interim conversations with Tribes and with Metro staff. These conversations informed the vision and goals and the environmental assessment and led to the first ever RTP project submission by a Tribe. Additionally, these conversations informed a comment letter submitted by Metro's Tribal Liaison with recommendations for ongoing work and process improvements between now and the next RTP update.

**How does this advance Metro's climate action goals?** The RTP is a key tool for implementing [2040 Growth Plan](#), adopted in 1995, and the [Climate Smart Strategy](#), adopted in 2014 and approved by the Land Conservation and Development Commission (LCDC) in 2015. The strategy was incorporated into the RTP in 2018. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market. This RTP update provided an opportunity to review the strategy and consider how the plan's policies and investments can be recalibrated to accelerate reducing greenhouse gas emissions and support implementation of the [Governor's Executive Order 20-04](#) on Climate Change and the [Statewide Transportation \(STS\) Strategy for Reducing Greenhouse Gas Emissions](#). The update also addressed new statewide requirements adopted in 2022 through the [LCDC Climate Friendly Equitable Rulemaking process](#). The RTP identifies actions to begin monitoring and reporting greenhouse gas emissions and continue to improve the region's tools to better inform policy and investment decisions that impact climate.

**Explicit list of groups and individuals who have been involved in policy development.**

The project team has engaged and consulted with the following governments, groups, public agencies and individuals throughout the update:

- **Tribal governments** were invited to consultation to inform the update to the Regional Transportation Plan. In alphabetical order, these Tribes included: Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Cowlitz Indian Tribe, and the Nez Perce Tribe. After this invitation to consultation, staff and representatives from multiple Tribes engaged formally and informally with Metro staff regarding the update to the RTP.
- **Community leaders and community-based organizations** for marginalized and underrepresented communities<sup>2</sup>, health and equity interests, environmental protection, affordable housing, transportation, and social, climate and environmental justice.
- **Business, economic development and freight groups**, including Greater Portland Inc., large and small employers, freight shippers, business organizations, associations and chambers of commerce.

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<sup>2</sup> Marginalized and underrepresented communities include Black, Indigenous and people of color (BIPOC) communities, people with low income, people with limited English proficiency, youth, older adults and people experiencing a disability.

- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).
- **Special districts**, including TriMet, SMART, C-TRAN, the Port of Portland and the Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Southwest Washington Regional Transportation Council (SW RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings and consultation activities).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), and the Oregon Department of Environmental Quality (DEQ) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency (through TPAC and consultation activities).

A more detailed summary of public participation and engagement activities is provided in Appendix D of the 2023 RTP. Summary reports of all engagement activities are available on the project website at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

**Legal Antecedents.** Several federal, state and regional laws and actions relate to this action, including:

Federal laws and actions include:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.
- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals.
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans.
- Oregon Clean Air Act State Implementation Plan (SIP).

- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44).
- [Governor's Executive Order 20-04](#) on Climate Change, signed in March 2020.
- House Bill 3055 (2021), enacted on July 7, 2021.
- House Bill 2017 (2017), enacted on Aug. 18, 2017.

Metro Council actions include:

- **Ordinance No. 14-1346B** (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- **Resolution No. 16-4708** (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.
- **Ordinance No. 18-1421** (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- **Resolution No. 19-5048** (For the Purpose of Adopting the Work Plan and Stakeholder Engagement Plan for Updating the Regional Transportation Plan (RTP) Mobility Policy), adopted by the Metro Council on December 5, 2019.
- **Ordinance No. 21-1457** (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.
- **Ordinance No. 21-1467** (For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project), adopted by the Metro Council on April 26, 2022. Exhibit B to this ordinance contained I-205 Toll Project Commitments for ODOT and Portland Regional Partners that Metro Council and JPACT continue to look for ODOT to address as the NEPA process for the I-205 Toll Project continues.
- **Resolution No. 22-5255** (For the Purpose of Adopting the Work Plan and Engagement Plan for the 2023 Regional Transportation Plan Update), adopted by the Metro Council on May 5, 2022.
- **Resolution No. 22-5273** (For the Purpose of Endorsing the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program), adopted by the Metro Council on July 14, 2022.
- **Resolution No. 23-5306** (For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project), adopted by the Metro Council on March 16, 2023.
- **Resolution No. 23-5343** (For the Purpose of Releasing the Draft 2023 Regional Transportation Plan (RTP) and Project List for Public Review and Policy Discussion), adopted by the Metro Council on June 29, 2023.



# Engagement and outreach summary

## 2023 Regional Transportation Plan

*Metro updated the Regional Transportation Plan by working with the public and partners across the greater Portland region to understand existing needs and priorities for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the region.*

### 2021

#### November

**Community leaders' forum #1** focused on community transportation priorities and engagement opportunities for the RTP update.

#### December

**41 interviews** with local, regional, and state public officials and staff, business groups and community-based organizations informed the 2023 RTP work plan and engagement plan.

### 2022

#### April

**RTP online public survey #1** collected feedback from 1,372 participants across the region on the RTP vision and goals (*Feb. – April*)

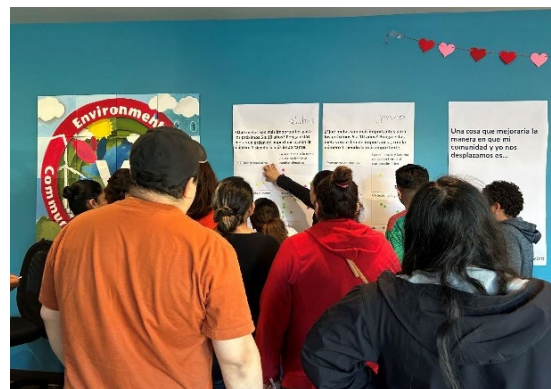
Community members from across the region provided input on transportation needs and priorities at **focus groups conducted in Mandarin, Russian, Spanish and Vietnamese**.

#### July

A **Climate and transportation panel discussion** featured national experts sharing best practices and tools for assessing and monitoring climate impacts of transportation.

#### October

A listening session with **Black, Indigenous, and People of Color small business owners** focused on transportation challenges and strategies across the region. **April**



**Community leaders' forum #2** focused on the community leaders' desired outcomes for the RTP process and community transportation challenges and opportunities across the region.

**RTP online public survey #2** collected feedback from 1,191 participants across the region on how people get around, their priority types of transportation investments and priorities for transit investments. (*Sept. – Oct.*)

Community members across the region were engaged in the High Capacity Transit (HCT) Strategy at **10 public events** with TriMet's Forward Together. (*Oct.*)

### 2023

#### February to April

**Seven community based organizations** serving under-represented and marginalized communities engaged in the 2023 RTP and High Capacity Transit Strategy, reaching more than 350 people in Clackamas, Multnomah and Washington Counties. (*Feb. – Aug.*)

**High Capacity Transit Strategy online open house and survey** shared the HCT vision and priorities and asked participants for their feedback on the vision and HCT priorities. It was viewed over 800 times and the survey collected 354 responses. (*Jan. – March*)



**Language-specific in-person forums** provided information and opportunities for feedback on transportation needs, priorities and the draft 2023 RTP project list in Russian, Vietnamese, Chinese, and Spanish. Participants were from across the region.

**Community leaders' forum #3** focused on the initial RTP high level assessment findings, investment priorities and how to provide feedback on the proposed investments.

## May

A **regional transportation business forum** co-hosted by the Portland Business Alliance included a discussion about the transportation concerns and priorities of businesses in greater Portland.

**High Capacity Transit business focus group** collected input from business organizations on needs and priorities for high capacity transit investments.

**RTP online public survey #3** collected input from 884 people across the region on their priority investment categories and the projects in the draft project list.

## July and August

**Final, 45-day public comment period**, included federal and state consultation activities, public hearings and invited mail, email and phone comments *(July – Aug.)*

**RTP online public survey #4** collected feedback from 663 people across the region on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*

**RTP online comment form** collected comments from 269 people, including jurisdictional/agency partners, on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*

**40 letters, 50 emails and testimony received from agencies, organizations, and individuals** on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*



## Regional advisory committees and consultations

The 2023 RTP update was guided by regional and local decision-makers and transportation agencies across greater Portland. Metro consulted with Tribes, federal and state agencies throughout the RTP update process.

**21** Metro Council meetings

**30** Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC meetings)

**6** JPACT/Council workshops

**3** Committee on Racial Equity (CORE) meetings

**45** Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) workshops and meetings

County Coordinating Committee meetings throughout 2021-23

**7** High Capacity Transit Strategy working group meetings

**6** consultation meetings with federal, state and regional agencies

**6** consultation meetings with Tribes

## Learn more

Visit [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp) to find out more about the outreach activities for the 2023 Regional Transportation Plan.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 7, 2023  
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties  
From: Kim Ellis, AICP, RTP Project Manager  
Subject: Metro Staff Responses to Questions Raised About the MPAC Recommendation on the Regional Mobility Pricing Project

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## **PURPOSE**

This memo documents Metro staff responses to questions raised about the Metro Policy Advisory Committee (MPAC) recommendation on the I-5 and I-205 Regional Mobility Pricing Project (RMPP).

## **BACKGROUND**

On October 25, MPAC recommended the RMPP (RTP Project #12304) be split into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained project list and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic project list. The MPAC recommendation reflected a desire to ensure RTP pricing policies and the local and regional tolling concerns are adequately addressed before the construction phase is included in the RTP Constrained project list.

On November 3, the Transportation Policy Alternatives Committee (TPAC) forwarded the MPAC recommendation for RMPP to the Joint Policy Advisory Committee on Transportation (JPACT) with a request for Metro and ODOT staff to provide as much information as possible to inform the upcoming JPACT decision on November 16 and the Metro Council decision on November 30.

## **QUESTIONS RAISED TO DATE**

Questions received from partners and Metro Councilors are bolded with Metro staff responses below.

### **1. Is there precedent for an advisory body, like MPAC, to remove a project from the project list in the RTP?**

- While MPAC did not recommend removing the project from the RTP, it is fully within the authority of policymakers to make such a recommendation. Instead, MPAC recommended splitting the RMPP into two phases – a preliminary engineering (PE) phase in the RTP Constrained project list and a construction phase in the RTP Strategic project list to ensure the local and regional tolling concerns are adequately addressed before the construction phase is included in the RTP Constrained project list.
- This appears to be the first time a policy committee or the Metro Council has revisited a specific project as part of an RTP update. Individual jurisdictions have revisited specific projects and made refinements as part of an RTP update.



**2. Does only having PE in the RTP constrained project list limit the ability to model the impacts of the project for the climate analysis? Would this impact the modeling and climate results?**

- Air quality impacts (including climate) are modeled when projects have both PE and right-of-way (ROW) phases included in the RTP Constrained project list. The RMPP project may have ROW included within the PE phase. Metro staff has requested that ODOT clarify whether ROW is included within the PE phase.
- Metro would need to rerun the 2023 RTP modeling and analysis to know the specific impacts on system performance and climate.
- Metro expects to continue to meet the targets because the 2023 RTP climate analysis assumed the full set of state-led Statewide Transportation Strategy pricing related actions that were assumed by the State when our region's climate targets were set. The adopted statewide targets assume congestion pricing and other pricing strategies beyond the RMPP, Interstate Bridge Replacement (IBR) and I-205 Toll Project included in the draft 2023 RTP.
- As a regular part of an update to the RTP, Metro will complete a final model run and analysis that reflects the final list of constrained and strategic projects that are adopted by JPACT and Council in the 2023 RTP. The final analysis will include the high-level project list assessment and full system performance analysis, including an updated climate analysis, and become the region's basis for local, regional and state transportation planning in the greater Portland area.

**3. Are there impacts to federal funding, project schedule and budget that this additional requirement would create?**

- ODOT would need to request an RTP amendment to move the project's construction phase from the RTP Strategic project list to the RTP Constrained project list, or propose the construction phase be added to the RTP Constrained list as part of the 2028 RTP update.
- An amendment to the RTP follows a similar adoption process to an RTP update. While RTP amendments typically take 4-6 months to complete, the I-205 Toll Project amendment adopted in 2022 took nearly 8 months from the initial ODOT request to final action by JPACT and the Metro Council due to concerns about the project. The amendment process includes a review of the request and supporting documentation by Metro staff for consistency with the RTP, and conducting a 45-day public comment period in advance of adoption by JPACT and the Metro Council by ordinance. The amendment legislation would be accompanied by findings that demonstrate consistency with:
  - regional goals, objectives and policies;
  - statewide planning goals;
  - federal fiscal constraint requirements; and
  - Metro's adopted Public Engagement Guide and RTP amendment procedures.

- Metro has not yet had an opportunity to fully evaluate the potential impacts, if any, on federal funding, the project schedule or budget. Below is what is known at this time, recognizing that ODOT staff may have additional information:
  - The 2024-27 State Transportation Improvement Program (STIP) includes illustrative programming of the PE phase to be transparent about ODOT's intent to formally amend the 2024-27 Metropolitan Transportation Improvement Program (MTIP) and 2024-27 STIP to program funding for the PE phase of the project once the 2023 RTP is adopted by JPACT and the Metro Council. MTIP and STIP amendments to fund the project beyond the PE phase could not be processed until the future phases are amended into the RTP.
  - RMPP is preparing to begin an Environmental Assessment (EA) as defined by NEPA and is working with federal agencies and local partners to identify a Proposed Action to evaluate in the EA. Based on the EA, ODOT and federal agencies will determine that either the project has no significant impact and issue a FONSI (Finding of No Significant Impact), or that the environmental impacts of the project will be significant and an Environmental Impact Statement (EIS) must be prepared. A recent update at the Regional Tolling Advisory Committee (RTAC) noted the RMPP EA is anticipated to be published for public comment by the end of 2024. ODOT can speak to the timing for completion of the EA.
  - Some form of Federal approval is needed for the project to be implemented. Federal approval typically occurs at the conclusion of the NEPA process. If a FONSI is issued, ODOT will need to complete a Cooperative Agreement with U.S. Department of Transportation/FHWA for congestion pricing implementation under the Value Pricing Pilot Program or recently created Congestion Relief Program. Based on Metro's understanding of the NEPA process, Federal approval could not be issued until the full project is amended into the RTP constrained list. ODOT can speak to the anticipated approval process.

**4. When is the final Metro Council decision to adopt the 2023 RTP update? What happens if the JPACT and MPAC recommendations that come to Council are different?**

- Council's final action is scheduled for November 30. Council options at that time are to either:
  - Approve JPACT's recommendation as recommended by JPACT, or
  - Send back the recommendation to JPACT with a recommendation for change prior to Council approval.
- If Council does not approve JPACT's recommendation on November 30, the RTP will lapse on December 6, 2023.
- MPAC must provide a recommendation to the Metro Council, but their recommendation is not binding on the Metro Council decision on November 30.

**5.2 Resolution No. 23-5348, For the Purpose of Adopting the 2023 Regional High  
Capacity Transit Strategy (8:50 AM)**

*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, November 16, 2023

# JPACT Worksheet

**Agenda Item Title:** 2023 High Capacity Transit Strategy Adoption

**Presenter:** Ally Holmqvist, Senior Transportation Planner, Metro

**Contact for this worksheet/presentation:** Ally Holmqvist, ally.holmqvist@oregonmetro.gov

## **Purpose/Objective**

The 2023 High Capacity Transit (HCT) Strategy creates the roadmap for implementing the future network vision and renews our regional commitment to HCT as an essential tool for achieving many regional goals. The strategy calls for a system that fits within the context of communities, serves as the foundation of our regional transportation system, and provides an important tool for supporting community development. The update process reached its final milestone earlier this summer with a draft report that underwent a 45-day public review period. This memorandum describes the feedback provided during initial draft and public review earlier this summer, summarizes recommendations for changes to the final document, and reviews next steps for considering adoption of the HCT Strategy.

## **Action Requested/Outcome**

JPACT is being asked to take action regarding a recommendation for Resolution No. 23-5348 (see attachment 1) for the purpose of adopting the 2023 High Capacity Transit Strategy. Staff asks that JPACT consider making a recommendation that Metro Council approve Resolution No. 23-5348, as recommended by Metro's Transportation Policy Alternatives Committee (TPAC).

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

JPACT had the opportunity to review public comments and discuss staff recommendations for refinements to the High Capacity Transit Strategy based on those comments (listed in Exhibit B in attachment 3), as well as the content provided in Resolution No. 23-5348 (see attachment 1), Exhibit A (see attachment 2), and the Staff Report (see attachment 4) at the October 19 meeting. To reiterate, those comments expressed clear support for the high capacity transit vision and pipeline, especially in connecting regional and town centers and making transit faster and more convenient, as well as keen interest in identifying resources to implement the vision.

