Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	**RTP Transit work group meeting**
Date:	Thursday, December 14, 2017
Time:	9:00 a.m. - Noon
Place:	Metro Regional Center, Council Chambers
Purpose:	Transit and transit related policy discussion
Outcome(s):	Review and feedback on transit and technology related policies for the RTP.

9:00 a.m.	**Welcome & project updates** *Who have you talked to about this work? What have you heard?*	Everyone
9:15 a.m.	**Draft Evaluation results update** *Share second round of system performance evaluations results.*	Jamie Snook, Metro
9:45 a.m.	**Regional Transit Vision** *Discuss and compare the transit RTP network and our regional transit vision brainstorm.*	Jamie Snook, Metro
10:15 a.m.	**Break**	
10:25 a.m.	**Regional Technology Strategy (RTX) policy discussion** *Introduction and discussion of the RTX Policy ideas and the relationship to the RTS.*	Eliot Rose, Metro
11:15 a.m.	**Transit Policies** *Review existing transit policies and discuss new transit policies for the 2018 RTP update.*	Jamie Snook, Metro
11:45 a.m.	**Next steps** *Discuss next steps/January meeting* • *Transit System Expansion Policy evaluation* • *Transit vision performance overall* • *Draft Regional Transit Strategy*	Jamie Snook, Metro
12:00 p.m.	**Adjourn**	

Meeting Packet	Next Meeting
• Transit Work Group Agenda	January TBD, Metro
• November 2017 Transit Work Group Summary	

Directions, travel options and parking information
Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: http://www.oregonmetro.gov/metro-regional-center

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	**2018 RTP Transit work group meeting**
Date/time:	Wednesday, November 15, 2017 | 2:00-4:30pm
Place:	Metro Regional Center, Room 401
Purpose:	Discuss components of the Regional Transit Strategy and initial findings from the RTP System Evaluation.

Work Group Attendees	**Affiliate**
Dan Bower	Portland Streetcar, Inc
April Bertelsen	City of Portland
Karen Buehrig	Clackamas County
Eric Hesse	TriMet
Jay Higgins	City of Gresham
Nicole Hendrix	SMART
Alan Lehto	TriMet
Kate Lyman	TriMet
Glenn Kirsten	Clackamas County/TPAC
Kate McQuillan	Multnomah County
Randy Parker	C-TRAN
Lidwien Rahman	Oregon Department of Transportation
Jamie Snook, Work Group Lead	Metro
Greg Snyder	City of Hillsboro
Charlie Tso	City of Wilsonville
Dyami Valentine	Washington County

Staff Attendees
Grace Cho
Kim Ellis
Ben Kahn
Thaya Patton

I. Welcome & introductions

Jamie Snook called the meeting to order and welcomed the group. Attending work group members introduced themselves and provided updates of their agencies and/or municipalities.

II. MAX Red Line Extension and Reliability Improvements Project (Alan Lehto, TriMet)

Alan Lehto, TriMet provided a briefing on the MAX Red Line Extension and Reliability Improvements Project. The goals of the project is to extend the Red Line west of the Beaverton Transit Center to relieve overcrowding on the Blue Line and fulfill community desires for a direct connection to Portland International Airport (PDX), as well as, increase reliability of operation.

The project also calls for building a double track near Gateway Transit Center. The benefits of the project include an increase of service for the Westside stops and improved performance at Gateway. Mr. Lehto provided specific detail of the proposed improvements at the FairPlex station, Gateway, and PDX. Two options were presented regarding Gateway, both of which have tradeoffs and advantages. Mr. Lehto then discussed the community engagement process project funding, and timeline, which is currently estimated to be $205 million, and is anticipated to be completed by 2021/2022.

III. Growing Transit Communities

April Bertelsen, from the City of Portland, provided an overview of the Growing Transit Communities (GTC) Plan. The goal of the plan is to "develop transportation investment plans for a few transit corridors that help support both frequent transit service and multi-modal transit-oriented development. All of these help grow transit communities."

Through this process, there were opportunities to hear from the community, including open houses, online surveys, community advisory group and other table setting events. To select transit corridors, several selection criterions were identified: residential density, opportunity to jobs and education, higher concentration of historically disadvantaged populations, mixed-use land use and gaps in the pedestrian and bicycle networks. The corridors selected are line 77, line 20, and line 87.

Ms. Bertelsen briefly explained the GTC Plan recommendations, which include corridor investment plans that identify prioritize transit supportive projects. The recommendation included bundling of projects and identified tier 1 and tier 2 priorities. She concluded by outlining the early implementation achievements, which include some funding, a transit youth pass, TriMet service increases on lines 20, 77, and 87, and new funding for transit service in HB 2017.

IV. First and Last Mile Connections

Eric Hesse presented on First and Last Mile Connections and how it fits into TriMet's plans.

Mr. Hesse provided a brief overview of the concept and explained the importance of the relationship between transit and active transportation. Mr. Hesse provided a summary of TriMet's Pedestrian Network Analysis and Bike Plan Summary.

Mr. Hesse also provided a description of the emerging trends in future mobility and access, particularly how technology could impact transit. Mr. Hesse described some of the implementation tools, like the use of shuttles and community job connectors, which have some use in the region currently. Next, he explained activity and trends regarding autonomous vehicles, including the Fleets of Autonomous Vehicles that are Electric and Shared (FAVES) model, and NACTO guidance. Eric explained how services like Zipcar and ReachNow are expanding their footprint and influence in Portland, the state of park and rides, and the concept of "Mobility as a Service".

