



Portland Metro Region



**Metro**

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# Memo

Date: Thursday, June 3, 2021  
To: JPACT and Interested Parties  
Cc: Margi Bradway and Ted Leybold, Metro  
From: Caleb Winter, Metro; Kate Freitag and Scott Turnoy, ODOT  
Subject: Vision and Goals and Objectives for the 2021 Transportation System Management & Operations Strategy Update

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The purpose of this memo is to update JPACT on the vision, goals and objectives developed to guide an update of the region's Transportation System Management and Operations Strategy (2021 TSMO Strategy).

What is TSMO and what will an updated TSMO Strategy do for the region? TSMO provides alternative, innovative, and cost-effective solutions to address increasing demands on transportation infrastructure through improving the management and operations of the system. These solutions enhance other capacity related projects and the existing infrastructure, extending the life of major capital investments. An updated strategy will bring agencies across greater Portland together, to deploy promising technologies and improve coordination to advance a safer and more equitable, reliable, climate-friendly transportation system.

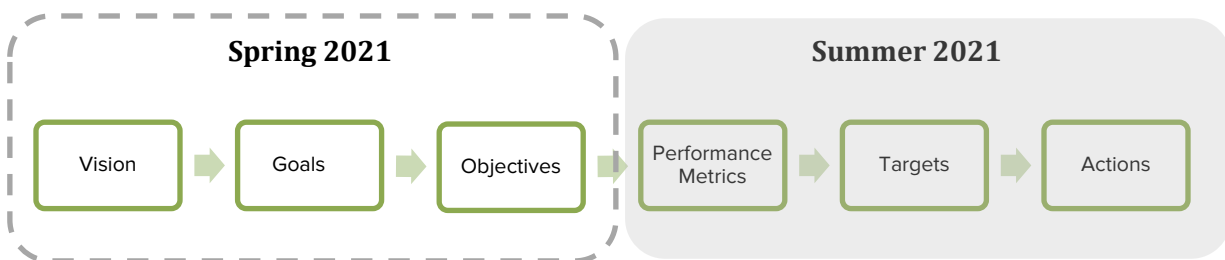
Communities across the greater Portland area are striving to provide everyone with safe, reliable, healthy and affordable ways to get where they need to go. One way to advance these goals is to better manage and operate the existing roads and transit system through a regional TSMO Strategy. The actions that historically went into the TSMO Strategy include things like smarter signal timing, coordinated traffic incident response, traveler information and electronic road signs to actively manage corridors for changing traffic conditions.

For the last 10 years, the 2010-2020 Regional TSMO strategy guided cities, counties, TriMet and the Oregon Department of Transportation in making coordinated TSMO investments. Since the last plan, much has changed in technology, in the way people get around and in the greater Portland region. Metro and ODOT are working with regional partners to update a TSMO strategy that looks forward to the next 10 years.

The first task of the TSMO Strategy was to bring an equity focus to the update. Metro DEI staff, Fehr & Peers consultants and leaders of Community Based Organizations

helped develop a racial equity assessment tool for TSMO called the Equity Tree (attached). Starting at the roots, the assessment begins with seeking an understanding of the context, choices and voices that define a problem experienced on the transportation system. A series of connecting branches asks specific questions to arrive at an equity-focused solution, and then evaluate and be accountable to the result.

The equity focus informed the region's TSMO vision, goals and objectives. The **vision** is an aspirational statement of what is achievable, and **six goals** provide strategic direction. The rest of this memo shares our progress following the vision and goals to draft objectives, putting us at the mid-point in the planning process.