As described in more detail previously, many amendments to the public review draft HCT Strategy were recommended in response to the comments received. Those included adding language about the multiple tools in the transit toolbox beyond high capacity transit and accessibility considerations for trains and buses, new call-out boxes on the business case for this type of investment and opportunities for rapid bus implementation, technical edits to standardize terms and provide more clarity between transit classifications, additional appendix information for engagement survey summaries and corridor-specific planning considerations, and other minor edits for consistency, clarity and editorial purposes. Due to the technical nature of the comments received, these were all identified as consent topics. TPAC and Metro's Technical Advisory Committee (MTAC) had the opportunity to review staff's recommendations and provide comment at the October 6 and 11 review meetings.

MTAC members did not provide additional comments at the review meetings, voting by majority to recommend approval of Resolution No. 23-5348 as written at their October 18 meeting. The Clackamas County and Water & Sewer representatives voted in opposition, expressing concerns about the overall increase in high capacity corridors in the vision impacting the timing of high capacity investment in the county. Considering MTAC's recommendation for approval, Metro's

Policy Advisory Committee (MPAC) voted by majority to recommend Metro Council approve Resolution No. 23-5348 at their meeting on October 25 (with the Clackamas County representative voting in opposition).

At TPAC's October 11 meeting, the City of Portland identified additional editorial and technical edits that staff recommend be incorporated as part of the amendments accepted under comment #54 by the HCT Strategy Working Group in Exhibit C, which directs staff to "make additional technical corrections as needed". Following the October discussions, TPAC voted to recommend JPACT approve Resolution No. 23-5348 at their meeting on November 3 (with the Clackamas County representative voting in opposition). A few considerations were raised by members during discussion of the motion: some concerns about a lack of additional near-term high capacity investment corridor opportunities in Clackamas County and southwest Washington County and reflecting impacts from tolling, a desire for more tools to support the path forward for later-term corridors, and also appreciation for the vision prioritization using the right tool in the right context and for the resources within the strategy highlighting local work and actions for growing ridership.

### **Next Steps**

Metro Council will consider recommendations from JPACT and MPAC and take action regarding approval of Resolution No. 23-5348 on November 30, following a public hearing (see attachment 4).

### **What packet material do you plan to include?**

1. Resolution No. 23-5348
2. Exhibit A to Resolution 23-5348
3. Exhibit B to Resolution 23-5348
4. Staff Report to Resolution No. 23-5348

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2023	)	RESOLUTION NO. 23-5348
HIGH CAPACITY TRANSIT STRATEGY	)	
	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, transit is a central tool for implementing the region's 2040 Growth Concept, Climate Smart Strategy and Regional Transportation Plan (RTP); and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy via Ordinance No. 14-1346B, which calls for increased investment in our regional transit system in order to help meet state-required targets for reducing greenhouse gas emissions from light-duty vehicles; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone and included new and updated high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to reflect that vision; and

WHEREAS, the High Capacity Transit (HCT) Strategy is a component of the 2018 RTS; and

WHEREAS, Metro and TriMet, as a Project Management Team, created a High Capacity Transit Working Group consisting of transit, city, and county and state agency partners that met more than eight times from 2022 to 2023 to provide technical input and recommendations to the team regarding the development of a new regional HCT Strategy to be adopted concurrently with the 2023 RTP; and

WHEREAS, development of the 2023 HCT Strategy aimed to increase regional collaboration and coordination through a combination of existing and new partnerships, focused policy discussions, sound technical work, and inclusive public engagement designed to build public trust in government, build support for and momentum to adopt the 2023 HCT Strategy, and make the case for funding and investment in the region's transportation system as part of updating the vision, goals, policies and investment priorities for the region's transit system; and

WHEREAS, the 2023 HCT Strategy includes a new coordinated vision and strategy for high capacity transit in the greater Portland region, new and updated high capacity transit-related policies, and updated high capacity transit lines on the Regional Transit Network map aimed at providing a stronger backbone for the regional transit system in the greater Portland region to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region – including rising inequities, climate change and safety, affordability, public health and economic disparities intensified by the global pandemic; and

WHEREAS, the 2023 HCT Strategy updates existing transit-related policies, performance measures and actions that are described in the RTP, 2018 RTS and Climate Smart Strategy; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 HCT Strategy for public review and comment, providing a 45-day public comment period through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally recognized Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 HCT Strategy in accordance with 23 CFR 450.316 and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 8, 17 and 22, 2023; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 HCT Strategy and provided comment throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2023 HCT Strategy by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the 2023 HCT Strategy on November 30, 2023; now therefore,

BE IT RESOLVED that:

1. The Metro Council adopts the 2023 High Capacity Transit Strategy attached to this Resolution as Exhibit A as a component of the 2023 Regional Transportation Plan that complements the 2018 Regional Transit Strategy.
2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.

ADOPTED by the Metro Council this 30th day of November 2023.

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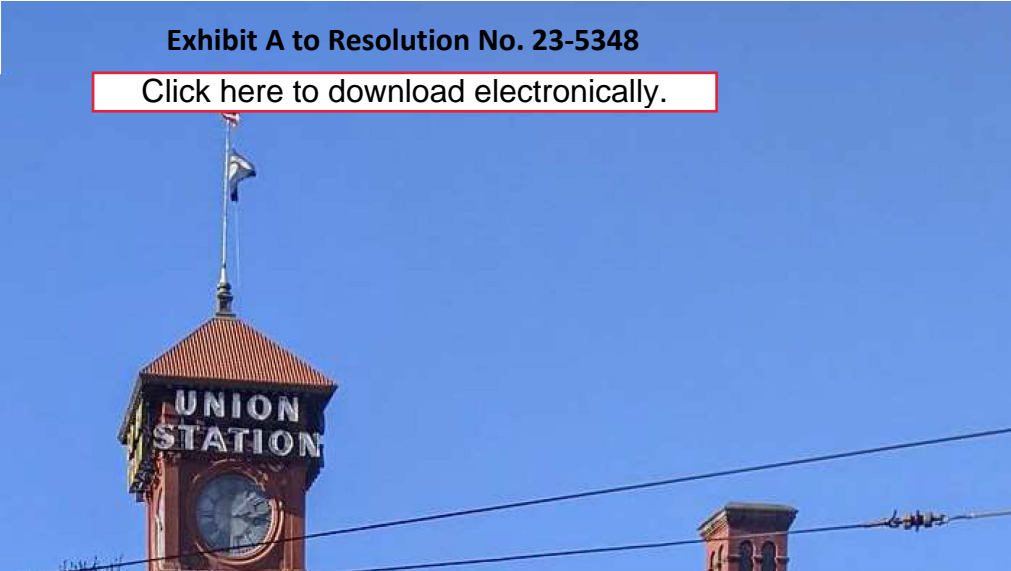
Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney





# HIGH CAPACITY TRANSIT Strategy



## TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received

(comments received 7/10/23 to 8/25/23)

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Change Recommended (Y/N/TBD)
1	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	Y	Request that the RTP be revised to show the the OR 99W and I-5 corridors as Tier 2 (HCT) corridors. The proposed High-Capacity Transit Strategy was based on modeling that does not consider trips into or out of the region, and thus underestimates the demand and need for transit in the Tualatin area and similar communities near the edges of the region. In particular, this results in a lower ‘tier’ for the OR 99W corridor and essentially missed the I-5 corridor. Several thousand employees in Tualatin commute from outside the Metro region, and we would estimate similar percentages for similar cities. If good transit service met these commuters on OR 99W near Sherwood or on I-5 near Wilsonville, they could enjoy riding transit to employers in Portland, Hillsboro, Tualatin, and the rest of the region while the region would significantly reduce overall VMT and resulting emissions. We are confident that if all trips are considered, the OR 99W and I-5 corridors would more than justify being Tier 2 corridors; we respectfully request that the RTP be revised to show them as Tier 2 corridors.	No change recommended at this time. In addition to WCCC and WCCC TAC, a working group worked closely on all of the milestones for the strategy that included representation from Washington County. Guided by the policy framework, we worked with that group of partners to develop criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: - forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); - maintains consistency with the Federal Transit Administration’s Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; - reflects the greater Portland region’s history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and - considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since the criteria and guiding policy framework were developed closely with partners, this is the basis for the technical results used to establish the tiers with room for technical adjustments. This is a different process than establishing corridors of regional priority like the funding measure did for instance, although that framework did influence the overall vision. On specific corridors of concern: WES/I-5 corridor: Initial letters we received from Tualatin and Washington County included requests to continue to consider WES for investments (still a strategic investment in project #10900 and #11751), for instance in addition to rapid bus on Hall Boulevard, and for considering improvements nearer-term. This is something we are also identifying in the forthcoming corridor-specific matrix and something for consideration for Chapter 8 in the next RTP. While there is strong community support for this corridor and good employment density, the land use demand and policies and key destinations and access for the corridor could still be strengthened. This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Additionally, the cost per rider is very high and there is an added challenge in pursuing additional federal funding on this corridor due to the fact that we have already received funding and need a very strong case for how additional funding could support more ridership and why we are confident in the outcome. This is a key reason that we have proposed additional corridor study take place to identify the correct solution(s) from the several options available. For all of the reasons above, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation.	N
2	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	N	Expresses support for the transit policies and proposed pipeline of near- and long-term regional HCT investment tiers, understanding not all of the corridors identified in the vision are ready for high capacity transit and that the region must make hard choices about prioritizing where to invest first by considering which corridors will provide the most benefit now and in the future.	No change recommended; comment expressed support for transit policies and investment tiers.	N
3	Lueb	Heidi	City of Tigard	Letter	8/25/2023	N	Expresses support for Southwest Corridor Light Rail project as a “Tier 1” near-term priority corridor.	No change recommended. Comment noted.	N
4	Lueb	Heidi	City of Tigard	Letter	8/25/2023	N	Expresses support of newly identified “Tier 3” HCT routes C4 and C6 that would provide new and improved transit connectivity to destinations and cities within Clackamas County.	No change recommended. Comment noted.	N
5	Lueb	Heidi	City of Tigard	Letter	8/25/2023	N	Expresses disappointment that “Tier 4” C2, the Pacific Highway corridor between Tigard and Sherwood, received the lowest tier ranking, but understands, and commits to working to advance the corridor along with “Tier 4” corridor, C3.	No change recommended. Comment noted.	N
6	Charles	John	Cascade Policy Institute	Letter	8/25/2023	Y	Recommends significant changes to the high-capacity transit strategy to serve job centers other than downtown Portland and support smaller services that provide better coverage throughout	No changes recommended. While the share of regional jobs accessible by transit (within 45 minutes during peak hours) is low (7%), 64% of jobs were located within walking distance of a frequent transit station.	N



Exhibit B to Resolution No. 23-5348

TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received

(comments received 7/10/23 to 8/25/23)

November 3, 2023

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <del>bold-strikeout</del> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <del>bold-strikeout</del> and <u>underscore</u> )	Change Recommended (Y/N/TBD)
							<p>the region. Argues that high-capacity transit in the region has not been successful and that Portland is not recovering from pandemic-era losses of jobs downtown.</p>	<p>The COVID-19 pandemic has reduced the central city's role and travel draw, but it is still a major center and travel destination. We've seen other centers increase in relative travel draw during this period, to a level closer to that of the central city. We also saw travel patterns change. While many more people stayed working from home, many trips to destinations besides work (e.g., services, commerce, restaurants, medical) via transit held steady. Further, we are seeing travel patterns continue to change - many people are back in the office a few days a week with more flexibility around hours that has shifted peak travel times. Ridership during the pandemic also declined the least on routes/corridors serving retail and service sector jobs and lower-income areas and areas with households with limited access to personal vehicles. Ridership is still down (about 30%) and the 2023 RTP makes more modest assumptions about ridership due to that (including that 10-30% of riders have not returned in 2025). However, ridership is anticipated to increase as service fully recovers and increases with implementation of Forward Together which also responds to changing travel patterns to increase efficiency as well as other factors (e.g., growth, transit-supportive actions, additional investment through the 2023 RTP project list).</p> <p>The 2023 RTP base year (2020) has about 82,000 jobs in the central city central business district and then an additional 75,000 jobs within the central city but outside the CBD and this number is expected to increase by 13% by 2045 to add another 30,000 jobs. So in short, the central city is still an important center for jobs and commerce. However, so are regional centers and reflecting that and enhancing key connections to these growing hubs was a key part of updates in TriMet's Forward Together service concept as well as the High Capacity Transit Strategy.High capacity transit plays an important role in connecting growing major travel centers and needs a higher level of capital investment to achieve the capacity for serving the higher number of trips along these corridors, as well as to provide comfort, convenience similar to driving to encourage mode shift. These are also important collaborative regional projects to transform corridors into transit-supportive environments.</p> <p>The High Capacity Transit Strategy reaffirms a regional commitment to improving high capacity transit service along the Beaverton to Wilsonville major travel corridor, which could include improvements to WES and/or complementary service via another mode. The strategy also affirms that additional study is needed given the unique opportunities and challenges for this corridor to identify the right solution.</p> <p>The High Capacity Transit Strategy does focus on connections to centers outside of the central city to move away from the hub and spoke system focused on the central city, to creating broader, more gridded connections between other regional and town centers in areas across the region (as identified in the 2040 Growth Concept). As mentioned previously, TriMet's Forward Together service concept shifts service emphasis from the central city to more of these centers of jobs and commerce elsewhere in the region.</p>	

**Exhibit B to Resolution No. 23-5348**  
**TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received**  
 (comments received 7/10/23 to 8/25/23)

November 3, 2023

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Change Recommended (Y/N/TBD)
								<p>The Connecting First and Last Mile Study outlined in Section 8.2.3.3 will expand on work done by partners to create a policy framework and strategy for microtransit and other local transit solutions in the region. TriMet already provides the Honored Citizen discount hop pass program which both provides reduced fare and allows for collecting of ridership information. This is supported by Transit Policy 11 in the RTP which encourages additional actions making transit affordable to those with low incomes. Metro's transit-oriented development projects opening between just between January 2021 and June 2022 will generate 260,325 additional transit trips annually. Each year, over 1.65 million more travel trips are made by transit, rather than by car, as a result of TOD program supported projects. TOD projects increase the supply of housing in areas with lower commuting costs. As needs in the region have changed, the large majority of new TOD supported projects now include affordable units. Projects opening this period provided 866 housing units, including 788 regulated affordable units. To date, the TOD program has supported construction of approximately 6,281 housing units. Of these, approximately 2,677 are set aside for households earning 60% or less than the area medium income.</p> <p>This comment has also been forwarded to TriMet for consideration.</p>	
7	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Reconcile report title with text- change "High Capacity Transit Strategy Update" references throughout to "High Capacity Transit Strategy".	Amend as requested.	Y
8	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Use FTA's defined terms to distinguish between corridor-based BRT and fixed guideway BRT. Where BRT is used to indicate fixed guideway, spell this out throughout.	Amend as requested.	Y
9	O'Brien	Tara	TriMet	Email	8/22/2023	N	No change proposed. Expressed concern that the investments/benefits described often result in costs associated with a New Starts project.	No change proposed to address this comment, but changes are proposed for the more detailed comment below. This is an important point. Even when developing a New Starts project to provide these features and investments there are many trade-offs to consider as the level of need is often much greater than the transit project can provide on its own and why equitable development strategies are important and the report focuses on investments that partners can make on a corridor ahead of the transit investment to increase readiness. However, there is also benefit to consider (and different trade-offs) in a more nimble, flexible approach (including Small Starts but also for New Starts). This is an important regional conversation and something key to work on together as part of the BRT Implementation Plan which takes the next step from the HCT Strategy to answer these questions.	Y
10	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "Definition of Rapid Bus: This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT <u>including transit priority</u> , enhanced amenities, and frequent, branded service. Rapid bus is distinct from “better bus” improvements that focus on spot treatments for speed and reliability."	Amend as requested.	Y

## TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received

(comments received 7/10/23 to 8/25/23)