The region is developing a plan to help build an understanding of the implications of technology trends on first/last mile connections. This will inform the RTP and the Regional Transit Strategy. A member stated their enthusiasm and excitement for this topic, and affirms the direction of the work group. Members discussed the importance of an implementation project for first/last mile connections.

V. RTS DRAFT Report Outline

Ms. Snook detailed the initial set of draft evaluation results of the investment strategies and presented an interactive map of the location of all transit projects in the 2018 RTP. The presentation did not include all the performance measures and was a snapshot of what we have completed to date. Ms. Snook briefly described the overall purpose of the RTP system evaluation measures:

- How much do people and goods travel in our region?
- How much do households spend on housing and transportation in our region?
- How safe is travel in our region?
- How easily, comfortably and directly can we access jobs and destinations in our region?
- How efficient is travel in our region?
- How will transportation impact climate change, air quality, and the environment?

The working group discussion focused on the following:

- The model results how progress is being made towards our targets, specifically the mode share target, but they are not as close as hoped or anticipated.
- The model includes improvements to other modes and all modes compete with each other for trips.
- There are three investment strategies: 2027 Constrained, 2040 Constrained and the 2040 Strategic.
- There are gains in transit access to jobs within 45 minutes overall, however there were some underperformance in the model. The group discussed potential factors that may influence this, including the model doesn't factor in displacement or movement in vulnerable populations.

VI. RTS DRAFT Report Outline

Due to the work group meeting going longer than anticipated, the Regional Transit Strategy report outline was not discussed in detail. Ms. Snook briefly explained the contents of each chapter, but assigned work group members to review the report outline on their own before the next work group meeting.

VII. Next Steps

The next work group meeting will take place in December, and will address the RTP network map, system evaluation, transit system expansion policy, RTX policy, and Transit policy.

VIII. Adjourn

There being no further business, meeting was adjourned at 4:35 p.m. by Jamie Snook.

Meeting summary respectfully submitted by
Ben Kahn, Metro Intern and Jamie Snook, Principal Planner/Transit Work Group Lead

Next meeting of RTP Transit work group
December 14 2017 | 9 - 12
Metro Regional Center, Council Chambers

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	10/15/2017	October 15, 2017 Meeting Agenda
2	Meeting Summary	9/2017	RTP Transit Work Group Summary, September 2017
3	Weblink		City of Portland Growing Transit Communities Plan https://www.portlandoregon.gov/transportation/68193
4	Project list	10/17/17	2018 Regional Transportation Plan All Project List
6	Project list	10/17/17	2018 Regional Transportation Plan Financially Constrained Project List
7	Project list	10/17/17	2018 Regional Transportation Plan Additional Strategic Project List
8	Factsheet	10/2017	2018 Regional Transportation Plan Call for Projects Update
9	Document - Outline	11/9/17	Regional Transit Strategy DRAFT Outline for report
10	Presentation	11/15/17	MAX Red Line Extension and Reliability Improvement Project
11	Presentation	11/15/17	Growing Transit Communities Plan
12	Presentation	11/15/17	First and Last Mile Connections
13	Presentation	11/15/17	Regional Transit Strategy: Draft Outline and Initial Transit System Performance Evaluation results

2018 RTP System Evaluation Measures to be tested in Summer 2017
June 1, 2017

ID	Name of RTP System Evaluation Measure
How much do people and goods travel in our region?	
1.	**Multimodal travel** System-wide # of miles traveled (total and share of overall travel), sub-region # of miles (total and share of overall travel) A) Vehicle Miles Traveled (VMT) *(total, per capita, and per employee)* B) Bicycle miles traveled *(total and per capita)* C) Freight miles traveled *(total)* D) Pedestrian miles traveled *(total and per capita)* E) Person miles traveled *(total)*
2.	**Active transportation and transit mode share** System-wide *(total and share)*: A) walking B) bicycling C) transit Non-driving travel *(total and share)*: A) Central City B) Regional centers C) Mobility corridors D) Sub-regions (three counties and city of Portland)
How much do households spend on housing and transportation in our region?	
3.	**Affordability*** Combined cost of housing and transportation *(*Development of this measure has been deferred to next RTP update*)*
How safe is travel in our region?	
4.	**Share of safety projects*** Percent of number and cost of safety projects in the RTP investment packages region-wide, in areas with historically marginalized communities, in areas with focused historically marginalized communities, in census tracts with greater than 26.5% people of color, and per person in each area.
5.	**Exposure to crash risk*** The sum of all non-freeway vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, in historically marginalized communities, in focused historically marginalized communities, and in census tracts with greater than 26.5% people of color.
How easily, comfortably and directly can we access jobs and destinations in our region?	
6.	**Access to travel options – system connectivity & completeness*** Miles, network percent complete, connectivity, density and timing of sidewalk, bikeway, trail and new street investments region-wide, in historically marginalized communities, in focused historically marginalized communities, in census tracts with greater than 26.5% people of color, and within 1/2-mile of transit.
7.	**Access to jobs*** Number of jobs (classified by wage groups – low, middle, and high) accessible within A) 30 minutes by auto B) 45 minutes by transit C) 30 minutes by bike D) 20 minutes by walking
8.	**Access to community places*** A) Measure access by bicycling, walking, transit, driving B) Adjust the time sheds for each mode C) Define existing “daily needs” consistent with other similar efforts, including the TriMet Equity Index.
9.	**Access to bicycle and pedestrian parkways** Number and percent of households within 1/4-mile of a bicycle or pedestrian parkway.
10.	**Access to transit** Number and share of households, low-income households and employment within 1/4-mile of high capacity transit or frequent service transit
11.	**Access to industry and freight intermodal facilities** Extent that industrial land and freight intermodal facilities are transportation constrained
How efficient is travel in our region?	
12.	**Multi-modal travel times** Between key origin-destinations for mid-day and 2-hr PM peak
13.	**Congestion** A) Vehicle hours of delay per person B) Interim Regional Mobility Policy - Locations of throughways, arterials, and regional freight network facilities that that exceed interim LOS threshold C) Freight truck delay D) Total cost of delay on freight network
14.	**Transit efficiency** A) Boarding rides per revenue hour for HCT & bus B) Revenue hours by transit mode C) Transit ridership system-wide by each transit service type
How will transportation impact climate change, air quality and the environment?	
15.	**Climate change** Tons of transportation-related greenhouse gas emissions (*total and per capita*)
16.	**Clean air** Tons of transportation related air pollutants (*e.g. CO, ozone, PM-10*)
17.	**Habitat impact*** Number and percent of projects that intersect high value habitat