Before presenting the vision and goals, it is important to highlight the input gathered during the first Stakeholder Advisory Committee (SAC) workshop that was used to inform and draft them. During the meeting, committee members were asked to share what components of the existing transportation system the Strategy should protect, what it should create, and what it should avoid. Input provided during the workshop resulted in the identification of four themes that the vision and goals should address:

- **Equity:** all people can travel and all voices are heard
- **Safety:** all people can travel without harm
- **Access and Choice:** all people can access and choose different modes when traveling
- **Coordination and Collaboration:** continued communication across agencies and state lines, within agency departments, and with the public

## 2021 TSMO Strategy Vision

Following the SAC workshop, several vision statements were developed for consideration by the Project Management Team (PMT). Collaboration with the PMT, resulted in this shared vision:



Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by people of color and historically marginalized communities.



## 2021 TSMO Strategy Goals

Listening to input, Fehr & Peers developed six goals to provide broad strategic direction for what TSMO stakeholders are trying to achieve through investments and collaboration. The goal themes and statements presented in **Table 1** were drafted to advance the vision for the 2021 TSMO Strategy. The table shows how they align with other regional plans, contributing to consistent policy within the region and state. Two goals, **Eliminate Disparities** and **Plan for the Future** were not part of the 2010-2020 TSMO Plan; however, they are supported by the State's Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) and/or the 2018 Regional Transportation Plan (RTP). See Goals on Table 1, next page.

**Table 1. Draft Goals**

2021 TSMO Strategy Goals	Similar Goals	2018 RTP Pillar
<b>Free from Harm:</b> Create a transportation system where all users are free from harm.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Safety &amp; Equity</li> </ul>
<b>Regional Partnerships/Collaboration:</b> Collaborate as effective stewards of the transportation system.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Accountability, Safety, &amp; Reliability</li> </ul>
<b>Eliminate Disparities:</b> Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	<ul style="list-style-type: none"> <li>• Metro RTP</li> </ul>	<ul style="list-style-type: none"> <li>• Equity</li> </ul>
<b>Connected Travel Choices:</b> Connect all people to the goods, services, and destinations they need through a variety of travel choices.	<ul style="list-style-type: none"> <li>• Metro RTP</li> <li>• ODOT OTP</li> <li>• ODOT OHP</li> </ul>	<ul style="list-style-type: none"> <li>• Congestion &amp; Climate</li> </ul>
<b>Reliable Travel Choices:</b> Provide a transportation system that is reliable for all users.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OHP</li> </ul>	<ul style="list-style-type: none"> <li>• Reliability &amp; Congestion</li> </ul>
<b>Prepare for Change:</b> Manage the system to be agile in the face of growth, disruptions, and changing technology.	<ul style="list-style-type: none"> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Climate &amp; Resilience</li> </ul>

## 2021 TSMO Strategy Draft Objectives

To initiate development of objectives for the 2021 TSMO Strategy, Fehr & Peers compiled existing objectives and policies documented in regional and statewide plans that aligned with the six goals developed for the strategy update. Plans reviewed include:

- 2010-2020 Regional TSMO Plan (Metro)
- 2018 Regional Transportation Plan (Metro)
- Oregon Transportation Plan (ODOT, 2006)
- Oregon Highway Plan (ODOT, 1999)

This review of other regional and statewide plans served as a source of example policies and facilitated a comparison between existing policy and objectives to confirm that objectives being developed for the 2021 TSMO Strategy contribute to consistent policy within the region and state. The tables at the end of this memo provide a crosswalk from 2021 TSMO Strategy Goals to existing policies within currently adopted TSMO (Table 2), 2018 Regional Transportation Plan (Table 3) and Oregon Transportation Plan (Table 4).

The draft objectives, presented below, were informed by input from the SAC through two workshops. Each workshop focused on three goals and provided the opportunity for the SAC members to collaborate and draft objectives for each goal. This input was then compiled by Fehr & Peers to develop draft objectives that capture the key themes that emerged during the SAC workshop. The final objectives will reflect collaboration with Metro Staff and the PMT before being presented back to the SAC.