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
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11	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Add to end of second paragraph: <u>The level of amenities vary depending on the type of transit project or corridor project.</u>	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments. These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y
12	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even <del>civic art</del> and commercial services."	Amend as requested.	Y
13	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "At the same time, planning for the new Southwest Corridor MAX line is <del>moving forward</del> <u>remains a priority.</u>	Amend as requested.	Y
14	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Remove FX vs Better Bus box.	Revise graphic to replace "FX" with "rapid bus". The text accompanying the graphic also already qualifies it noting that it is identifying "common treatments" to compare the difference in level of investment between rapid bus and better bus.	Y
15	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend to add "Better Bus" yellow dot to "Transit Signal Priority" and "Street Access Improvements"	Add yellow Better Bus dot to transit signal priority and add new category for "Station Access Improvements" and add Better Bus yellow dot and green rapid bus dot.	Y
16	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Clarify what is meant by "lower tier corridors".	Amend as follows: "In most cases, <del>lower tier</del> corridors in lower tiers (Tiers 3 and 4) do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term."	Y
17	O'Brien	Tara	TriMet	Email	8/22/2023	Y	10. Amend second sentence in call-out box as follows: "Additional community priorities are focused on making high capacity transit for <u>faster and more</u> comfortable to use."	Amend as requested.	Y

**Exhibit B to Resolution No. 23-5348**  
**TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received**  
(comments received 7/10/23 to 8/25/23)

November 3, 2023

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18	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "For transit investments to meet success and be utilized to its fullest potential, <u>when projects are funded through New Starts grants</u> , other elements and improvements around the transit service and infrastructure are needed; <u>projects delivered with Small Starts grants will need to be more focused on transit investments.</u> "	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments.</u> These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	Y
19	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Add table title and text below table: <u>These elements are scalable depending on the level of investments in the corridor.</u>	Amend as follows to add the following figure title: "Figure 18. Transit-supportive element details" and reconcile the following figure numbers. No change recommended to the table text- the introductory sentence for this table notes that these are all the things that can be considered as strategies through the corridor planning process.	Y
20	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "The role of community engagement... These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see. [New paragraph] These practices generally apply to larger projects with exclusive transit guideways. Smaller-scale projects will feature engagement strategies tailored to the level of investment.""	No change recommended. Community engagement strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done in partnership so that this responsibility is not solely the transit agency's responsibility.	Y
21	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: " <u>For larger projects with exclusive transit guideways</u> , developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>	Y

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								These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	
22	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "Commitment to corridor: <u>larger projects with exclusive transit guideways</u> delivers economic potential to entire corridors, and local jurisdictions should be ready..."	Amend HCT strategy page 49 to add a call-out box as follows: "High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.  These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	Y



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23	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: "However, <u>large-scale</u> HCT investments can incentivize redevelopment of property along project corridors and have historically been one of several contributors to ongoing land value and rent increases."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>  <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."</u>	Y
24	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend the first sentence of the first section as follows: " <u>For larger projects with exclusive transit guideways</u> , creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies."	No change recommended. Equitable development strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done and implemented in partnership so that this responsibility is not solely the transit agency's or transit project's responsibility. Part of this work is outlining where those opportunities and roles lie.	Y
25	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend the first section as follows: "This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks <del>and</del> to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>The level of investment will vary by project and corridor.</u> "	Amend as follows: "This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks <del>and</del> to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>Since HCT projects in the region are context sensitive, the level and types of investment are likely vary by project and corridor.</u> "	Y
26	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend third bullet under the second paragraph in the Federal Funding and Eligibility section as follows: "include features such as traffic signal priority for buses, <del>off-board fare collection, park and ride facilities, etc.</del> "	Amend as requested.	Y
27	O'Brien	Tara	TriMet	Email	8/22/2023	N	No change proposed. Expressed appreciation for including a point about opportunities vs challenges in lessons learned from early regional rapid bus implementation.	No change recommended.	N

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28	Ottenad	Mark	City of Wilsonville	Email	7/21/23	Y	Amend the HCT Strategy to include and prioritize the WES extension to Salem.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chapter 3 under transit policy 8 on page 3-117: "When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future."	N
29	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	The figure used to present the general vision (p 6) is evocative but also is a bit too general to clarify the concepts for our area. Two items of note are these: (1) we do not clarify either how we identify "regional centers" compared to "town centers" nor (2) do we identify the "regional centers" that are critical in our area. To that point, we clearly have a "central city" in Portland, but it is important to note that we now have at least three regional centers, i.e. Vancouver, Beaverton, and Hillsboro. It is unclear (perhaps arguable) whether the West Linn-Gladstone-Oregon City area is a "town center" or a "regional center" and the same can be said of Gresham-Troutdale and also the Wilsonville-Tualatin-Sherwood job triangle.	Amend the HCT Strategy to hyperlink Figure 1 to the latest 2040 Growth Concept online interactive map. Figure 1 on page 6 of the High Capacity Transit Strategy is the vision map and growth concept from <i>The Nature of 2040</i> that describes the urban design concepts in more detail developed as part of a collaborative region-wide process and with the aspirations this concept supports described in <i>Our Place in the World</i> (both available on Metro's website). As such, this map is an excerpt included in the HCT strategy (which also informed development of the strategy in considering future land use growth) but developed through a different planning effort and maintained through a different process. Though it is difficult to see in the HCT Strategy at the report scale and given the slight differences in shade used in the symbology, the differences are clear in the full size map online. Gresham, Gateway, Clackamas Town Center, Oregon City, Washington Square, Beaverton, Tanasbourne/AmberGlen and Hillsboro are all regional centers while the other areas shown in lighter purple (including Troutdale, Wilsonville, Tualatin and Sherwood among others) are town centers. Local jurisdictions have the discretion to propose redesignating and/or identifying new centers which are subject to differing requirements outlined in Metro's Regional Functional Plan and implementing documents (Urban Growth Management Functional Plan and Regional Transportation Functional Plan). Additionally, Chapter 8 of the RTP does identify future work on the 2040 refresh and this comment has been forwarded to staff working on the update.	Y
30	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	It is notable that the "Prioritized Investment" figure shows key commercial "activity" centers such as Tanasbourne/Amber Glen or Washibgton Square, but these "activity" centers are not conceptualized on the HCT Vision figure. It seems unclear whether they are what we define as "regional centers" or a category intermediate between "town centers" and "regional centers".	Amend Figure 16 to add symbology to the legend identifying the regional and town center bubbles shown on the map.	Y

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31	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	One further note is that this schematic identifies what looks like a “ring” connection of radial spokes to the regional centers, whereas our current planning vision stops short of that goal. If these newer areas are to be considered “regional centers”, then a longer term vision would seem to suggest a more complete “ring” system.	No change proposed. The first HCT Plan for light rail envisioned a more "hub and spoke" network connecting regional centers to the central city which has been largely completed (with the exception of extensions to Oregon City and Vancouver). This updated HCT strategy uses rapid bus as a tool for envisioning new connections of regional centers and town centers to expand the network.	N
32	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	The whole concept of HCT utility hinges on the identification of critical corridors. For individual travel, corridors fall into three categories: Interregional, intraregional, and local. In addition freight and commerce are other critical corridor functions. Commerce implies local business and service as opposed to interregional freight hauling. The key feature of RTP corridors is the “intraregional” aspect. All corridors of import for the RTP will have an “intraregional” function but will vary as to other functions, e.g. OR 43 is of marginal “local” and “interregional” function and essentially no “freight” value. HCT corridors are a subset of “intraregional” corridors and are those whose dominant function is for “intraregional and local” conveyance. A complete listing of all critical RTP corridors would make it easier to see how the HCT corridors fall into the overall RTP picture. As an example, Marine Drive is a critical corridor but is primarily “freight”, and so is not an HCT consideration. Hwy 26 is primarily “interregional” and so only portions of it qualify for HCT due to limited “local” access.	No change recommended. Metro's Atlas of Mobility Corridors: User Guide summarizes the different mobility functions of key regional corridors for moving cars via limited access freeways or less limited access highways, people riding transit and in need of a future high capacity solution, people riding bikes and walking and in need of a connecting trail and also freight goods. Not all corridors serve all functions. This information also informed the High Capacity Transit Strategy. Additionally, local access was a consideration in the assessment criteria for evaluating corridors and one of the reasons the transit solutions are context sensitive (looking different from one corridor to another).	N
33	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	1) It seems impractical to show corridors such as C20 as single corridors since it is unlikely there are large number of “thru” riders on this route (i.e. St. Johns to Milwaukie)...it would seem more practical to list as two connected corridors, e.g. C20A and C20B	No change recommended. Corridor C20 (St. Johns to Milwaukie via Cesar Chavez) is a longer corridor and we know given the funding cap associated with New Starts that segmentation will be a consideration, similar to other recent planning efforts. However, this would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N
34	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	2) The short “vision corridor” from Beaverton to Washington Square is not labeled.	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service, or extension of light rail. Segmentation may be a consideration for the rapid bus or light rail solutions. Both the mode and alignment extent would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N
35	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Corridor C-4 implies a new bridge over the Willamette River, a concept that has not been formally presented, and in fact, this C-4 is really 3 corridors: Clackamas to Milwaukie, Milwaukie to Lake Oswego, and Lake Oswego to Tigard/Beaverton, the point being that each of these will likely serve different riderships.	No change recommended. Corridor C4 follows the existing railroad bridge which presents a potential future rail crossing opportunity. The alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N

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36	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Lake Oswego to Tualatin is an important corridor (Boones Ferry) and is not shown...this could arguably be an HCT.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Lake Oswego to Tualatin corridor is not one identified in these plans as a major regional travel corridor as demand has not yet reached that level. However, high capacity transit is planned on the mobility corridors/major arterials identified from Lake Oswego to Tigard (C4) and then Tigard to Tualatin (C3) to create this connection. The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N
37	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	C-6 is really 2 disparate corridors with the inflection at Tualatin/Lake Grove.	No change recommended. While Corridor C6 (Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center) is long, the alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N
38	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Why is Damascus shown and without any connectivity? For completeness other non-Metro jurisdictions might be shown (e.g. North Plains, Canby, Sandy).	No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit.	N
39	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	Tualatin-Sherwood is a critical corridor for commerce and freight, though not for HCT purposes, but with job expansions might become one.	No change recommended. The Tualatin-Sherwood corridor is a mobility corridor in the atlas identified for freight and highway functions. This comment is also noted for future work.	N

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40	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Concerned that C2 (OR 99W) remains a tier 4.OR 99W serves all functions: local, inter, intra, commerce and freight.	No change recommended. In addition to WCCC and WCCC TAC, we worked closely with a working group on all of the milestones for the strategy which included representation from Washington County. Guided by the policy framework, we worked with that group of partners to develop criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: o forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); o maintains consistency with the Federal Transit Administration’s Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; o reflects the greater Portland region’s history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and o considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets then reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since we developed that criteria and its guiding policy framework closely with partners, we’re relying on its technical results to establish the tiers with room for technical adjustments. So it is a different process than establishing corridors of regional priority like the funding measure did for instance, although that framework did influence the overall vision. The Highway 99W corridor is showing both land use and employment demand, however only at the level of over 11,000 potential transit attractions in 2040 (compared to hundred thousangs for many Tier 2 corridors). Work during the transportation funding measure also identified some key corridor needs to give us a head start. But there is a lot of work to do in promoting high density land use and then time for the market to respond in implementing that and other key destinations, even considering out of region trips which in whole for this area are only about 10,000 more (not necessarily transit attractions for this corridor). This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Travel times here are also relatively good compared to other areas of the region. Again, even when considering inter-regional trips, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation. However, one key point is that the High Capacity Transit Strategy provides a pipeline prioritizing these types of transit investments by corridor. It does not apply to all transportation investments on the corridor or limit other corridor planning activities like the broader Westside Multimodal Improvements Study focused on Highway 26.	N
41	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	No “vision” corridor is shown for the Sherwood/King City/ Murray-Scholls/Hillsboro corridor...a corridor with substantial development planned. Current plans are for up to 10,000 new homes along this corridor.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Hillsboro to Sherwood corridor is not one identified in these plans as a major regional travel corridor, nor is there a continuous major arterial planned north-south as while growth is occuring it is not yet at that level of need. However, high capacity transit is planned on the mobility corridors/major arterials identified from Hillsboro to Beaverton (TV Highway) and then Beaverton to Tigard (WES/Hall Blvd) and Tigard to Sherwood (Hwy 99). The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N
42	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C-3 is evocative, but what does “in the vicinity of” imply - WES can become an effective HCT corridor only with the addition of additional trackage options (i.e. a 2nd track).	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail.	N
43	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C-17S is good conceptually, but, under a corridor functionality definition it actually becomes 2 corridors - West Linn to Sellwood Bridge, and a Sellwood Bridge to Downtown corridor.	No change recommended. The alignment extent and/or segmentation for C17S (Oregon City to Downtown Portland via Hwy 43) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N



## TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received

(comments received 7/10/23 to 8/25/23)

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Recommended Action in Response to Comment (changes shown in <b>bold-strikeout</b> and <u>underscore</u> )	Change Recommended (Y/N/TBD)
44	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C-14 - has anyone done a preliminary penciling out of the cost/benefit of a river tunnel including the potential grade implications? Of more concern is thenimportance of “through” ridership using the Central City concept which would imply that trips out of the central city are dominant. It is hard to believe this is a higher priority than many other projects such as 99W, Sherwood/Murray-Scholls/Hillsboro, or West Linn/Oregon City-Tualatin. Has a “limited stop express” concept been evaluated?	No change recommended. TriMet and Metro staff have explored the feasibility and cost/benefit of the tunnel via the MAX Tunnel Study. While the tunnel would reduce the number of stops downtown, it would still retain some subway-style stops in the central city. This was consistently the top community priority expressed in reply to surveys and tabling activities by people throughout the region. While speed is a key benefit, one of the main problems that the tunnel is a solution for is limited capacity for trains on the Steel Bridge that will not allow for the number of trains needed in the future to keep pace with anticipated growth. While express trains have some speed benefit, capacity on the Steel Bridge is still a limiting factor. Additional work to study the tunnel and Steel Bridge capacity is also included in Chapter 8 Section 8.2.3.4 Steel Bridge Transit Bottleneck Study.	N
45	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C23 would seem to be 2 distinct corridors- 155th and Farmington Road.	No change recommended. The alignment extent and/or segmentation for C23 (Bethany to Beaverton via Farmington/SW 185th) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N
46	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Given recent plans by SMART to supplement C-3 and C-6; it would seem a corridor along I-5 might be conceptualized.	No change recommended Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) is representative and not a final alignment. The representative alignment follows WES- the infrastructure existing today- but the HCT solution could be upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail. Those options would all be slightly different routes between Beaverton and Wilsonville and could include an alignmen paralell to I-5.	N
47	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C22S seems odd in that C-29 already exists...is this really higher priority than C-2 (Hwy99W) or C26?	No change recommended. In line with the High Capacity Transit Strategy policy framework Corridor C22S PCC Sylvania to Downtown Portland via Capitol Hwy provides a more direct connection to the college campus and is an alternative to the shuttle connections planned as part of Southwest Corridor. Even with Southwest Corridor, due to the school the demand projected for this corridor is high and higher than Tier 3 and 4 corridors. Additionally, there is already a bus priority lane pilot along this corridor. This connection does need further study along with Southwest Corridor as far as feasibility and phasing and will be reconsidered with regional discussion again in the 2028 Regional Transportation Plan.	N
48	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	It is notable that PDX is not shown, although Washington Square and Clackamas TC are shown. Although we already have MAX to PDX, in the future, HCT connection to regional rail, perhaps in Oregon City, might be a useful concept and better connectivity to Clark County might be important	No change recommended. PDX airport was considered along with other major employers and job centers, as well as medical centers and affordable housing when developing the High Capacity Transit Strategy vision and prioritized pipeline. Rather than show all of these, the vision map focuses on centers which are the key element guiding the network concept in the policy framework. The full transit network map in the 2023 RTP does show employment areas and air terminals as well.	N
49	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	I also wonder whether we should consider, in some other category, some of the other connections such as North Plains to Hillsboro, Newberg to Sherwood, Canby to Oregon City, Woodburn to Wilsonville/Tualatin, and Damascus to Clackamas. Because Vancouver has become an important “regional center” some further discussion might be useful on the connections between the two HCT systems.	No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs).	N

## TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received

(comments received 7/10/23 to 8/25/23)