** Reflects the transportation priorities identified by historically marginalized communities and will serve as the basis for the federally-required Title VI Benefits and Burdens analysis.*

How much transit did we provide?

TRANSIT AT A GLANCE

	2027 Constrained	2040 Constrained	2040 Strategic	Climate Smart Strategy
Daily revenue hours				
Service expansion (increase from 2010 level)	X% increase	X% increase	X% increase	
Rush hour frequency	10-minute service on X routes	10-minute service on X routes	10-minute service on X routes	
Off-peak frequency	30-minute service on X routes	20-minute service on X routes	15 or 20-minute service on X routes	
New high capacity transit connections				
Other service enhancements				
Public and private shuttles				
Fares				
Estimated capital cost* (2016$)				
Estimated service operating costs** (2016$)				

* Capital costs reflect HCT capital costs plus fleet replacement and expansion costs.

** Operating costs for TriMet service were calculated by annualizing the daily revenue hours proposed for each scenario and applying TriMet's average operating cost per revenue hour, with cost by mode weighted by the proportion of service provided on each mode.

ROUND 1:
TRANSIT ACCESS AT A GLANCE

HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of total households near* transit

SERVICE FREQUENCY	2027 Constrained		2040 Constrained		2040 Strategic		Climate Smart Strategy	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes								
11 – 15 minute service								
16 – 25 minute service								
26 – 45 minute service								
More than 45 minute service								
No fixed-route service								

* 1/4-mile proximity to bus, 1/3-mile proximity to streetcar and 1/2-mile proximity to light rail

LOW-INCOME HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of low-income households** near transit

SERVICE FREQUENCY	2027 Constrained		2040 Constrained		2040 Strategic		Climate Smart Strategy	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes								
11 – 15 minute service								
16 – 25 minute service								
26 – 45 minute service								
More than 45 minute service								
No fixed-route service								

** $24,999 per year or less

JOB ACCESS TO TRANSIT AT A GLANCE

Share of jobs near transit

SERVICE FREQUENCY	2027 Constrained		2040 Constrained		2040 Strategic		Climate Smart Strategy	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes								
11 – 15 minute service								
16 – 25 minute service								
26 – 45 minute service								
More than 45 minute service								
No fixed-route service								

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Regional Transit Strategy

Transit component of the the 2018 Regional Transportaiton Plan Update

DRAFT FOR DISCUSSION V2 12/12/17

January 2018

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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.

Project web site: oregonmetro.gov/mtip

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

TABLE OF CONTENTS

ATTACHMENTS

TABLES AND FIGURES

FORWARD

The 2018 Regional Transit Strategy (RTS) updates the region's first Regional High Capacity Transit (HCT) System Plan, completed in 2009.

EXECUTIVE SUMMARY

Executive summary will be about 2 pages. Executive Summary could handout for distribution.

CHAPTER 1: INTRODUCTION

The 2018 Regional Transit Strategy (RTS) sets regional transit policy and provides a framework for working towards implementing a regional transit system that supports our 2040 Growth Concept. This Introduction provides context for the RTS, including …

Metro's Role

As the region's metropolitan planning organization (MPO), Metro has a variety of roles in transportation safety planning, including:

- setting regional transit vision, policies, targets, and performance measures;
- reporting on annual transit targets and performance measures;
- planning for high capacity transit projects, environmental planning, project development leading to a locally preferred alternative;
- convening jurisdictions and agencies to achieve better coordination;
- encouraging best practices in transit planning and design;
- supporting and introducing transportation legislation;
- supporting local and state efforts; and
- allocating federal transportation funding.

The 2018 RTS provides the regional transit vision for the Portland metro region, defined as the area within the Metropolitan Planning Area (MPA). The MPA is slightly larger than the region's Urban Growth Boundary.

Policy Context

Relationship to other plans…

Transit Policy Framework

Building upon our existing transit investments and plans, **the Regional Transit Strategy vision is to make transit more frequent, convenient, accessible and affordable for everyone**. The transit strategy will coordinate the operational, capital and transit supportive elements to make transit work more efficiently and effectively for everyone. The Regional Transit Vision is in response to the community needs as a whole, and is as much about improving operations and ensuring a state of good repair as it is building new connections and supporting our 2040 Growth Concept and our Climate Smart Strategy.