### Free from Harm

Goal	Draft Objectives
Create a transportation system where all users are free from harm.	Manage the transportation system to reduce negative health impacts so that public health risk does not adversely effect people's mode choice.
	Ensure historically marginalized communities and people of color benefit from safety improvements.
	Provide a transportation system where human error does not result in serious injury or loss of life.
	Ensure people of color and historically marginalized communities can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.

## Regional Partnerships/Collaboration

Goal	Draft Objectives
Collaborate as effective stewards of the transportation system.	Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
	Collaborate with emergency management when prioritizing investments on key emergency response routes.
	Collaborate with and educate travelers.
	Improve interagency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.

## Eliminate Disparities

Goal	Draft Objectives
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.
	Identify and correct disparities when planning, operating, and maintaining the transportation system (e.g., transit access, GHG exposure, allocation of funds).
	Identify and increase awareness of the unique travel experiences of people of color and historically marginalized communities.
	Reduce the transportation cost burden experienced by people of color and historically marginalized communities.

## Connected Travel Choices

Goal	Draft Objectives
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
	Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
	Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
	Increase availability and accessibility of low-cost transportation options in historically marginalized communities and people of color.

## Reliable Travel Choices

Goal	Draft Objectives
Provide a transportation system that is reliable for all users.	Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit and freight.
	Expand travel time reliability improvements for people of color and historically marginalized communities burdened with long travel distances.
	Manage critical freight corridors to create reliable routes for freight movement between key destinations.
	Communicate expected changes in reliability so that travelers can make informed travel choices.

### Prepare for Change

Goal	Draft Objectives
Manage the system to be agile in the face of growth, disruptions, and changing technology.	Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.
	Manage projects and resources to be responsive to changes in land use planning and growth patterns.
	Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.
	Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.



Table 2. 2010 Regional TSMO Plan

2021 TSMO Strategy Goals	2010 Regional TSMO Plan Objective	2010 Regional TSMO Plan Goal	Objective #
Create a transportation system where all users are free from harm.	Reduce crashes at signalized intersections.	Safety & Security	1
	Reduce crashes resulting from weather, construction, and secondary crashes from incidents.	Safety & Security	2
	Reduce crashes involving vulnerable road users (pedestrians and bicycles).	Safety & Security	3
	Provide a safe environment for transit, bicycling and walking.	Safety & Security	4
Collaborate as effective stewards of the transportation system.	Integrate arterial and freeway roadway systems and operate the transportation system from the overall system perspective.	Reliability	5
	Improve communication and coordination between transportation agencies and emergency management agencies.	Safety & Security	6
	Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone trips.	Quality of Life	6
	Support initiatives to reduce greenhouse gas emissions from vehicles.	Quality of Life	3
	Enhance regional multi-modal trip planning tools.	Traveler Information	3
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Encourage transit ridership by providing safe and secure public transportation facilities.	Safety & Security	5
	Support equitable distribution of transportation services and investment.	Quality of Life	4
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Improve connections between modes to enhance traveler mobility and reduce reliance on the automobile.	Quality of Life	2
	Market and provide travel options services to employers and commuters.	Reliability	6
	Enhance pre-trip and en-route traveler information tools.	Traveler Information	2
Provide a transportation system that is reliable for all users.	Expand traffic incident and event management capabilities to restore roadway capacity reduced by incidents, weather and construction.	Reliability	1
	Enhance regional traffic signal coordination systems and support systems that respond to current conditions.	Reliability	2
	Implement and expand systems that improve reliability for transit, pedestrians, and bicycles.	Reliability	3
	Implement systems that reduce delays through known bottlenecks.	Reliability	4
	Encourage transit ridership by improving transit travel times and services	Quality of Life	1
	Provide current information that may affect roadway users and travel choices across all modes.	Traveler Information	1
Operate the system to be resilient to growth and disruptions.	Protect physical infrastructure and transportation communication networks from harm or misuse.	Safety & Security	7
	Support systems that implement future pricing strategies (e.g., congestion, tolls, parking).	Quality of Life	5
	Expand traffic surveillance and transportation system condition data collection capabilities.	Traveler Information	4