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								<p>While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit.</p> <p>Two connections to Vancouver's growing rapid bus system (Mill Plain, 4th Plain, Hwy 99) are envisioned in the strategy: 1) an extension of the yellow line downtown (planning underway with Interstate Brige Project) and 2) a connection across I-205 (anticipated to connect but shown conceptually to not yet assume a connection point as C-TRAN continues to plan and build the network).</p>	
50	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Add a short section devoted to explaining that HCT is a critical, but not the only, element in the system, and that transit connectivity, i.e. "reaching many interconnected destinations" and "last mile connections" are also part of the overall system and supplemental to the HCT system.	Amend page 29 of the High Capacity Transit Strategy following Figure 13 as follows: " <u>As illustr</u>	N
51	Shepley	David	Community member	Online Comment Form	7/22/2023	N	No change proposed. Expressed support for corridor C17S Oregon City to Downtown Portland via Hwy 43 within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C17S is included in the HCT Strategy vision.	N
52	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	N	No change proposed. Expressed support keeping the Southwest Corridor Light Rail Plan in Tier 1. We shared many comments with Metro while this plan was being developed, and hope Metro will fund station access projects such as the sidewalks and bike paths on SW Taylors Ferry Road in the near future.	No change proposed. Comment noted.	N
53	Holmqvist	Ally	Metro Staff		8/8/23	Y	Amend Appendix A to add the High Capacity Transit Community Vision Survey Summary and OPAL Community Survey Results. These summaries were not yet available at the time the HCT Strategy Public Review Draft was released.	Amend as requested. The outreach summarized informed development of the HCT Strategy Public Review Draft and the Engagement summary and these documents are now available to attach for documentation of additional detail.	Y
54			HCT Strategy Working Group	Working Group Meeting #7	7/17/2023	Y	Amend Appendix F of the HCT Strategy to update the corridor titles and descriptions to add the corresponding corridor map ID and identify the locations of planned and implemented transit priority lanes (including Rose Lane projects). Make additional technical corrections as needed.	Amend as requested.	Y



TPAC Recommendation to JPACT and MPAC Recommendation to Council on Comments Received  
(comments received 7/10/23 to 8/25/23)

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
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55	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	Y	Requests additional clarification on the definition of "high capacity" transit, including a quantitative definition of the number of passengers such transit can move per hour.	No change recommended. There is a definition of high capacity transit on page G-16 of the 2023 Regional Transportation Plan Glossary that provides more information on the capacity level by mode. Additionally, Figure 3-28 on page 3-109 provides relative information on level of capacity by high capacity transit mode and the supportive density required. Further, the description under Transit Policy 7 on page 3-115 provides more information on the elements that make transit high capacity which include a mix of vehicle size, frequency, service span, roadway priority and station and vehicle efficiency improvements. These are also described in more detail in the High Capacity Transit Strategy which also notes while streetcar and commuter rail contain many of these elements, there are additional improvements needed to make these modes truly high capacity (e.g., frequency, span, speed). Together, this framework identifies that to be high capacity in its highest form, transit must have a larger vehicle than a standard bus to hold more people, strive for better frequencies than 15 minutes (ideally 10 or less), have a schedule operating most of the day (no not just people throughput per hour but per day), have as much priority as possible (ideally fully dedicated space to run) and more efficient, comfortable, convenient stations. While together this is the goal, there is some flexibility to allow for context-sensitive implementation and flexibility for retrofits, particularly within the different definitions established by the Federal Transit Administration.	N
56	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	N	Requests that ongoing coordination occur between the Gateway to Clark County project identified in the High Capacity Transit strategy and planned transit strategy updates in Clark County.	No change recommended. Ongoing bi-state coordination will occur as the High Capacity Transit Strategy is implemented following the adoption of the 2023 RTP and as part of future RTP updates and updates to the Clark County High Capacity Transit Strategy.	N

## **STAFF REPORT: IN CONSIDERATION OF RESOLUTION NO. 23-5348 ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY**

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Date: November 9, 2023  
Department: Planning, Research and Development  
Meeting Date: November 30, 2023

Presenters: Catherine Ciarlo, Director  
Planning, Development & Research  
Department  
Ally Holmqvist, Senior Transportation  
Planner

Prepared by: Ally Holmqvist, Senior  
Transportation Planner

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### **ISSUE STATEMENT**

The 2023 Regional Transportation Plan (RTP) update recognizes that we are at a pivotal moment as the greater Portland region continues grow – steadily, diversely, and differently – in the face of challenges including climate change, systemic racism and inequity, job accessibility (e.g., jobs/housing balance, travel time and reliability), and affordability, and changing travel and commerce in the wake of the pandemic. If we want to become the region we envisioned in our 2040 Growth Concept, Climate Smart Strategy, and 2018 Regional Transportation Plan and Regional Transit Strategy we must continue improving transit’s accessibility, frequency, convenience, and reach.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving that helps minimize congestion as our region continues to grow which is critical to meeting our climate and equity goals. High capacity transit is the backbone of the 2040 Growth Concept and Climate Smart Strategy, as well as the transit network vision in the Regional Transportation Plan which is a key tool for implementing these foundational regional documents. That vision includes connecting the central city and regional and town centers across the region through high capacity transit – linking people to hubs of commerce and supporting development in dense areas with a mix of housing and jobs to support healthy, equitable communities and a strong economy.

The High Capacity Transit (HCT) Strategy, a component of the Regional Transportation Plan (RTP), is the framework for guiding regional high capacity transit system investments – categorizing corridors where a higher quality of service would most benefit the most people. The update brought together greater Portland partners and community members to expand and renew our shared vision for investing in a high capacity transit system that serves everyone. It re-assessed and re-evaluated the region’s high capacity transit system to address new policy questions around the future of high capacity transit in our region, re-envisioned the regional high capacity transit network with rapid bus, and built on the previous work done identifying community priorities to create a “pipeline” of corridor investments in the region competitive for federal funding. This pipeline provides the roadmap to realizing our vision for the future of high capacity transit in the region, clearly

identifying where we need to focus efforts next to build in a way that advances regional goals and priorities.

By updating our strategy for high capacity transit, we have envisioned a stronger backbone for the network that will set the stage for future work to look at potential solutions improving its connections.

### **ACTION REQUESTED**

Consider resolution No. 23-5348 for the purpose of adopting the 2023 High Capacity Transit Strategy.

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

1. Approve Resolution No. 23-5348 as recommended by JPACT and MPAC.
2. Approve Resolution No. 23-5348 with changes.
3. Do not recommend approval of Resolution No. 23-5348, and refer back to JPACT.

### **RECOMMENDED ACTION**

Staff recommends Metro Council approve resolution No. 23-5348 as recommended by JPACT and MPAC.

### **ANTICIPATED EFFECTS AND BUDGET IMPACT**

The following are anticipated effects of this action:

- Staff will produce a final 2023 High Capacity Transit Strategy that reflects recommended changes identified in Exhibit B to Resolution No. 23-5348.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated transit vision and policies adopted in the 2023 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local Transportation System Plan updates.
- The 2023 High Capacity Transit Strategy will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.

No additional financial impact is anticipated beyond the adopted budget.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

#### **Regional Policy Context**

Consistent with the policy context, the update to the HCT Strategy was also informed by, coordinated with, and developed to be consistent with other recent regional study, planning efforts and/or work underway.

**Table 1. Regional Policy Context for the HCT Strategy**

<b>Plan</b>	<b>High Capacity Transit Policy Context</b>
<b>2040 Growth Concept</b>	<p>High capacity transit is a key element of connecting the central city and regional centers like Gresham, Clackamas and Hillsboro as envisioned in the land use plan. The HCT Strategy supports implementation of the 2040 Growth Concept and expands the role of high capacity transit to connecting regional and town centers as well.</p>
<b>Climate Smart Strategy (CSS)</b>	<p>The CSS provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives. The HCT Strategy implements the policies and strategies identified in the Climate Smart Strategy to provide more transportation choices and supports transitioning to a net zero clean fleet to reduce greenhouse gas emissions to meet state, regional, and local climate goals. The CSS also includes near-term actions for Metro and partners related to high capacity transit that are forwarded by the HCT Strategy, including:</p> <ul style="list-style-type: none"> <li>• Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and</li> <li>• Expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.</li> </ul>
<b>2023 Draft Regional Transportation Plan (RTP) Update</b>	<p>Key policy focus area work and updates completed as part of the 2023 Draft RTP update also informed the HCT Strategy:</p> <ul style="list-style-type: none"> <li>• 2020 Equity Focus Areas and High Injury Corridor Designations,</li> <li>• Regional Mobility Policy,</li> <li>• Safe and Healthy Urban Arterials Policies,</li> <li>• Affordability and Anti-Displacement Policies, and</li> <li>• Equitable Finance Strategies.</li> </ul>
<b>Regional Transit Strategy (RTS)</b>	<p>Key focus areas of the RTS vision include high capacity transit investments, such as light rail and bus rapid transit. The RTS also identified many actions for Metro and partners to take in supporting those focus areas that are forwarded by the HCT Strategy, including:</p> <ul style="list-style-type: none"> <li>• Invest in High Capacity Transit corridors;</li> <li>• Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers; and</li> <li>• Design transit streets to prioritize curb access for transit vehicles and minimize conflicts with other modes.</li> </ul>

<b>Regional Framework Plan, the Urban Growth Management Functional Plan, and the Regional Transportation Functional Plan</b>	<p>The HCT Strategy implements the goals and policies of the Regional Framework Plan, the Urban Growth Management Functional Plan (Title 6: Centers, corridors, Station Communities and Main Streets) and the Regional Transportation Functional Plan (Section 3.08.120 Transit System Design).</p>
<b>Other Regional Plans</b>	<p>The HCT Strategy was informed by other regional efforts either completed or currently underway:</p> <ul style="list-style-type: none"> <li>• Mobility Corridors Atlas,</li> <li>• Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework,</li> <li>• Southwest Corridor Equitable Development Strategy and Locally Preferred Alternative,</li> <li>• Division Transit Locally Preferred Alternative,</li> <li>• Designing Livable Streets and Trails Guide,</li> <li>• Regional Framework for Highway Jurisdictional Transfer</li> <li>• Regional Congestion Pricing Study,</li> <li>• Transportation System Management and Operations Strategy,</li> <li>• Tualatin Valley Highway Corridor Study,</li> <li>• 82<sup>nd</sup> Avenue Corridor Study,</li> <li>• Transit-Oriented Development Strategic Plan,</li> <li>• Emerging Transportation Trends Study, and</li> <li>• Climate Smart Strategy Update.</li> </ul>
<b>State Plans</b>	<p>The HCT Strategy is consistent with and implements the goals of the following statewide goals and plans:</p> <ul style="list-style-type: none"> <li>• Oregon Transportation Plan (OTP),</li> <li>• Oregon Public Transportation Plan (OPTP), the transit modal plan of the OTP,</li> <li>• Oregon Transportation Options Plan, and</li> <li>• Transportation Planning Rule (TPR), Chapter 660, Division 12.</li> </ul> <p>The HCT Strategy was also informed by the Oregon State Rail Plan and Implementation Plan and Oregon Passenger Rail Development Plan.</p>
<b>Transit Agency Plans</b>	<p>The HCT Strategy is consistent with the future transit plans and strategies defined by transit agencies in:</p> <ul style="list-style-type: none"> <li>• TriMet: Forward Together, Unified Service Enhancement Plans, Reimagining Public Safety and Security Plan, Better Bus/Enhanced Transit Concept Analysis, Coordinated Transportation Plan for Elderly and People with Disabilities, Pedestrian Plan, Equity Lens/Index, Red Line MAX Extension Transit-Oriented Development &amp; Station Area Planning;</li> <li>• SMART: Transit Master Plan and Bus on Shoulder Pilot;</li> <li>• City of Portland: Portland Streetcar System Concept Plan and Strategic Plan;</li> <li>• Clackamas County: Transit Development Plan; and</li> </ul>

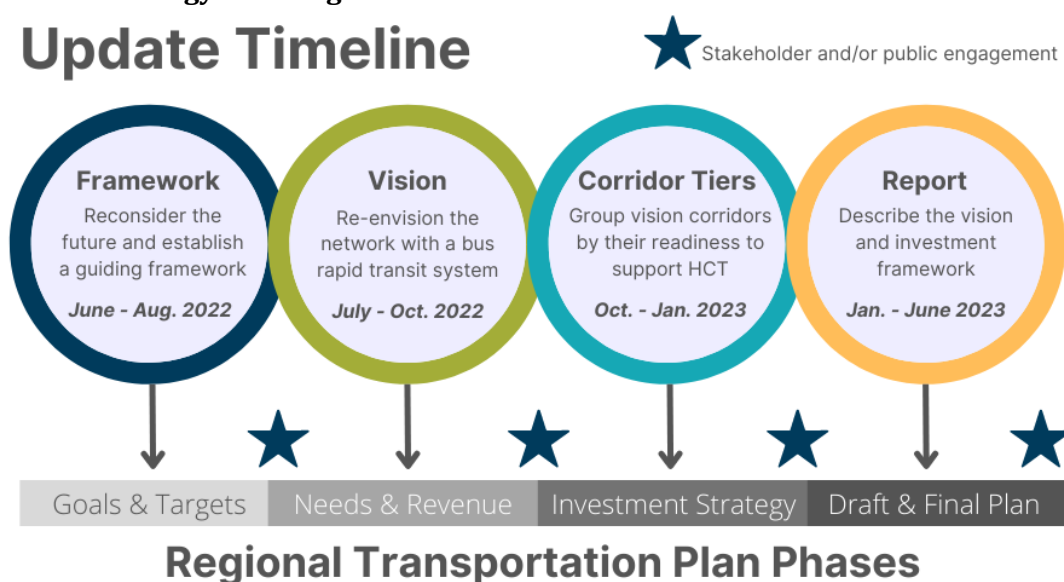
	<ul style="list-style-type: none"> <li>Washington County Transit Study (anticipated 2023) and Transit Development Plan.</li> </ul>
<b>Other Agency Plans</b>	<p>The HCT Strategy was informed by other regional efforts either completed or currently underway:</p> <ul style="list-style-type: none"> <li>Clackamas County: Clackamas to Columbia Corridor Plan,</li> <li>Southwest Washington Regional Transportation Council: Clark County High Capacity Transit System Study,</li> <li>City of Hillsboro: Sunset Highway Corridor Study, and</li> <li>City of Portland: Enhanced Transit Corridors Plan and Transit and Equitable Development Assessment.</li> </ul>

### Planning Process and Community and Stakeholder Engagement

The 2023 HCT Strategy [update](#) was led by a project management team including staff from Metro’s Planning, Research and Development, Investment Areas and Land Use and Development Departments and TriMet’s Mobility, Planning and Policy and Major Projects Divisions. That team met regularly with a Transit Working Group that included partner representatives from SMART, Portland Streetcar, City of Portland, Clackamas County, Multnomah County, Washington County, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. Metro staff also engaged other regional transit providers and interested organizations throughout the update.

The update process included four key phases from June 2022 to November 2023 with staff returning to Metro Council and advisory committees, stakeholders and community for guidance to inform each milestone. This work plan and supporting public engagement approach were developed to align with the timeline, key milestones, and engagement efforts for the 2023 RTP.

**Figure 1. HCT Strategy Planning Phases and Process**



For the first phase of the update, input collected through 2023 RTP scoping process as well as recent transportation related engagement over the last five years informed development of the HCT policy framework. Contracts with community based organizations coordinated with the 2023 RTP supported involving community members from communities of color, youth and people with disabilities, who have been historically underrepresented in decision making and are more likely to rely on transit in subsequent phases of the update. Surveys, focus groups and forums, formal consultations, interviews and public events conducted individually or in partnership with other transportation planning efforts then rounded out the broader engagement activities supporting the update (see [Appendix A](#) to the 2023 HCT Strategy and [Appendix D](#) to the 2023 RTP include more information).