Safety, Equity and Public Health

Planning and Public Engagement Process

Document Organization

The 2018 RTS is organized into six chapters, with a foreword, executive summary, and back matter such as a glossary and list of acronyms. Supporting documents are provided as standalone appendices. This section provides an overview of the different parts of the document.

Foreword

Introduces the genesis, purpose, limitations, and scope of the strategy.

Executive Summary

Provides a short summary and key elements of the strategy.

Chapter 1: Introduction

Provides and introduction to and context for understanding the strategy.

Chapter 2: Regional Transit Vision and Policies

Describes the Regional Transit Vision and assoicated policies.

Chapter 3: Key Trends, Challenges and Opportunities

Provides key.

Chapter 4: Strategies and Actions

Describes the strategies and actions to help achieve our transit vision.

Chapter 5: Performance, Monitoring and Measuring Progress

Describes performance and monitoring measures for achieving our vision.

Chapter 6: Implmentation

Outlines how to implement the Regional Transit Vision.

List of Partners

Agencies, organizations, non-profits, private entities, industry and the public who will play a role in implementing the 2018 RTS.

Acronyms

Defines acronyms used in the document.

Glossary

Defines terms used in the document.

Appendices

Appendices are stand-alone documents that provide additional technical information for the 2018 Regional Transit Strategy.

2009 High Capacity Transit (HCT) System Plan

CHAPTER 2: REGIONAL TRANSIT VISION AND POLICIES

This is an important time to update the Regional Transit Vision. With continued regional growth come challenges such as more congestion, higher housing prices, and constrained access to employment and daily needs. Residents, elected officials, and community organizations view increased transit service as a critical part of the overall solution to these challenges. If we want to become the region we laid out in our 2040 Growth Concept, we must continue improving transit's accessibility, service, reliability, and reach.

Through the RTS, we are engaging community leaders and transit providers serving the region in order to develop a shared vision and investment strategy. Building off of the Climate Smart Strategy, the Regional Transit Vision is: ***to make transit more frequent, convenient, accessible, and affordable for everyone.*** Investments in the transit system should help achieve the following goals:

- **Frequent:** Align frequency and type of transit service to meet existing and projected demand and in support of local and regional land use and transportation visions.
- **Convenient:** Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g. signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information, and payment.
- **Accessible:** Provide safe and direct biking and walking routes and crossings that connect to stops to make transit more accessible. Improve accessibility for seniors and persons with disabilities. Expand the system to improve access to jobs and essential destinations/daily needs.
- **Affordable:** Ensure transit remains affordable, especially for those dependent on it.

The Regional Transit Vision will be implemented through improving service, investing in infrastructure and expanding transit supportive elements:

1. **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.
2. **Capital investments:** new enhanced transit strategies such as signal priority or high capacity transit options such as bus rapid transit or light rail.
3. **Transit supportive elements:** including policies such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

As we explore our region's transit needs, it is important to remember that limited funding is a challenge faced by regions and transit providers throughout the country. Many jurisdictions have taken to raising funds at the local level as a means to leverage the limited federal funds available. While our region is potentially preparing for a funding

measure to support specific transit capital improvements, this will not address additional needs identified by stakeholders in the Regional Transit Vision, nor will it support increased operations or service investments.

Regional Transit Network Map

This section will include a brief desctipon of how the map was developed and summarize the changes from the existing RTP Regional Transit Network Map.

Recommended RTP Transit Policy language

Build the total network and transit-supportive land uses to leverage investments

Expand high capacity transit

Expand regional and local frequent service transit

Expand Enhanced Transit network

New..

Improve local service transit

Support expanded commuter rail and intercity transit service to neighboring communities

Improve pedestrian and bicycle access to transit

Maintain and update old and aging infrastructure

New…

Ensure that transit remains affordable

New…

CHAPTER 3: TRENDS AND CHALLENGES

Climate Change

Economic Growth

Aging Infrastructure

New Technology

Public Health

Aging Population

Affordability

Changing Travel Behavior

Public Funding

CHAPTER 4: STRATEGIES AND ACTIONS

Strategies

Climate Smart Strategy

TriMet's Service Enhancement Plans

SMART's Transit Master Plan

Enhanced Transit

Streetcar Master Plan

High Capacity Transit (HCT) System Plan

Growing Transit communities

First and last mile connections

Coordinated Transportation Plan

Actions

Best Practices

Serice Improvements

Capital Investments

Transit-Supportive Elements

CHAPTER 5: MONITORING AND MEASURING PROGRESS

Performance Measures

How much do people and goods travel in our region?

How much do households spend on housing and transportation in our region?

How safe is travel in our region?

How easily, comfortabley and directly can we access jobs and destinations in our region?

How efficient is travel in our region?

How will transportation impact climate change, air quality and the environmnet?

Targets

Monitoring process and measures

CHAPTER 6: IMPLEMENTATION

Setting Transit Priorities

Transit Service Investments

Transit service within our MPA

Service outside MPA

Enhanced Transit

Process and criteria for moving enhanced transit projects forward.

Transit System Expansion Policy

Process and criteria for moving high capacity transit projects forward.

10- Year Investment Strategy

Recommended service and capital invetsments through 2027

Long term investment strategy (2028-2040)

Recommended service and capital invetsments through 2027

Investments beyond 2040

Recommended service and capital invetsments in the Strategic Investment Strategy and beyond.