Table 3. 2018 Metro Regional Transportation Plan

2021 TSMO Strategy Goals	2018 RTP Objective	2018 RTP Goal	Objective #
Create a transportation system where all users are free from harm.	Eliminate fatal and severe injury crashes for all modes of travel.	Safety and Security	1
	Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.	Safety and Security	2
	Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.	Healthy People	1
Collaborate as effective stewards of the transportation system.	Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).	Vibrant Communities	1
	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 that provide access to jobs, markets and community places within and beyond the region.	Shared Prosperity	1
	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 vehicle miles traveled.	Transportation Choices	1
	Complete all gaps in regional bicycle and pedestrian networks.	Transportation Choices	2
	Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.	Healthy Environment	4
	Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.	Healthy Environment	5
	Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.	Healthy People	2
	Minimize air, water, noise, light and other transportation-related pollution health impacts.	Healthy People	3
	Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.	Climate Leadership	5
	Meet adopted targets for reducing transportation-related greenhouse gas emissions.	Climate Leadership	2
	Improve coordination and cooperation among the owners and operators of the region’s transportation system.	Transparency and Accountability	3

	Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.	Transparency and Accountability	2
	Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.	Reliability and Efficiency	5
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.	Vibrant Communities	4
	Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.	Vibrant Communities	3
	Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.	Shared Prosperity	4
	Protect historic and cultural resources from the negative impacts of transportation.	Healthy Environment	2
	Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.	Fiscal Stewardship	1
	Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.	Transparency and Accountability	1
	Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.	Equitable Transportation	1
	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.	Equitable Transportation	2
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.	Vibrant Communities	2
	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.	Shared Prosperity	3
	Increase household and job access to current and planned frequent transit service.	Transportation Choices	3
	Increase household and job access to planned regional bike and walk networks.	Transportation Choices	4

	Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.	Climate Leadership	1
Provide a transportation system that is reliable for all users.	Increase 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.	Shared Prosperity	2
	Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.	Reliability and Efficiency	1
	Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.	Reliability and Efficiency	2
	Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	Reliability and Efficiency	3
	Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.	Reliability and Efficiency	4
	Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	Reliability and Efficiency	6
	Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.	Reliability and Efficiency	7
Operate the system to be resilient to growth and disruptions.	Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	Safety and Security	3
	Protect fish and wildlife habitat and water resources from the negative impacts of transportation.	Healthy Environment	1
	Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.	Healthy Environment	3
	Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.	Climate Leadership	6
	Reduce vehicle miles traveled per capita.	Climate Leadership	3

	Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.	Climate Leadership	4
	Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	Fiscal Stewardship	2

Table 4. Oregon Transportation Plan

2021 TSMO Strategy Goals	OTP Policy	OTP Goal	Objective #
Create a transportation system where all users are free from harm.	Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, parks and natural areas, health care, and social opportunities via public transportation.	Health	1
	Plan for, design, and locate transit stops and stations to support safe and user-friendly facilities, including providing safe street crossings.	Safety and Security	1
	Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.	Safety and Security	2
	Enhance the safety of public transportation through personnel training and education programs.	Safety and Security	3
	Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.	Safety and Security	4
Collaborate as effective stewards of the transportation system.	Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.	Mobility	4
	Encourage employers, educational institutions, and others to provide opportunities for employees’ and clients’ use of public transportation, carpool, vanpool, shuttles, and other shared rides.	Accessibility and Connectivity	4
	Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.	Health	2
	Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.	Safety and Security	6
	Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.	Environmental Sustainability	1
	Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.	Land Use	1
	Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.	Strategic Investment	1
	Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services	Strategic Investment	2
	Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.	Strategic Investment	3

	Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.	Communication, Collaboration, and Coordination	1
	Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.	Communication, Collaboration, and Coordination	2
	Identify and advance opportunities to share data resources and collection methods.	Communication, Collaboration, and Coordination	3
	Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.	Communication, Collaboration, and Coordination	4
Eliminate the disparities in the transportation system experienced by people of color and historically disadvantaged communities.	Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay	Mobility	3
	Enhance access to education and employment via public transportation.	Community Livability and Economic Vitality	1
	Promote the use of public transportation to foster greater community livability	Community Livability and Economic Vitality	3
	Engage populations recognized as transportation disadvantaged in public transportation service decision making.	Equity	1
	Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.	Equity	2
	Identify disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	3
	Address the disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	4
	Integrate equity criteria into funding decisions.	Equity	5
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.	Mobility	2
	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.	Accessibility and Connectivity	3
	Increase household and job access to current and planned frequent transit service.	Community Livability and Economic Vitality	3
	Increase household and job access to planned regional bike and walk networks.	Community Livability and Economic Vitality	4

	Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.	Land Use	1
Provide a transportation system that is reliable for all users.	Increase 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.	Accessibility and Connectivity	2
	Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.	Equity	1
	Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.	Equity	2
	Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	Equity	3
	Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.	Equity	4
	Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	Equity	6
	Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.	Equity	7
Operate the system to be resilient to growth and disruptions.	Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	Health	3
	Protect fish and wildlife habitat and water resources from the negative impacts of transportation.	Safety and Security	1
	Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.	Safety and Security	3
	Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.	Land Use	6
	Reduce vehicle miles traveled per capita.	Land Use	3
	Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.	Land Use	4
	Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	Communication, Collaboration, and Coordination	2

# Equity Decision Tree

DRAFT

By addressing the barriers experienced by people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups.

This equity decision tree is intended to help guide the team updating **Metro's TSMO Strategy**. As TSMO leadership, stakeholders, and project management staff craft a vision statement, goals and policies, and a work plan, equity will be considered throughout.

This decision tree is not meant to be prescriptive, setting hard boundaries for inclusion of a particular policy or project. It is instead meant to foster a thorough examination through an equity lens. In 2016 Metro created their Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The definitions and guiding ideas in this equity tree are meant to be consistent with and help implement the plan.

## Definitions

- **Transportation Equity:** The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for historically marginalized communities especially communities of color.
- **Racial Equity:** The removal of barriers with a specific focus on eliminating disparities faced by and improving outcomes for communities of color. Race can no longer be used to predict life outcomes and outcomes for all groups are improved.
- **People of Color and Communities of Color:** For the purposes of this plan, communities of color are Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics, and immigrants and refugees who do not speak English well, including African immigrants, Slavic and Russian speaking communities, and people from the Middle East.

## Navigating the Tree



At the tree top, **evaluate and refine** actions, being accountable to the result



Continue through the Strategies level to **develop a solution step** to a problem



Follow the branches and leaves of the tree through the Plans level to **identify keys** to solving a problem