**Table 2. HCT Strategy Update Public and Stakeholder Engagement**

<b>Activity</b>	<b>Events</b>
Public Online Surveys	<ul style="list-style-type: none"> <li>2 Surveys as part of an RTP survey (summer 2022 and summer 2023)</li> <li>1 HCT online open house and survey (winter 2022-2023)</li> </ul>
Focus Groups and Forums	<ul style="list-style-type: none"> <li>3 Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events)</li> <li>2 Meetings with Clackamas County Small Transit Providers</li> <li>2 Meetings with TriMet's CAT</li> <li>3 Meetings with TriMet's TEAC</li> <li>2 Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN)</li> <li>2 Meetings with Washington County Chamber of Commerce Transportation Task Force</li> <li>1 Meeting with the Portland Business Alliance</li> <li>1 Business Focus Group (with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance)</li> <li>1 Small Business Focus Group with ATROI</li> </ul>
Partnerships with Community-Based Organizations	<ul style="list-style-type: none"> <li>21 Interviews led by Unite Oregon</li> <li>1 Focus group led by Centro Cultural</li> <li>2 Focus groups led by Verde: one with adults and one with youth</li> <li>1 Survey led by OPAL Environmental Justice Oregon</li> </ul>
Public Tabling Events with TriMet's <i>Forward Together</i>	<ul style="list-style-type: none"> <li>5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Nieri, and Fairview City Hall</li> <li>2 Events in Clackamas County: CCC Harmony (2 events)</li> <li>3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust</li> </ul>
2023 RTP Formal Consultations	<ul style="list-style-type: none"> <li>4 Meetings with federal, state and regional agencies</li> <li>6 Meetings with Tribes</li> </ul>



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Advisory Committee Meetings	8	HCT Working Group meetings
	5	Meetings with WCCC TAC
	5	Meetings with WCCC
	5	Meetings with CTAC
	4	Meetings with C4
	5	Meetings with EMCTC TAC
	5	Meetings with EMCTC
	3	Meetings with CORE (2023 RTP)
	5	Meetings with TPAC
	5	Meetings with MTAC
	5	Meetings with JPACT
	4	Meetings with MPAC
	4	Metro Council Work Sessions

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The draft 2023 HCT Strategy was released for the 45-day public comment period on July 10, 2023. The HCT Strategy will be finalized to reflect recommended changes from the public comment period, as shown in Exhibit B to this resolution.

### **HCT Strategy as a Component of the 2023 RTP**

The 2018 RTP and Regional Transit Strategy (RTS) incorporated the 2009 HCT Plan (2009) – identifying projects currently underway, upcoming, and to be completed in the future based on many factors including how “ready” they were to begin construction. The updated draft 2023 HCT Strategy complements the RTS and is a component of the RTP that is reflected through associated policies, the Regional Transit Network Vision (functional network classifications and identified network corridors), HCT Assessment and Readiness Criteria, the List of Fiscally Constrained and Strategic Capital Projects, and the Major Transit Programs and Projects and Project Development descriptions in Chapter 8.

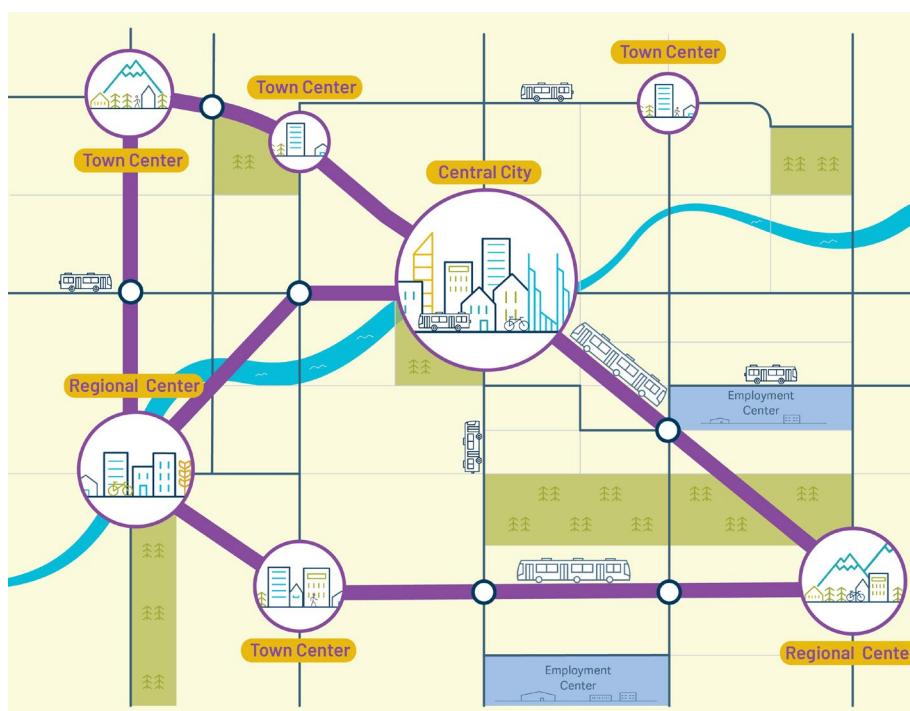
High capacity transit is critical to implementing the RTP investment priorities that support the 2040 Growth Concept’s blueprint for the future – equity, climate, safety and mobility. The 2040 Growth Concept set forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit. The High Capacity Transit Strategy expands this vision to include connecting town centers like Milwaukie, Troutdale, and Sherwood along corridors. This vision is reflected in revised:

***“Transit Policy 7: Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.”***

Then the RTP goes further to include regional transit along most arterial streets to better serve existing and growing communities, which is reflected in revised:

***“Transit Policy 5: Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.***

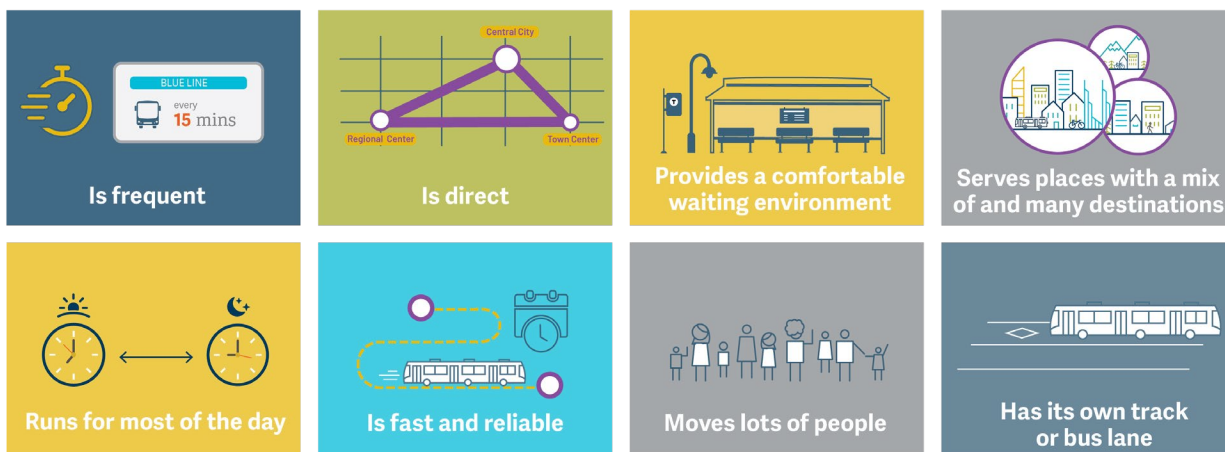
**Figure 2. Regional Transit Network Concept**



Beyond its role, the high capacity transit policy narrative describes the elements that make the classification “high capacity”. High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. This type of service carries more transit riders more quickly, efficiently and comfortably than local, regional and frequent service transit lines through both a level of enhanced amenities and transit priority. Enhanced amenities refer to features that make high capacity transit more efficient, convenient, and comfortable: vehicles that are larger and allow boarding from all doors, transit centers and stations with near-level boarding, and frequent service (striving for frequencies of 10 minutes or better during the peak hours and 15 minutes during off peak hours). It also refers to transit centers and stations with covered waiting shelters, benches, schedule and real-time bus and train arrival information and special lighting. Other amenities could include ticket machines, restroom facilities, bicycle parking (e.g., bicycle stations or bike & rides), civic art and commercial services. Enhanced priority investments refer to dedicated tracks or lanes in the street that improve speed and/or reliability, getting people to destinations faster and on-time. High capacity transit operates on a fixed guideway or within an exclusive right-of-way on tracks or in the street, to the greatest extent possible.

**Figure 3. Elements of the HCT Classification**

## High Capacity Transit...



Similarly, the difference in the role of better bus and the features its classification includes (compared to high capacity transit) are also described with greater clarity in updated:

***“Transit Policy 6. Make capital and operational improvements in key locations and/or corridors to improve transit speed and reliability for frequent service.”***

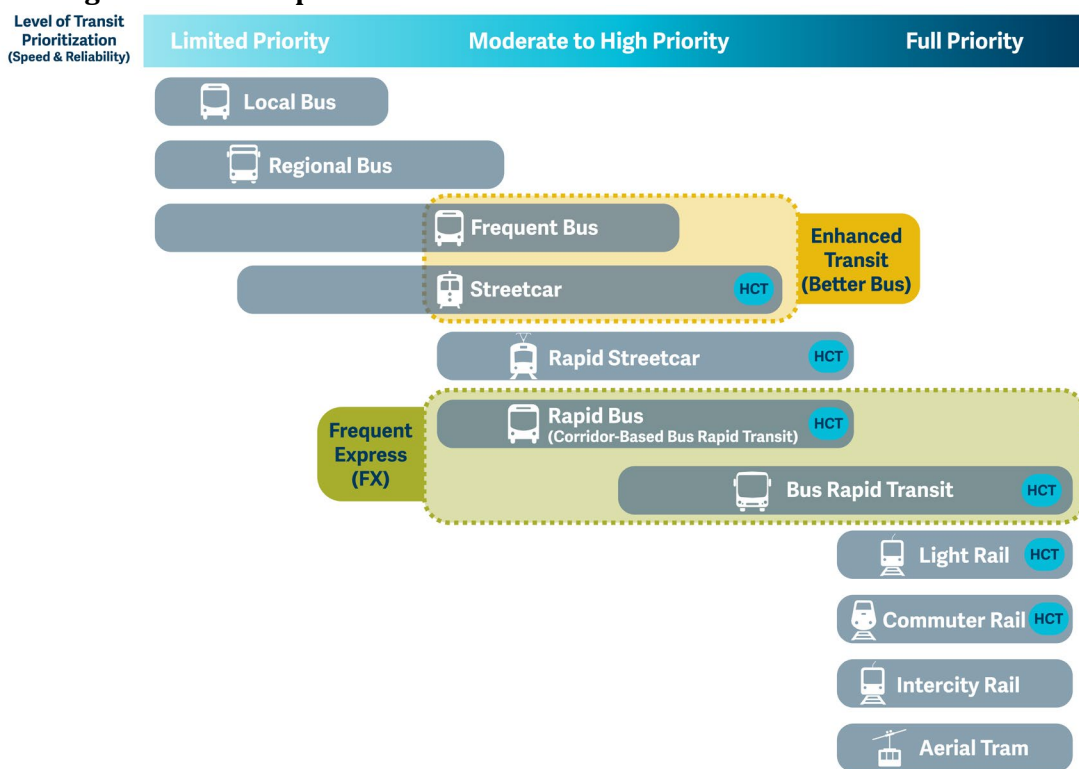
The policy framework for the HCT Strategy also supports better bus investments nearer-term for those Tier 3 and 4 corridors with investment beyond the 2023 RTP timeframe.

**Figure 4. Better Bus treatments to Enhance Frequent Transit Service**

Regional	Hotspot
Bus on shoulder	Dedicated bus lane
Transit signal priority and signal improvements	Business access and transit (BAT) lane
Headway management	Intersection queue jump/right turn except bus lane
Corridor	Transit-only aperture
Level boarding	Pro-time (peak period only) transit lane
All door boarding	Multi-modal interactions
Bus stop consolidation	Curb extension at stops/stations
Rolling stock modification	Far-side bus stop placement
Transit signal priority and signal improvements	Street design traffic flow modifications

Adjustments to the defining roles and elements for high capacity transit and better bus are also reflected in the Regional Transit Spectrum, representing the transit system classifications and the different modes that they include. High capacity transit includes light and commuter rail and rapid bus and streetcar. Streetcar plays a special role in extending the reach of the high capacity transit network by facilitating mobility as a circulator within major centers. While it includes many of the elements, because it shares space in the roadway with general traffic it still needs better bus-type treatments that give it speed and priority to be “high capacity”. So better bus treatments may be applied to frequent bus or streetcar. Similarly, commuter rail also has many of the elements already, but needs additional frequency outside of commute hours to be “high capacity”.

**Figure 5. Regional Transit Spectrum Network Classifications**



The broader transit policy framework includes other policies directly relevant to identifying and prioritizing HCT investments that were updated based on the policy context outlined above and subsequent discussions to address: system quality, equitable investment, and climate change:

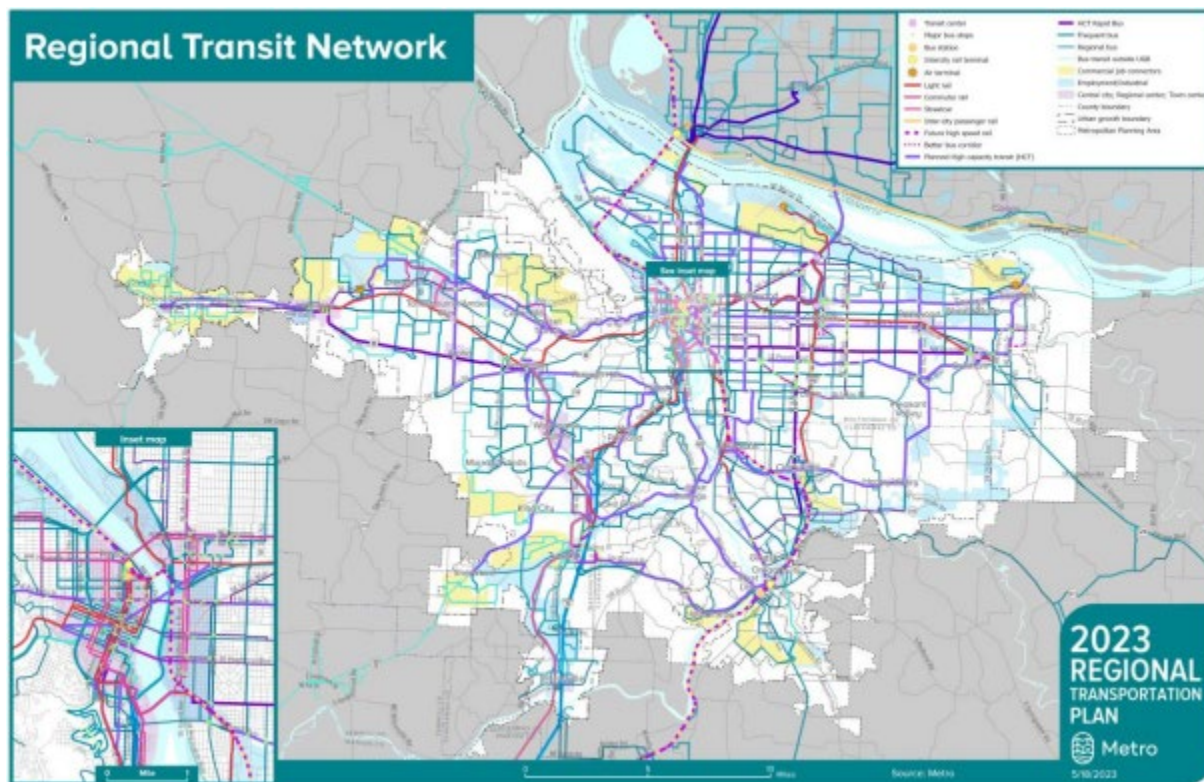
***“Transit Policy 1*** *Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.*

***“Transit Policy 2*** *Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.*

***“Transit Policy 3*** *Create a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.”*

These policy topics are also key criteria within the HCT Assessment and Readiness Criteria Process, which combined with the policy context, informed development of the regional high capacity transit network vision – both the corridors connecting regional and town centers included and the tiers that organize them. That updated HCT network vision has been reflected in the broader regional transit network vision in the 2023 RTP.

**Figure 6. Regional Transit Network Vision**



This pipeline also guided projects in the List of Fiscally Constrained and Strategic Capital Projects in the 2023 RTP. HCT projects for Tier 1 corridors are included within the 2030 and 2045 financially-constrained investment strategies and HCT projects for Tier 2 corridors are included within the 2045 strategic investment strategy. Additionally, the investment strategies also include better bus projects that help grow transit along HCT corridors to improve their readiness for this type of investment in the future.