Funding

HB 2017

MTIP

Local Funding

FTA Capital Investment Grant Program

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Getting there

by transit

Regional Transit Strategy

a component of the 2018 RTP

Metro

Regional Transit Strategy Work Group

Meeting #17

December 14, 2017

Today's agenda…

I. Welcome and introductions

II. Draft evaluation results

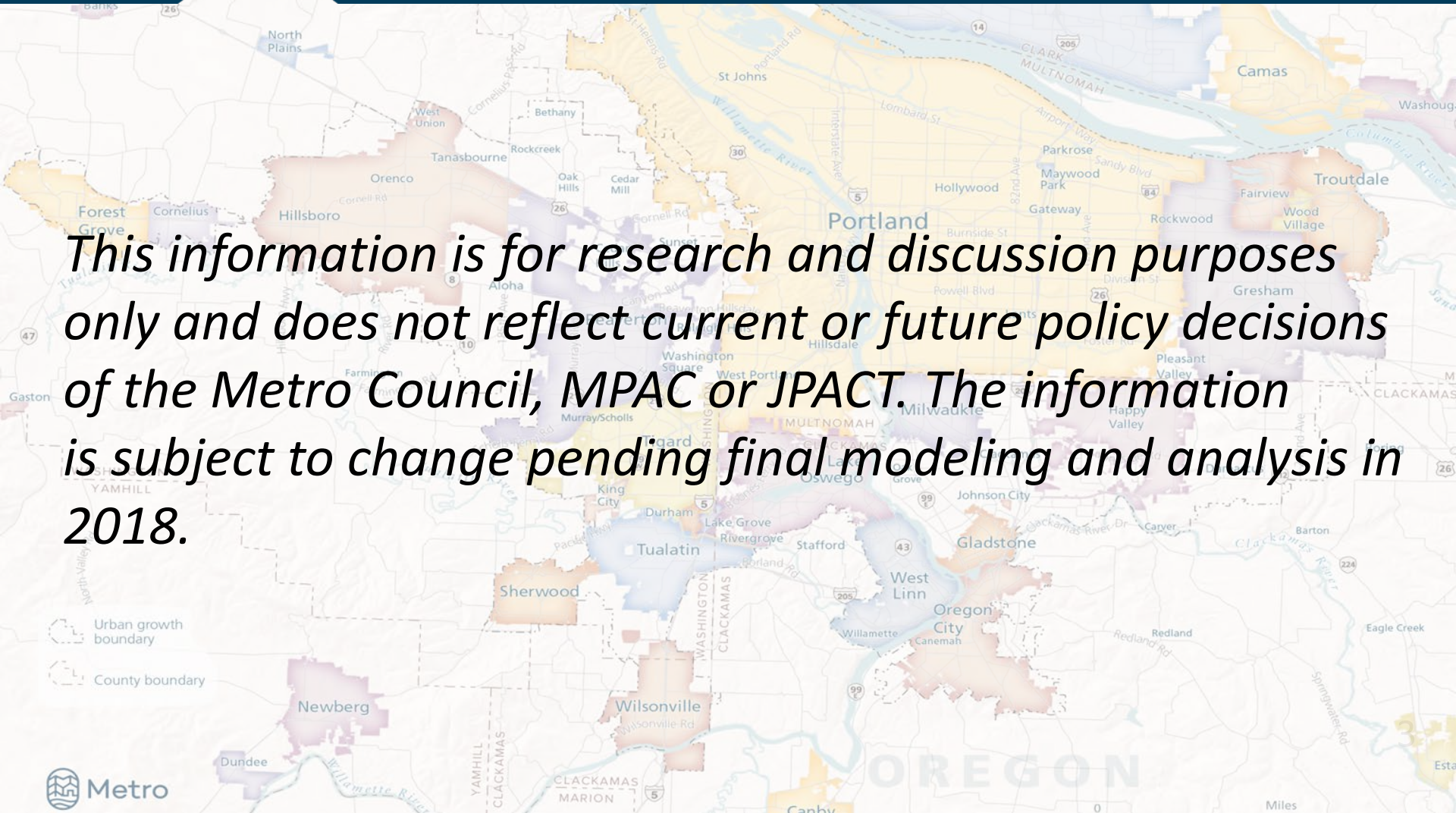
III. Regional transit vision

IV. Regional technology strategy policy discussion

V. Transit policy discussion

VI. Next steps

RTP System Performance Evaluation



This information is for research and discussion purposes only and does not reflect current or future policy decisions of the Metro Council, MPAC or JPACT. The information is subject to change pending final modeling and analysis in 2018.