Start at the root and **define a problem**

## Why Equity?

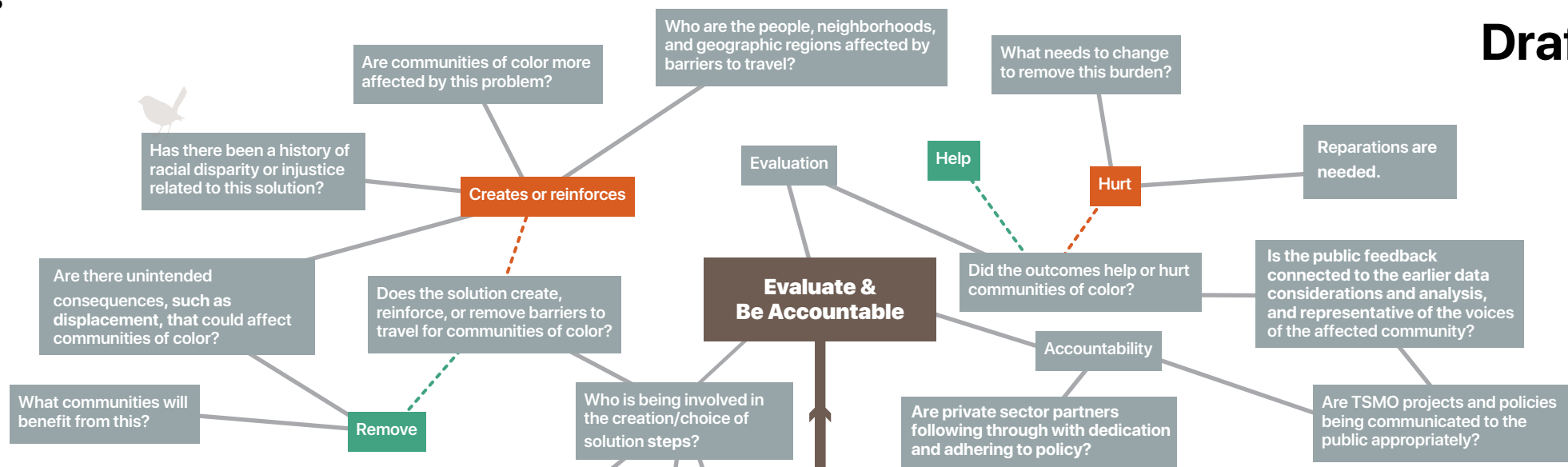
- Pedestrian fatality rates for African Americans are **60%** higher than for non-Hispanic whites, and **43%** higher for Hispanics than whites.
- More than **1 in 10** Americans has a mobility disability such as serious difficulty walking or climbing stairs.
- Nearly **24%** of African-American households, **17%** of Latino households, and **13%** of Asian households live without a car.
- People who are African American, Asian, Native American, Pacific Islander or Latino-origin are **4 times** more likely to rely on transit for their work commute than people who are White."
- Households in the bottom **90%** income bracket spend twice the amount on transportation that households in the top **10%** income bracket spend each year.

*Source: Smart Growth America; Centers for Disease Control and Prevention; Census; Treasury*