**Figure 7. HCT Capital Projects in the 2023 RTP Investment Strategies**

<u>2030 Financially-Constrained</u>		E	C+R	S	M	Ec
<b>HIGH CAPACITY TRANSIT</b> Larger-scale capital projects that include new and expanded MAX, bus rapid transit, streetcar, or commuter rail service.	82nd Avenue Transit Project [12029] \$300M	●	●	◐	●	●
	MAX Red Line Improvements [10922, under construction] \$68M	●	◐	○	●	●
	Montgomery Park Streetcar [11319] \$80M	●	●	○	●	●
	Southwest Corridor [PD] [12322, 12301] \$6M	●	●	◐	●	●
	Tualatin Valley Highway Transit Project [11589] \$300M	●	●	◐	●	●
<u>2045 Financially-Constrained</u>		E	C+R	S	M	Ec
<b>HIGH CAPACITY TRANSIT</b>	I-5/Interstate Bridge Replacement Program [10866] \$6B	◐	◐	●	◐	●
	Southwest Corridor [PD, PE, RW] [12292, 12300] \$876M	●	●	●	●	●
	Steel Bridge Transit Bottleneck [PD] [12050] \$68M	●	●	◐	●	●



	2045 Strategic	E	C+R	S	M	Ec
HIGH CAPACITY TRANSIT	AmberGlen/N. Hillsboro Streetcar [11278, 11573] \$261M	●	◐	○	●	●
	Beaverton-Hillsdale Highway Corridor HCT [12290] \$163M	●	●	◐	●	●
	Burnside/Stark Corridor HCT [12286] \$163M	●	●	◐	●	●
	Forest Grove HCT [10771] \$68M	●	◐	○	●	◐
	Johns Landing Streetcar [11639] \$150M	◐	●	○	●	●
	Lombard/Cesar Chavez Corridor HCT [12288] \$163M	●	●	◐	●	●
	Martin Luther King Jr. Corridor HCT [12287] \$163M	●	●	◐	●	●
	NW Lovejoy to Hollywood Streetcar Extension [11102] \$159M	●	●	◐	●	●
	Southwest Corridor [CON] [11587] \$4B	●	●	◐	●	●
	Steel Bridge Transit Bottleneck [CON] [10921] \$5.7B	●	◐	○	◐	●
	Sunset Highway Corridor HCT [11912] \$114M	●	●	◐	●	●
	SW 185th Corridor HCT [12289] \$163M	●	●	◐	●	●
	WES Expansion to Salem [11751] \$34M	◐	●	○	◐	●

Then beyond the improvements included in the 2023 RTP, the HCT Strategy also includes additional transit-supportive actions and recommended strategies for creating an environment that encourages transit ridership so that these large capital investments are successful, beneficial to communities, and utilized to their fullest potential.



Finally, the HCT Strategy recognized the need for future work to support successful implementation of the project pipeline established in the network vision. Chapter 8 of the 2023 RTP describes additional work to be done prior to the next plan cycle on a bus rapid transit implementation plan. The plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how Frequent Express (FX) investments can enhance existing and future frequent bus service corridors to serve our region's goals. It will identify a network of BRT routes, prioritize routes for implementation, and identify potential regional funding strategies.

## **ANALYSIS/INFORMATION**

**Known Opposition.** None known.

**Legal Antecedents.** Several federal, state and regional laws relate to this Action.

Federal regulations:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.
- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan and Oregon State Rail Plan
- Oregon Clean Air Act State Implementation Plan (SIP)
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44)
- Governor's Executive Order 20-04 on Climate Change, signed in March 2020.

Metro Council actions include:

- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 16-4708 (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.



- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- Resolution No. 18-4915 (For the Purpose of Approving the Southwest Corridor Light Rail Preferred Alternative), adopted by the Metro Council on November 15, 2018.
- Ordinance No. 21-1457 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.
- Resolution No. 22-5255 (For the Purpose of Adopting the Work Plan and Engagement Plan for the 2023 Regional Transportation Plan Update), adopted by the Metro Council on May 5, 2022.

Materials following this page were distributed at the meeting.

**From:** [Denyse McGriff](#)  
**To:** [Legislative Coordinator](#)  
**Cc:**  
**Subject:**  
**Date:**

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The Regional Transportation Plan is supposed to be the blueprint to guide investments for motor vehicle, transit, bicycle and walking- all means of transportation. The plans also addresses the movement of goods and freight throughout the Metro region. The plan identifies the three counties transportation needs and priorities for investment in all parts of the system with the funds the region expects to have available over the next 25 years to make those investments a reality.

Part of the RTP is based on flawed information regarding the I-205 corridor from the Oregon Department of Transportation. Over the last five years, the City of Oregon City has participated in the various processes and outreach efforts created by ODOT with little or no answers to our questions and ongoing concerns.

It is suggested that the( regarding the I-205 corridor) PE phase of the plan be on the constrained list and move all other phases to the strategic list. There are still so many unknowns such as costs and a flawed outreach process to name a few.

Thank you for the opportunity to comment.

*Denyse C. McGriff*



**Denyse C. McGriff**  
**Mayor**  
[dmcgriff@orccity.org](mailto:dmcgriff@orccity.org)  
City of Oregon City  
PO Box 3040  
625 Center Street  
Oregon City, Oregon 97045

November 15th, 2023

**Subject: RTP - RMPP Comments from West Linn Mayor Rory Bialostosky**

Dear members of JPACT, I am writing these comments regarding the Regional Transportation Plan in support of the proposed amendment by MPAC to separate the Regional Mobility Pricing Project phases given its scale and gravity for our region along with our experience with the I-205 project engagement process. I wanted to take some time to address some of the points made in an unsigned memorandum from ODOT.

Let's be clear about the choice before you today. ODOT is asking you to ignore a recommendation passed by MPAC— a body that represents local governments and the public—that would allow policymakers and the public at large to require ODOT to undertake a more rigorous public process to accompany this major, precedent-setting, life-altering project. It would also allow us all more time to seek answers to key questions that inhibit our ability to understand the full impacts and breadth of this proposal.

I am struck by ODOT's words used in their unsigned memorandum:

“The public deserves to see a transparent process and a clear picture of the region's future, including the congestion impact of removing RMPP from the region's 20-year plan, before a decision is made.”

This statement begs the question: **Do we have a clear enough picture of the region's future with the RMPP to justify including the project in the RTP for full authorization?** ODOT chooses not to address this question. Key basic information remains unprovided to regional stakeholders, and the only precedent we have (the smaller I-205 Project engagement process) has been lackluster, to the point where I hope each member of this committee pauses to ponder this question. The answer in my view is no.

**The RMPP Itself is Unprecedented**

ODOT decries the separation of the implementation and engineering phases of the RMPP as unprecedented. But remember that the RMPP is unprecedented itself. The same argument could be made for saying that it is unprecedented to include a project of this scale and impact in the RTP as “just another project on the list.” Tolling all lanes of I-5 and I-205 for 42 miles of freeway in our metropolitan area has never been done before. This project will alter the lives of all of our constituents. It deserves special scrutiny, and for ODOT to cry foul that regional leaders at the MPAC table have recognized this is disrespectful to these processes.

**Key questions remain unanswered that regional leaders and the public deserve to know prior to authorizing the RMPP to be implemented.**

This is our last chance as a region to seek these answers before ODOT receives the green light to move forward with its NEPA process. Once ODOT is able to secure authorization from Metro

and the tens of millions of more dollars are spent on construction costs and consultant fees to execute the NEPA process, they will tell you it is too late to stop the train.

Key questions that remain unanswered include:

- How much are tolls going to cost our residents? We don't know. ODOT won't tell us.
- On what will toll revenue be spent? We have little certainty. OTC stated that revenue would stay in the "corridor", but corridor is undefined. In fact, the federal law that ODOT is using will allow them to spend toll revenues collected from our communities for purposes all across the state if ODOT simply "certifies annually that the tolled facility is being adequately maintained." 23 US Code Section 129 Subsection 3. Is this part of ODOT's plan to address maintenance shortfalls in other areas?
- Will toll revenue be shared with local governments? We don't know. ODOT says that revenue sharing with cities and counties is not legal per the above federal law.
- How much revenue would be generated? Is it going to be enough to cover the costs of projects that are important to the region? We don't know.
- ODOT speaks tons about congestion in our region... but **ODOT's own data shows that time savings on I-205 from RMPP implementation would be only 3-5 minutes for the entire stretch of I-205. For I-5, travel time savings would only be 5-10 minutes for a through trip.** (Source: Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation Document, September 11, 2023.)

Consideration	Objective	Criteria for Comparison	Option 1: Full System	Option 2a: Toll Zones	Option 2b: Toll Zones with interchange zone
<b>Modeled Considerations</b>					
Congestion and Demand Management on I-5 and I-205*	Improve efficient use of roadway infrastructure and improve travel reliability.	Vehicle Speed	Average speeds near 45 MPH		
		Through Trip Travel Time Savings	5-10 minutes on I-5 and 3-5 minutes on I-205		

- Are you ready to authorize implementation knowing that ODOT data for the RMPP shows that the RMPP may only reduce congestion on I-205 by 3 minutes and on I-5 by 5 minutes in total for a through trip? Talk of congestion benefits should be accompanied in this process with a discussion of cost-benefit analysis. We don't know whether this project is worth it. More discussion of this issue would be able to come through a standalone RTP process among other venues.
- Will diverted traffic impacts on local street systems in our counties and cities be addressed? They weren't for West Linn in the I-205 project, and likely will not be for your communities either. Example: Despite projected diverted traffic increases of potentially 100% more traffic volume on our main street, Willamette Falls Drive, ODOT's diversion mitigation plan for the entire City of West Linn consisted of installing a couple of flashing lights at a crosswalk. Nothing to address traffic increases, and none of the City's priority projects were included in the mitigation.

#### Transportation Technical Report

**Figure 6-4. Proposed Mitigation for Willamette Falls Drive/West Linn Area**

##### WEST LINN

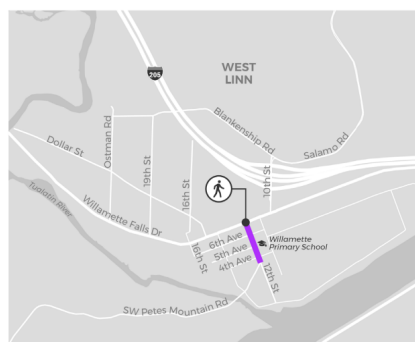


- Ped Improvements:** at Willamette Falls Dr and 12th St
- Improve crosswalk visibility/prominence
  - Solar panel stop sign with edge red lighting features

##### 12th Street Improvements

- **12th Street/5th Avenue:** add RRFB\* for crosswalk at school
- **6th Avenue:** add prominent crosswalk
- Add "School Zone" sign with 20mph speed limit when flashing
- Extend WFD streetscape down 12th to school
- Add bicycle lanes along 12th St from Willamette Falls Dr to Tualatin Ave

\* RRFB = Rectangular Rapid-Flashing Beacon



- This lackluster mitigation for cities and counties is the precedent ODOT has set. **Are you really ready to authorize them to move forward knowing that this low level of diversion mitigation is what is coming for the rest of the region with the RMPP?**

We have no knowledge of where diversion impacts will be, what ODOT is going to propose for mitigation, how much money will be set aside for it, and whether local government priorities will be reflected in the process.

### **Transparency Lacking in the ODOT Process.**

- It is ironic for ODOT to cry foul for more transparency at this juncture. The amendment supported by local governments at MPAC was made in an open forum during a public meeting. ODOT itself has a history of making major decisions without transparency that should give Metro leaders pause during this debate.
- A prime example of this occurred just this past June. ODOT held a meeting of its Regional Toll Advisory Committee on Monday, June 26 and did not disclose the contents of its major “Finance Plan” that was to be sent to the Governor at the end of that month just days later. The major document was not mentioned by ODOT during the RTAC meeting and RTAC was unable to provide input on the document or receive a briefing. Just hours after the RTAC meeting concluded and regional stakeholders left the table, ODOT released its draft finance plan to the public [in a news release](#) at 4:40pm that day. To the surprise of many, the Finance Plan contained major cancellations of a key part of the I-205 project — the third lane expansion and other bridge improvements. **ODOT made major decisions with no input from RTAC, local stakeholders or the public at large.** This is how ODOT has operated.
- Additionally, the final diversion mitigation projects in the I-205 project were selected without consulting cities and counties and including their project priorities. Those are just two examples of failed partner engagement and a lack of transparency. Unless held accountable in this authorization process, I have no doubt that these trends will continue region-wide in the RMPP.

### **ODOT’s Use of Doomsday Language to Scare Community Leaders is Disingenuous.**

In its unsigned memorandum, ODOT states:

- “Without RMPP, the region would be delaying or eliminating an important strategy to help achieve required greenhouse gas reduction targets.”
- “Without RMPP, freeway operations will continue to deteriorate with increased congestion and further impacts to local roadways.”
- “With RMPP removed, the region would then need to accept slower freeways or turn to capital investments to improve freeway operations.”

- “[R]emoving RMPP will substantially alter the future of transportation revenues, operations, and climate efforts that will impact our region and state.”
- Removing RMPP would indicate “that this region does not intend to implement congestion pricing in the next 20 years.”

These statements are misleading and intended to scare community leaders into acquiescing to accept ODOT’s request. Do we have any evidence that the proposal at the table would actually do any of the things ODOT claims? No. **Nobody has proposed removing the RMPP from the RTP.** The proposal made by the Mayor of Lake Oswego and supported by MPAC is to separate the design and implementation phases to allow more time to understand and flesh out the details and implications of this unprecedented tolling proposal that will alter the lives of our communities and require a more transparent and rigorous process, rather than treating this project like every other project.

Knowing what some of us have been through with ODOT during the I-205 project process, I would urge you to think carefully about whether to side with ODOT or your advisory body comprising the public and local governments on this topic. Do you support implementing tolling on all lanes of 42 miles of interstate freeways in our region, changing the lives of everyone in the Portland area, while not having answers to key questions that our communities deserve to know? In light of the foregoing, I believe this region needs to require more from ODOT through a standalone RTP amendment process. Thank you for your consideration.

Sincerely,  
Rory Bialostosky  
Mayor of West Linn



From: [John Charles](#)  
To: [Legislative Coordinator](#)  
Subject:  
Date:

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Dear JPACT members:

I encourage you to do something meaningful tomorrow morning by voting to REJECT the draft RTP.

The RTP is a series of computer-generated fantasies that have nothing to do with the real world. It has always been irrelevant, mostly because it purports to support implementation of the Region 2040 Plan, which is also irrelevant.

The Plan shows that there is no learning going on at Metro or TriMet. For instance, LCDC adopted the Transportation Planning rule more than 30 years ago, which sought to reduce per capita VMT in various urbanized regions around the state. The rule was a complete failure. There was never any evidence that VMT reductions had occurred as called for, or could even be measured.

So what did LCDC do in 2022? It adopted the Climate Friendly and Equitable Communities Rule, which put the TPR on steroids. Now Metro proposes to use VMT reductions as a key metric, ostensibly to comply with CFEC. This is a pointless exercise! JPACT members should stand up and do what others should have done, and just reject the entire concept of VMT per capita reductions.

Another example is the HCT. TriMet's ridership peaked in 2012 and was steadily declining even before it fell off a cliff in 2020. Riders are not returning. Virtual working coupled with ride-sharing has made TriMet's entire business model obsolete. There is no demand for HCT, therefore the HCT cannot succeed.

Metro planners cannot even properly define the concept. They continue to assert that streetcars and WES are examples of HCT, and plan for the region to spend hundreds of millions of dollars expanding those modes. The Portland Streetcar is not high capacity transit, and it's certainly not high-speed transit. It is so slow and infrequent that it barely qualifies as transit. And the idea of extending WES to Salem is laughable. WES is TriMet's most expensive and least-used service. TriMet management should admit that WES was a mistake, and shut it down.

JPACT meetings usually conclude with unanimous votes because diversity of thought is discouraged. Please try something different tomorrow. Reject aspirational planning and order the staff to draft a document that reflects how people actually travel, not how planners want them to travel.