Draft phasing of RTP projects

*% cost = share of costs for all projects in that RTP investment category

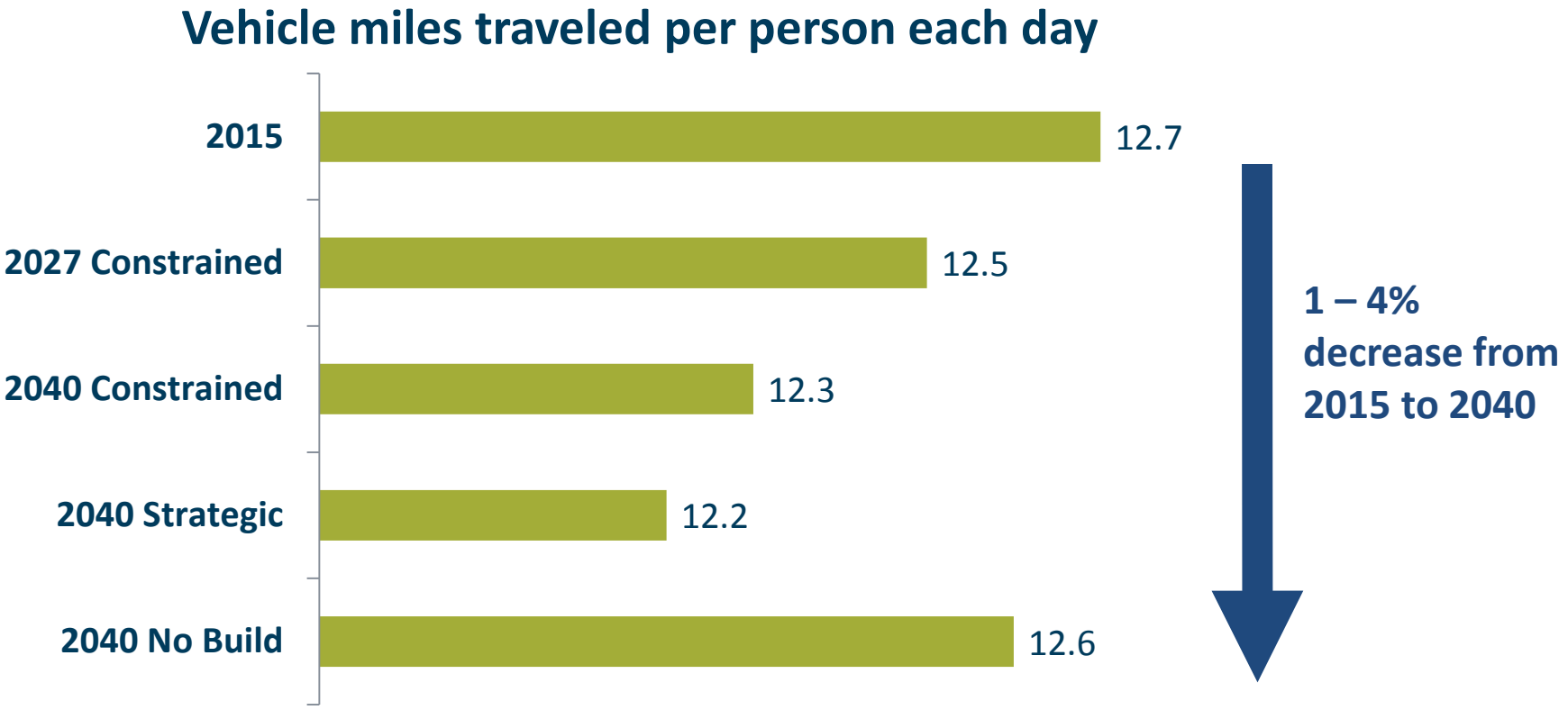
Costs have been rounded in 2016 dollars

RTP Investment Category	Draft 2018-2027 Financially Constrained RTP Projects			Draft 2028-2040 Financially Constrained RTP Projects			Draft 2028-2040 Strategic RTP Projects		
	Cost	Count	% cost*	Cost	Count	% cost*	Cost	Count	% cost*
Active transportation	$674M	133	25%	$875M	160	32%	$1.2B	101	43%
Transit capital	$3.4B	30	50%	$1.9B	17	28%	$1.5B	26	22%
Roads & bridges	$1.3B	149	27%	$1.5B	160	32%	$1.9B	123	41%
Throughways	$650M	14	11%	$4B	10	65%	$1.5B	14	24%
TSMO/TDM/TOD	$177M	27	29%	$182M	23	29%	$257M	17	42%
Freight access	$132M	20	28%	$94M	16	20%	$249M	12	52%
Other-planning	$5M	1	9%	$10M	2	19%	$38M	2	71%
All RTP projects	$6.3B	374	29%	$8.5B	388	40%	$6.6B	295	31%


How much do people and goods travel in our region?
WASHINGTON
OREGON
Vancouver
Portland
Gresham
Beaverton
Hillsboro
Tigard
Lake Oswego
Milwaukie
Oregon City
West Linn
Tualatin
Sherwood
Wilsonville
Newberg
Forest Grove
Cornelius
Banks
North Plains
Camas
Washougal
Troutdale
Fairview
Wood Village
Gateway
Hollywood
Rockwood
St Johns
Lents
Pleasant Valley
Happy Valley
Damascus
Boring
Sandy
Estacada
Eagle Creek
Gladstone
Johnson City
Clackamas
Oak Grove
Stafford
Durham
King City
Lake Grove
Rivergrove
Raleigh Hills
Washington Square
West Portland
Hillsdale
Murray/Scholls
Aloha
Bethany
West Union
Burlington
Sauvie's Island
Vancouver Lake
Columbia River
Willamette River
Tualatin River
Sandy River
Clackamas River
Canby
Barlow
Redland
Carver
Barton
Urban growth boundary
County boundary
Metro
0
10
Miles
02/28/17