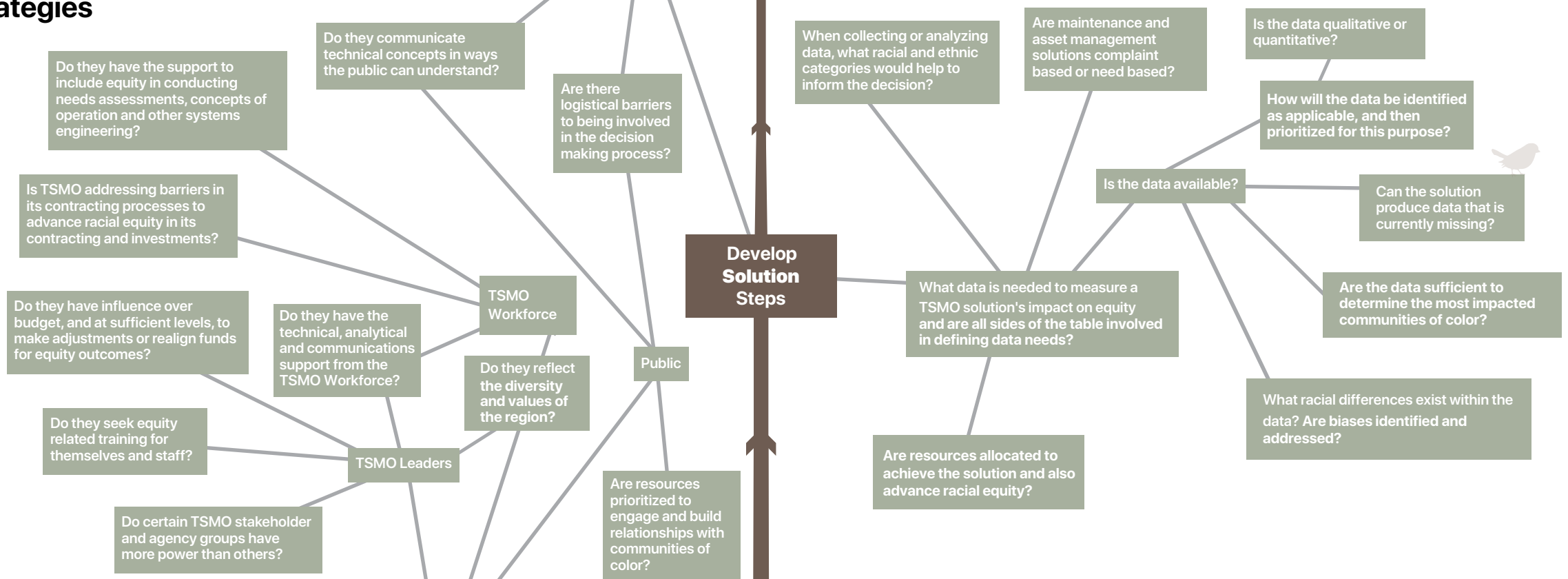


## Actions

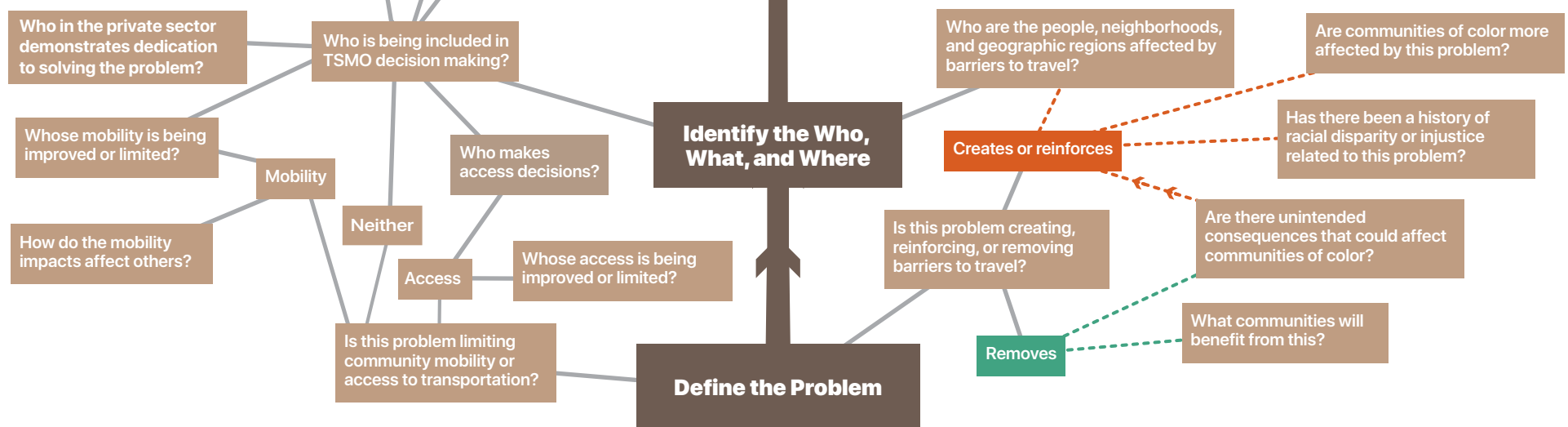
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## Strategies



## Plans



## Context

**What are the transportation disparities or inequities that exist in the context of TSMO that affect quality of life?**

## Choices

How can TSMO affect transportation choices broadly and meet individual needs in historically marginalized communities, expanding access to economic, health and recreational opportunities?

## Voices

**Who is voicing a problem and related impacts? What steps follow regional efforts to build capacity to meaningfully participate, that include people without formal organization or influence?**