Sincerely,

John Charles  
President  
Cascade Policy Institute

## October fatal traffic crash report for Clackamas, Multnomah and Washington counties\*

Morgan A Helms, walking, SE 82nd/SE Crystal Springs Blvd, Portland, Multnomah, 9/16

Clayton Grant Kenyon, 67, driving, Mt Hood Hwy., Clackamas, 10/2

Legend Michael Turay, 4, walking, 12000 Blk NW Ashton Drive, Banks, Washington, 10/3

Jeremy David Clement, 29, driving, SE 52nd Ave/SE Harney Dr., Portland, Multnomah, 10/5

Jerry Lynn Roth, 66, driving, SE Wildcat Mtn Dr., Clackamas, 10/7

Chris William Garfield, 44, motorcycling, Tualatin Valley Hwy (Hwy 47) at Spring Hill Rd., Washington, 10/8

Ilya Ilech Bosovik, 24, driving, SE Jennifer St near SE Evelyn St., Clackamas, 10/12

Balbina Andrade, 63, driving, SE Cornelius Pass Road / SW Augusta Dr., Washington, 10/13

Unidentified, walking, SE Stark near SE 217<sup>th</sup>, Gresham, Multnomah, 10/13

Unidentified, driving, South Hood Ave./ South Gibbs St., Portland, Multnomah, 10/14

Jamal Haji Hassan Kimo, 44, driving, I-84 west of North Bonneville, Multnomah, 10/16

Jose Luis Macedo, 27, driving, 13500 Blk SE Holgate Blvd., Portland, Multnomah, 10/18

James Brian Fenimore, 65, walking, E Burnside/NE 82nd Ave., Portland, Multnomah, 10/21

Brandon Paul Coleman, 33, walking, SW Naito Pkwy/SW Morrison St., Portland, Multnomah, 10/21

Mark S. Sinclair, 68, driving, I-5 at NE Failing St., Portland, Multnomah, 10/26

Bradley J. Burchard, 43, driving, Woodburn-Estacada HWY, Clackamas, 10/26

James E. Johnson and Lisa T. Johnson, 64 and 60, driving, NE Lombard/NE 33rd Ave., Portland, Multnomah, 10/28

Alexander Joseph Vallejo, 22, motorcycling, SW Murray Blvd/SW 6th St., Beaverton, Washington, 10/30

*\*ODOT initial fatal crash report as of 11/2//23 – all information is preliminary and subject to change*



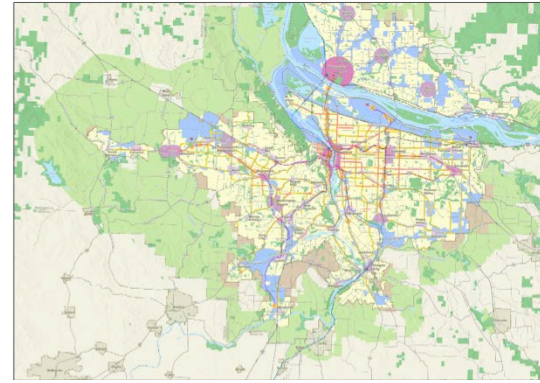


# Adoption of the 2023 Regional Transportation Plan

JPACT RECOMMENDATION TO  
METRO COUNCIL REQUESTED

November 16, 2023

*Catherine Ciarlo, PD&R Director*  
*Kim Ellis, AICP, RTP Project Manager*

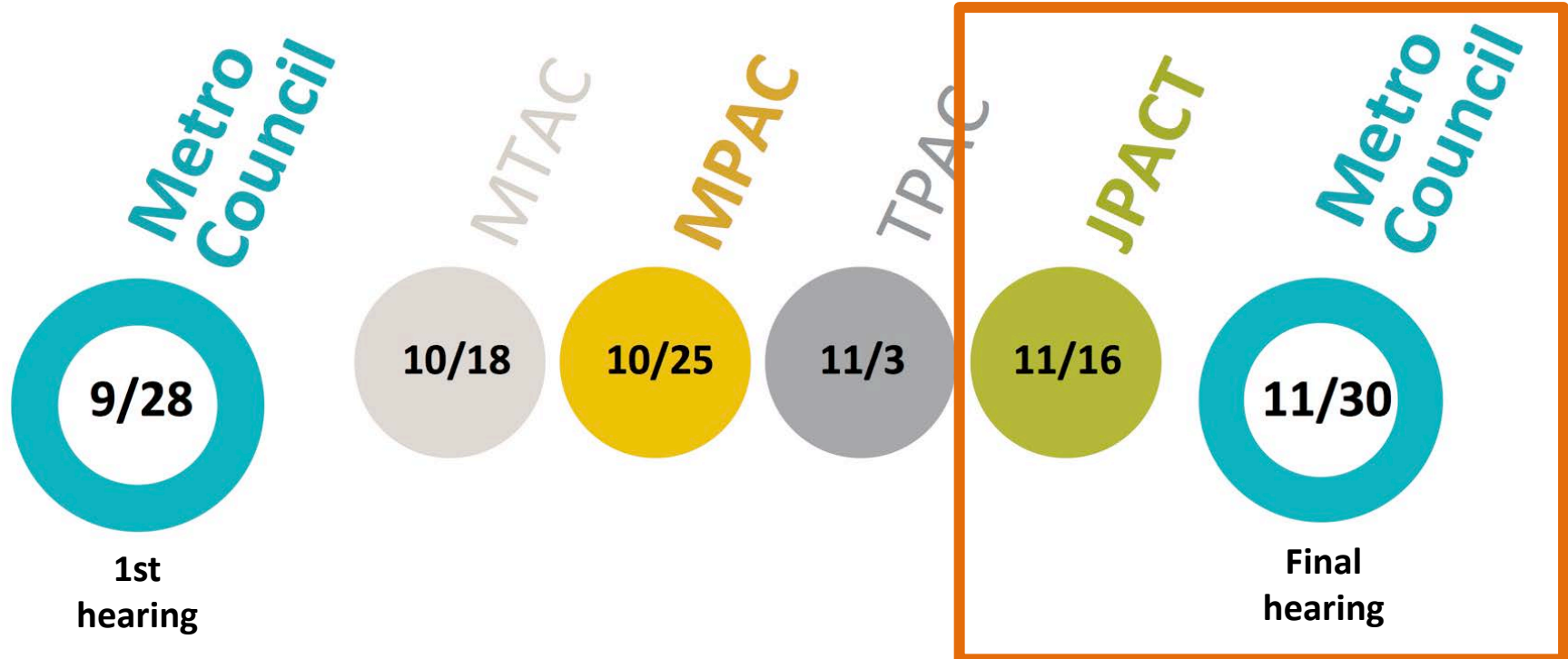




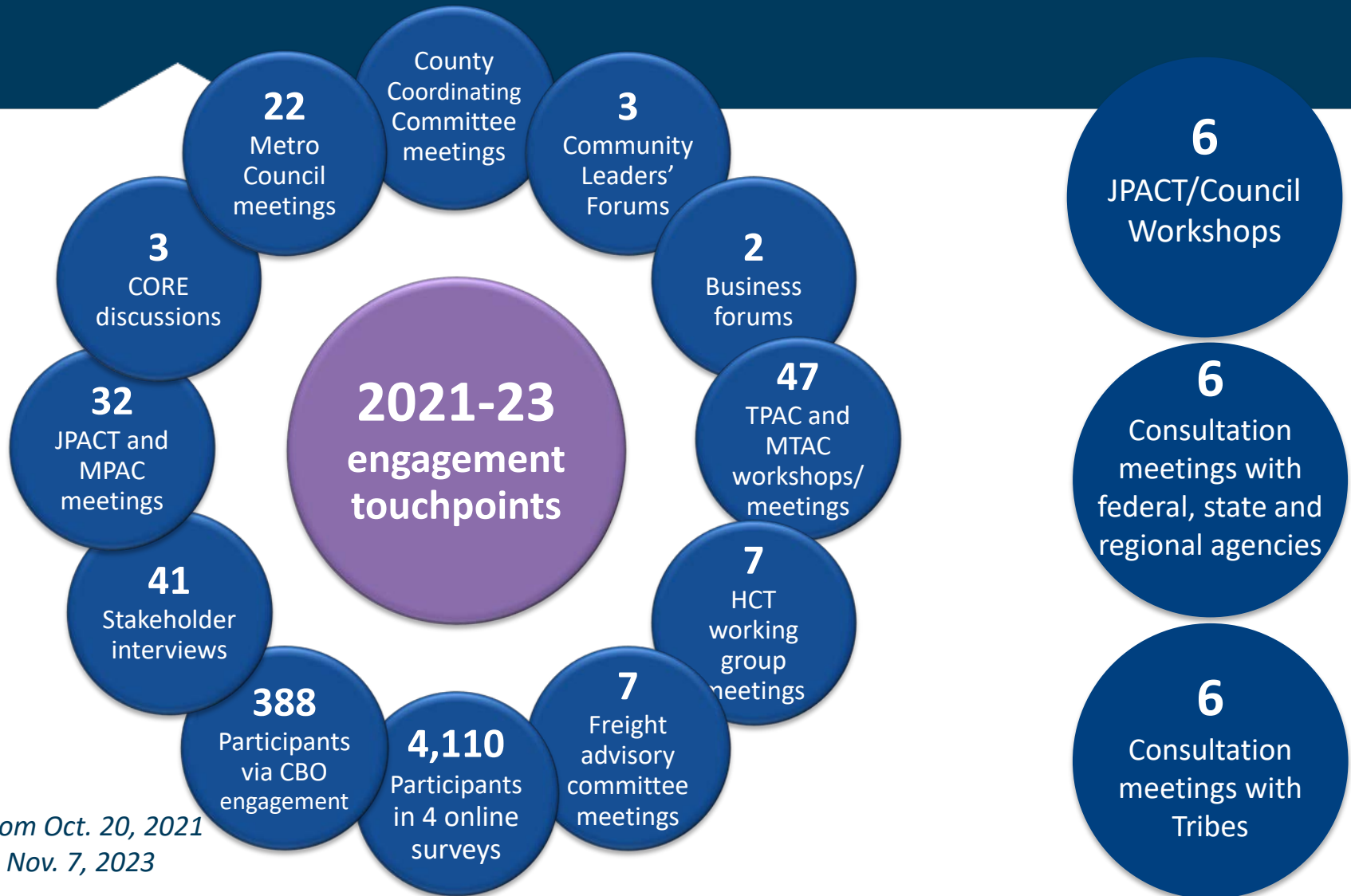
# Timeline for the 2023 RTP update



# Final steps toward adoption



# The RTP decision is informed by two years of public and local jurisdiction engagement



From Oct. 20, 2021  
to Nov. 7, 2023



# TPAC Recommendations: two parts

- **Part 1 – Five discussion items to consider individually –**  
*(Exhibit C – Part 1)*
- **Part 2 - Consent items to consider in a bundle –**  
corrections and adjustments to be considered for approval  
by Consent, without discussion *(Exhibit C – Part 2)*



# TPAC recommendation to JPACT

## Consent Items Bundle *(Exhibit C – Part 2)*

**Exhibit C (Part 2) to Ordinance No. 23-1496**  
**MPAC and TPAC Recommendations on Consent Items**  
(Comments received 7/20/23 to 8/25/23, 30/25/23, 11/2/23 and 11/3/23)

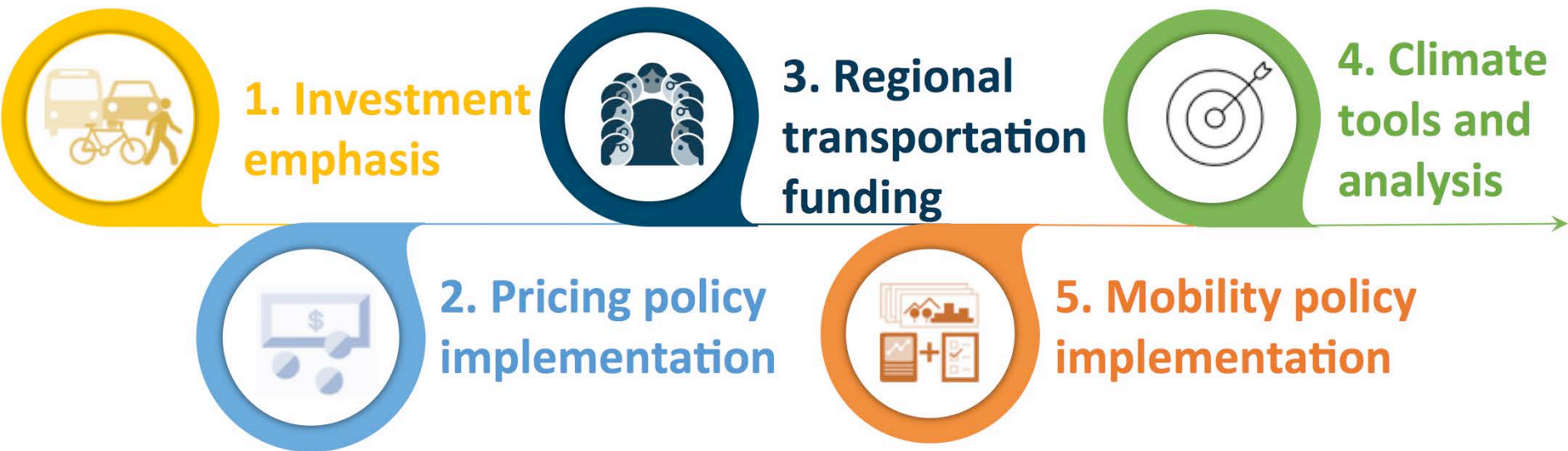
Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project list or RTP Overall or HCT Strategy	RTP ID (if applicable)	Project Name (if applicable)	Comment response (Y/N)	Summary of Comment and Proposed Change Identified in Comment (Changes shown in bold strikethrough and underlined)	Recommended Action in Response to Comment (Changes shown in bold strikethrough and underlined)	Change Recommended (Y/N)	Discussion or Comment Item (R/C)
1	Buback	Frank	City of Tualatin	Letter	8/24/2023	HCT Strategy			Y	Argument that the RTP be revised to show the OR 99W and I-5 corridors as Tier 2 (HCT) corridors. The proposed High Capacity Transit Strategy was based on modeling that does not consider trips into or out of the region, and thus underestimates the demand and need for transit in the Tualatin area and similar communities near the edges of the region. In particular, this results in a lower "tier" for the OR 99W corridor and essentially missed the I-5 corridor. Several thousand employees in Tualatin commute from outside the Metro region, and we would estimate similar percentages for similar cities. If good transit service met these commuters on OR 99W near Sherwood or on I-5 near Milwaukie, they could enjoy riding transit to employers in Portland, Hillsboro, Tualatin, and the rest of the region while the region would significantly reduce overall VMT and resulting emissions. We are confident that if all trips are considered, the OR 99W and I-5 corridors would move that justify being Tier 2 corridors; we respectfully request that the RTP be revised to show them as Tier 2 corridors.	No change recommended in this time. In addition to HCTI and HCTI-2, a working group would review all of the responses to the strategy and make recommendations to the Metro Council. Based on the public feedback, the working group of partners developed criteria and an approach for identifying a strategic investment system that would grow and change regional needs that forward regional goals and investment priorities within the 2023 RTP HCT readiness and investment criteria (presented at the summer meetings). Members considering with the Metro Transit Administration Capital Investment Program project justification criteria to be funding transit to critical implementation systems. reflects the greater Metro region's history of success with and capacity to engage in the future Project Development process (achieving one corridor every three years), and considers investments within the RTP horizon (at a minimum scale, 20+ corridors in 2023-high Capacity Transit Plan and 2024 Regional Transit Strategy, and beyond).	N	C
2	Sennarum	Sarah	The Street Trust	Letter	8/25/2023	HCT Strategy			N	Expresses support for the transit policies and proposed pipeline of near- and long-term regional HCT investment items, understanding not all of the corridors identified in the vision are ready for high capacity transit and that the region must make hard choices about prioritizing where to invest first by considering which corridors will provide the most benefit now and in the future.	The fact factors within the corridor that demonstrate the most needs near-term, best meet regional goals, and have the greatest competitiveness for federal funding, limited to a maximum number of transit strategies. This is not an regional capacity for achieving corridor. That the criteria and goals apply to transit and development needs and policies, this is the basis for the future needs and to establish the open with room for technical evaluation. This is an initial process that identifying corridors to region along the funding. However, for instance, although that framework do influence the overall vision. On specific corridor of transit strategy we included from Tualatin and Hillsboro County included request to continue to consider HCT for investments with a strategic investment in project HCTI and HCTI-2, for response in addition to rapid bus, rapid bus, and for investment in investment near-term. This will be identified in the forthcoming corridor specific maps and will be consideration for Chapter 1 in the next RTP. While there is strong community support for this corridor and good employment density, the land use demand and policies, and less destinations and areas for the corridor could still be strengthened. This corridor also is not serving a higher proportion of regional equity focus areas in the with our goals. Additionally, the cost per rider is very high and there is an added challenge in pursuing additional future funding on the corridor because the region already various funding and needs a very strong case for new additional funding could support more transit and why the region is confident the solution. This is a key reason that we have proposed additional corridor study later date to identify the correct solution from the same options available. For all of the reasons above, this corridor is not not showing the readiness for high capacity investment relative to a Tier 2 designation.	N	C
3	Lueb	Joel	City of Tigard	Letter	8/25/2023	HCT Strategy		Southwest Corridor LRT	N	Expresses support for Southwest Corridor Light Rail project as a "Tier 1" near-term priority corridor.	No change recommended. Comment noted.	N	C
4	Lueb	Joel	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses support of newly identified "Tier 3" HCT routes CA and CB that would provide new and improved transit connectivity to destinations and cities within Clackamas County.	No change recommended. Comment noted.	N	C
5	Lueb	Joel	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses disappointment that "Tier 4" CL, the Pacific Highway corridor between Tigard and Sherwood, received the lowest tier ranking, but understands, and commits to working to advance the corridor along with "Tier 4" corridors, CL.	No change recommended. Comment noted.	N	C