Individuals drive less…

Measure 1a

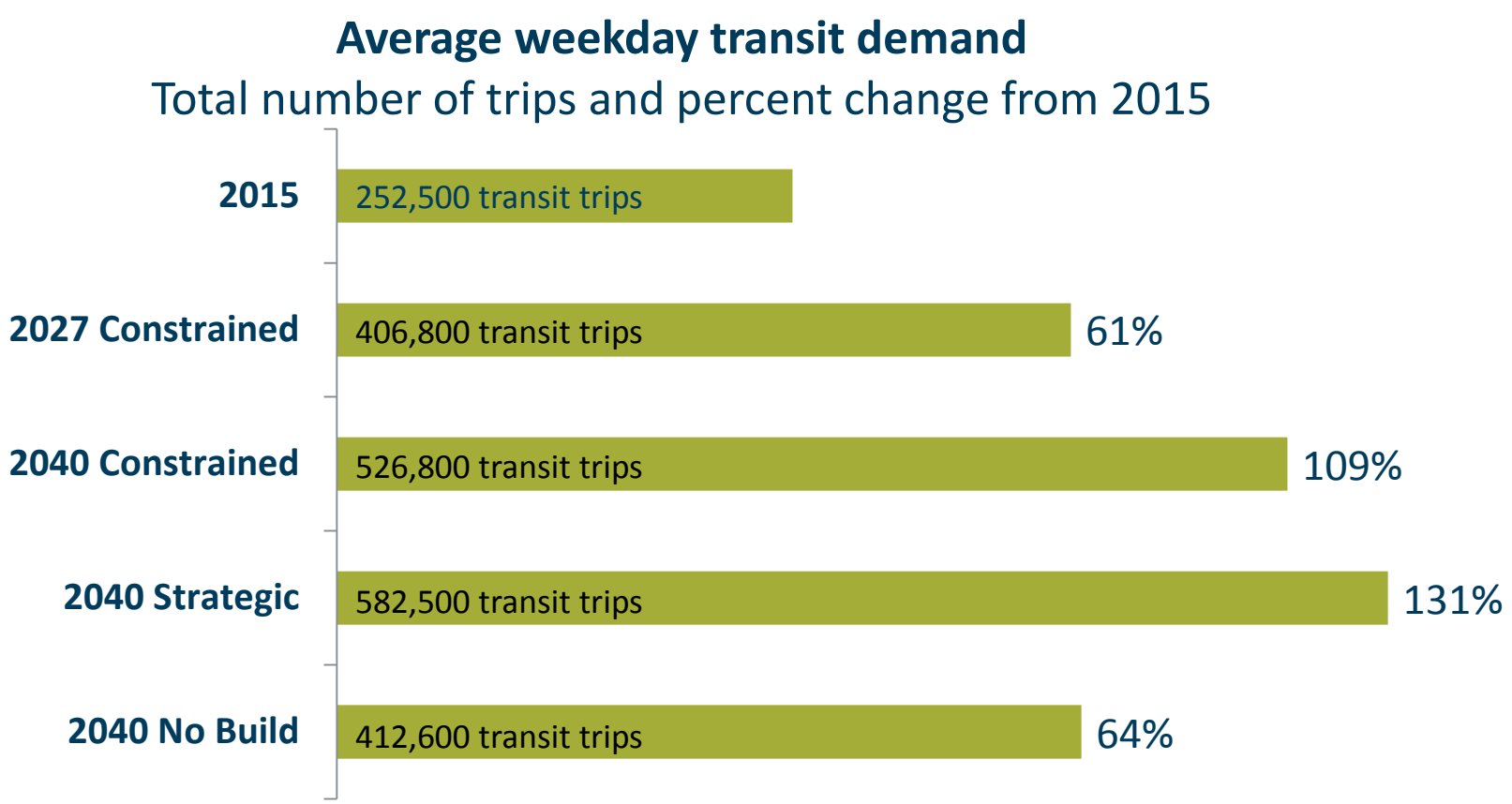


Trips that begin and end within the metropolitan planning area boundary (excludes Clark County, WA.)