*(Exhibit C – Part 2)*



# TPAC recommendation to JPACT

## Discussion items (*Exhibit C – Part 1*)



# 1. Investment emphasis recommendations

## Better align the project list with RTP goals and policies

- **Project list adjustments** in the 2023 RTP, including unbundling of ODOT safety project
- Regular **reports on safety** investments
- **Improve project list development and review process for 2028 RTP**
  - Improve metrics and evaluation tools
  - Policy guidance for project sponsors
  - Longer review and refinement period
  - Improve coordination and support for smaller cities



**Investment  
emphasis**

## 2. Pricing policy implementation recommendations

Ensure regional concerns are addressed in NEPA processes and in project implementation

- Ensure NEPA processes address local and regional concerns related to tolling and follow through on project partner commitments
- **Apply RTP pricing policy** in future JPACT and Metro Council decisions on toll projects
- **Discuss and consider MPAC recommendation to phase Regional Mobility Pricing Project**



Pricing  
policy  
implementation

## 2. Pricing policy implementation recommendations

# TPAC recommendation for Policy Topic 2, Recommendation 2

Exhibit C (Part 1) to Ordinance No. 23-1496

11/3/23 TPAC Recommendation to JPACT on Discussion Items

### Policy Topic 2 – Pricing Policy Implementation Recommended Action 2

2. Due to the technical complexity and political nature of the issue, JPACT should discuss and consider the MPAC recommendation: Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.

TPAC members expressed concern with process and precedent with the proposed amendment and recognized the volume of outstanding community concerns with the RMPP. To ensure that JPACT has appropriate information on the subject, Metro and ODOT staff should provide as much relevant information as possible about timeline, cost and process change implications for this and other related tolling projects for the Nov 16<sup>th</sup> JPACT meeting.



### 3. Regional transportation funding recommendations

## Secure more funding for projects that advance regional goals

- Expand regional efforts to **bring more transportation funding to the region**
  - Develop annual JPACT work program for 2024
  - Participate in State level funding discussions
  - Prepare for 2025 Legislative session
  - Increase competitiveness for Federal funding
  - Research on potential new revenues
  - Develop strategies to fund infrastructure in urban growth boundary expansion areas
  - Secure long-term funding for transit



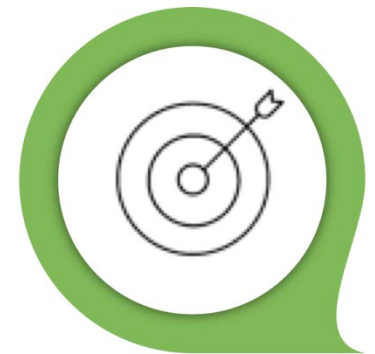
**Regional  
transportation  
funding**



## 4. Climate tools and analysis recommendations

Improve tools to better inform policy and investment decisions that impact climate

- **Update climate analysis** to reflect current fleet mix and age
- **Continue to improve evaluation and modeling tools** to assess the climate impacts of transportation investments
- **Request state review of key state assumptions** underlying region's climate strategy and targets
- **Take actions to support EV transition**



**Climate tools  
and analysis**

## 5. Mobility policy implementation recommendations

**Finalize the mobility policy to inform system planning needs and support local land use decisions**

- **Continue shift from a sole focus on congestion to a broader multimodal approach** that prioritizes access, efficiency, equity, safety, reliability, and travel options
- **Complete work with local and state partners before implementation:**
  - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) and multimodal system completeness measures to inform land use decisions
  - Review travel speed threshold for signalized thoroughways and use of VMT per employee measure



**Mobility policy  
implementation**

# Ordinance No. 23-1496

**Exhibit A** – 2023 Regional Transportation Plan (and appendices)

**Exhibit B** – Regional Framework Plan Amendments

**Exhibit C** – Summary of Comments and Recommended Changes (*Part 1 and Part 2*)

**Exhibit D** – Findings of Compliance with Statewide Goals



PUBLIC REVIEW DRAFT  
2023 Regional  
Transportation Plan

*A blueprint for the future of transportation in  
the greater Portland region*

July 10, 2023

[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

# Today's action by JPACT

## Individual Action Items

1. RTP Consent Items Bundle (*Exhibit C – Part 2*)
2. Discussion item 1 – Investment Emphasis (*Exhibit C – Part 1*)
3. Discussion item 2 – Pricing Policy Implementation (*Exhibit C – Part 1*)
4. Discussion item 3 – Regional Transportation Funding (*Exhibit C – Part 1*)
5. Discussion item 4 – Climate Tools and Analysis (*Exhibit C – Part 1*)
6. Discussion item 5 – Mobility Policy Implementation (*Exhibit C – Part 1*)
7. Recommendation on RTP Ordinance  
(*Ordinance No. 23-1496 and Exhibits A, B and C*)

# Action 1: Consider approval of the TPAC recommendation on the Consent Items as a bundle

**Exhibit C (Part 2) to Ordinance No. 23-1496**  
**MPAC and TPAC Recommendations on Consent Items**  
(Comments received 7/20/23 to 8/25/23, 30/25/23, 11/2/23 and 11/2/23)

Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project list or RTP Overall or HCT Strategy	RTP ID (if applicable)	Project Name (if applicable)	Comment response (Y/N)	Summary of Comment and Proposed Change Identified in Comment (Changes shown in bold strikethrough and underlined)	Recommended Action in Response to Comment (Changes shown in bold strikethrough and underlined)	Change Recommended (Y/N)	Discussion or Comment Item (R/C)
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2	Sensommer	Sarah	The Street Trust	Letter	8/25/2023	HCT Strategy			N	Expresses support for the transit policies and proposed pipeline of near- and long-term regional HCT investment items, understanding not all of the corridors identified in the vision are ready for high capacity transit and that the region must make hard choices about prioritizing where to invest first by considering which corridors will provide the most benefit now and in the future.	No change recommended. Comment expressed support for transit policies and investment tiers.	N	C
3	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy		Southwest Corridor LRT	N	Expresses support for Southwest Corridor Light Rail project as a "Tier 1" near-term priority corridor.	No change recommended. Comment noted.	N	C
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(Exhibit C – Part 2)



# Discussion

## **Action 2: Consider approval of the TPAC recommendation for **Investment Emphasis****

- **Project list adjustments** in the 2023 RTP, including unbundling of ODOT safety project
- Regular **reports on safety** investments
- **Improve project list development and review process for 2028 RTP**
  - Improve metrics and evaluation tools
  - Policy guidance for project sponsors
  - Longer review and refinement period
  - Improve coordination and support for smaller cities



**Investment  
emphasis**



# Discussion

# Action 3: Consider approval of the TPAC recommendation for Pricing Policy Implementation

- Ensure NEPA processes address local and regional concerns related to tolling and follow through on project partner commitments
- **Apply RTP pricing policy** in future JPACT and Metro Council decisions on toll projects
- **Discuss and consider MPAC recommendation to phase Regional Mobility Pricing Project**



Pricing  
policy  
implementation

# Discussion

# Action 4: Consider approval of the TPAC recommendation for **Regional Transportation Funding**

- Expand regional efforts to **bring more transportation funding to the region**
  - Develop annual JPACT work program for 2024
  - Participate in State level funding discussions
  - Prepare for 2025 Legislative session
  - Increase competitiveness for Federal funding
  - Research on potential new revenues
  - Develop strategies to fund infrastructure in urban growth boundary expansion areas
  - Secure long-term funding for transit

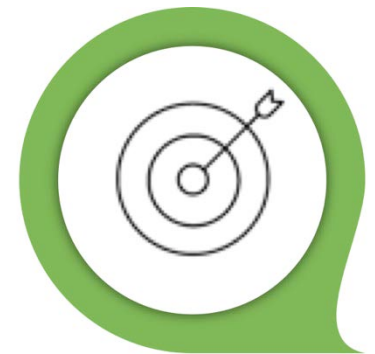


**Regional  
transportation  
funding**

# Discussion

## **Action 5: Consider approval of the TPAC recommendation for Climate Tools and Analysis**

- **Update climate analysis** to reflect current fleet mix and age
- **Continue to improve evaluation and modeling tools** to assess the climate impacts of transportation investments
- **Request state review of key state assumptions** underlying region's climate strategy and targets
- **Take actions to support EV transition**



**Climate tools  
and analysis**

# Discussion



# Action 6: Consider approval of the TPAC recommendation for **Mobility Policy Implementation**

- **Continue shift from a sole focus on congestion to a broader multimodal approach** that prioritizes access, efficiency, equity, safety, reliability, and travel options
- **Complete work with local and state partners before implementation:**
  - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) and multimodal system completeness measures to inform land use decisions
  - Review travel speed threshold for signalized thoroughways and use of VMT per employee measure



**Mobility policy implementation**

# Discussion

# Today's action by JPACT

## Individual Action Items

- ✓ 1. RTP Consent Items Bundle (*Exhibit C – Part 2*)
- ✓ 2. Discussion item 1 – Investment Emphasis (*Exhibit C – Part 1*)
- ✓ 3. Discussion item 2 – Pricing Policy Implementation (*Exhibit C – Part 1*)
- ✓ 4. Discussion item 3 – Regional Transportation Funding (*Exhibit C – Part 1*)
- ✓ 5. Discussion item 4 – Climate Tools and Analysis (*Exhibit C – Part 1*)
- ✓ 6. Discussion item 5 – Mobility Policy Implementation (*Exhibit C – Part 1*)
- 7. Recommendation on RTP Ordinance  
(*Ordinance No. 23-1496 and Exhibits A, B and C*)

# **Final action:** Consider approval of the entire 2023 RTP and submittal to the Metro Council for adoption

Request a motion to approve the entire 2023 RTP and submittal to the Metro Council for adoption, including:

- Consent items
- Discussion items
- Ordinance No. 23-1496, including Exhibits A-C



# Discussion

# Thank you!



**Kim Ellis, AICP**  
RTP Project Manager  
[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

**[oregonmetro.gov](http://oregonmetro.gov)**

## Implications of Removing the Construction Phase of the Regional Mobility Pricing Project from ODOT's Fiscally Constrained List in the 2023 Regional Transportation Plan

ODOT has been a strong partner in the process of preparing this update to the Regional Transportation Plan and has appreciated the discussions to date on all aspects of the region's transportation system. While these dialogues have not always been easy, we appreciate that listening, solutions, and transportation policy expertise have been the hallmarks of these conversations.

As we near completion of the process to determine the 2023 RTP, we would like to highlight the following points related to a last-minute proposal to remove regional congestion pricing from ODOT's fiscally constrained list:

- Removing the full Regional Mobility Pricing Project (RMPP) from the near-term financially constrained Regional Transportation Plan (RTP) directly contradicts legislative direction and goals expressed by regional leaders. Legislative direction was received in 2017 – and re-affirmed in 2021 – to implement regional pricing on I-5 and I-205 as a solution to the region's growing congestion challenges. Regional leaders, including Metro Council and JPACT, have also requested for implementation of RMPP to closely coincide with the implementation of the I-205 Toll Project in Clackamas County.
- JPACT and Metro Council will continue to be deeply involved in the implementation of RMPP moving forward. JPACT and Council will discuss and vote on MTIP amendments, which will be required prior to programming the PE and CN phases for RMPP. As part of the 2023 RTP update, there have been additional accountability measures for ODOT's toll projects incorporated into the MTIP process. These include the requirement that ODOT prepare documentation on consistency with Chapter 3 Pricing Policies and previous ODOT commitments with Metro Council as future RMPP phases and cost adjustments are amended into the MTIP. Using the RTP as an additional leverage point will result in confusion, delays, and increased costs.
- RMPP supports the region's climate policy goals. Without RMPP, the region would be delaying or eliminating an important strategy to help achieve required greenhouse gas reduction targets. This change would also be inconsistent with Metro's Scenario Plan developed under OAR 660 – 44. Relying on State action on pricing implementation to meet RTP climate goals, while actively undermining the delivery timeline of RMPP, is disingenuous.
- Without RMPP, freeway operations will continue to deteriorate with increased congestion and further impacts to local roadways. The public deserves to see a transparent process and a clear picture of the region's future, including the congestion impact of removing RMPP from the region's 20-year plan, before a decision is made. With RMPP removed, the region would then need to accept slower freeways or turn to capital investments to improve freeway operations.

It is unprecedented that any agency, especially as part of a non-transportation committee, would make a specific recommendation to another agency's fiscally constrained list, without input or consultation with the responsible agency. In this case, removing RMPP will substantially alter the future of transportation revenues, operations, and climate efforts that will impact our region and state. Notably, we'd like to recognize the following results of accepting this last-minute proposal.



### **Public Confusion and Lack of Transparency**

- The RTP is a policy document that expresses to the public, regional policymakers, the state legislature, and the federal government the 20-year vision of what the region expects to undertake. To not include the construction phase of RMPP communicates that this region does not intend to implement congestion pricing in the next 20 years, which runs counter to all public conversations and legislative direction.
- All public involvement and equity conversations regarding the RTP have included RMPP implementation. To remove it without public engagement is not transparent and runs counter to RTP engagement policies – especially considering that the models and congestion maps used in the RTP show outputs that include congestion pricing. Submitting an RTP to the federal government that does not include RMPP implementation is not an accurate representation of the regional and state plans and goals we have been articulating for years.

### **Schedule Delay and Cost Increases**

- Per federal regulations, all phases of RMPP must be in the financially constrained list of the RTP before obtaining a federal decision on the NEPA process. Therefore, the full RMPP needs to be in the RTP for the region to receive the final approval from FHWA on its findings and requirements. Then the region can use the MTIP amendment process to discuss next steps.
- An RTP amendment would take at least 6 months, likely more, and would need to begin almost immediately after adoption of the 2023 RTP, resulting in significant ODOT and Metro staff time. TPAC and JPACT would be asked to begin this process, knowing that no additional project details would yet be available.
- NEPA schedule delays will impact final design and result in construction schedule delays.
- Inflation levels are at an all-time high. Schedule delay will result in increased project costs.

## ODOT Proposed Amendment to 2023 RTP Staff Recommended Actions for JPACT on November 16, 2023

MPAC recommended actions are show in blue underscore. ODOT proposed amendment is shown in strikethrough.

Policy Topic 2, item 2:

~~Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases,~~ retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.

## JPACT Action on the 2023 RTP

November 16, 2023

### RTP Discussion Topic 2 – Pricing Policy Implementation

*[Chair requests motion on the item to open discussion]*

**[Motion]** “I move to approve the TPAC recommendation for Discussion Topic 2, but with the following revised language inserted in place of the MPAC/TPAC Recommended Action #2:

**“Retain the I-5 and I-205 Regional Mobility Pricing Project (RTP #12304) as a single project within the RTP Constrained Project List.”**

This language replaces “Recommended Action 2, Page 7, Exhibit C, Part 1” regarding the RMPP project.

~~Due to the technical complexity and political nature of the issue, JPACT should discuss and consider the MPAC recommendation: Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction related phases (RW, UR, CN and OT) to the RTP Strategic Project List. TPAC members expressed concern with process and precedent with the proposed amendment and recognized the volume of outstanding community concerns with the RMPP. To ensure that JPACT has appropriate information on the subject, Metro and ODOT staff should provide as much relevant information as possible about timeline, cost and process change implications for this and other related tolling projects for the Nov 16th JPACT meeting~~