Source: Metro Travel Demand Model

Transit demand is growing

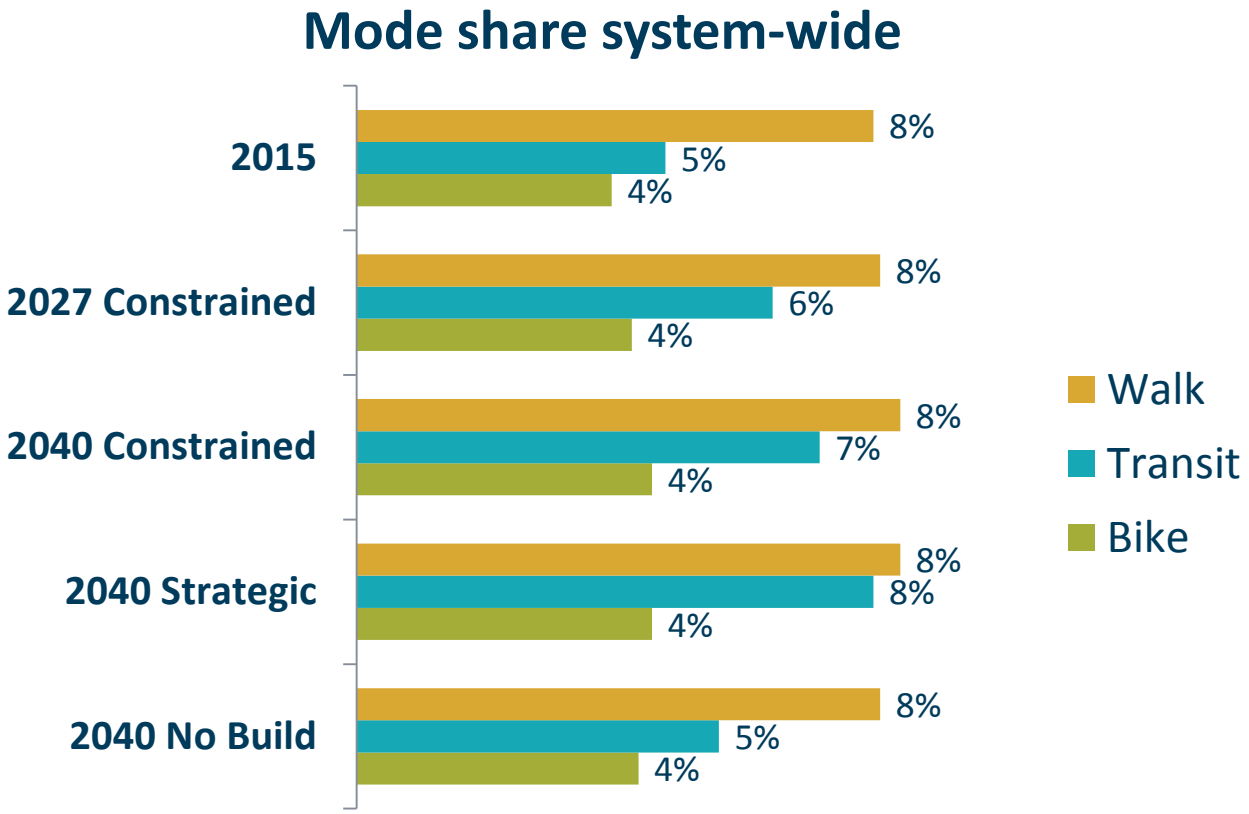
Measure 14c



Source: Metro Travel Demand Model

Individuals walk, bike and use transit more

Measure 2

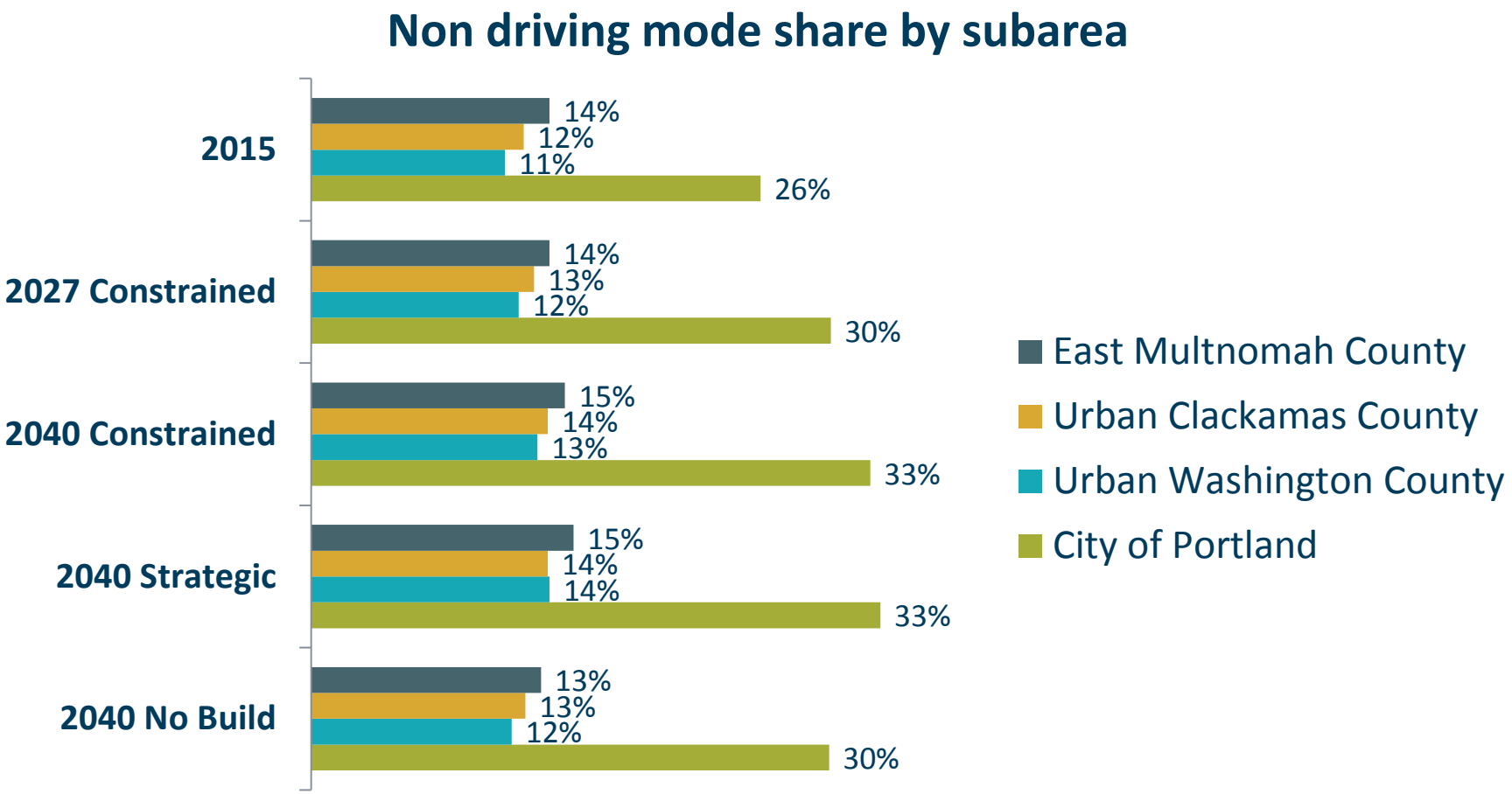


Trips that begin and end within the metropolitan planning area boundary (excludes Clark County, WA.)

Source: Metro Travel Demand Model

Portland sees greatest increase in walking, biking and transit use

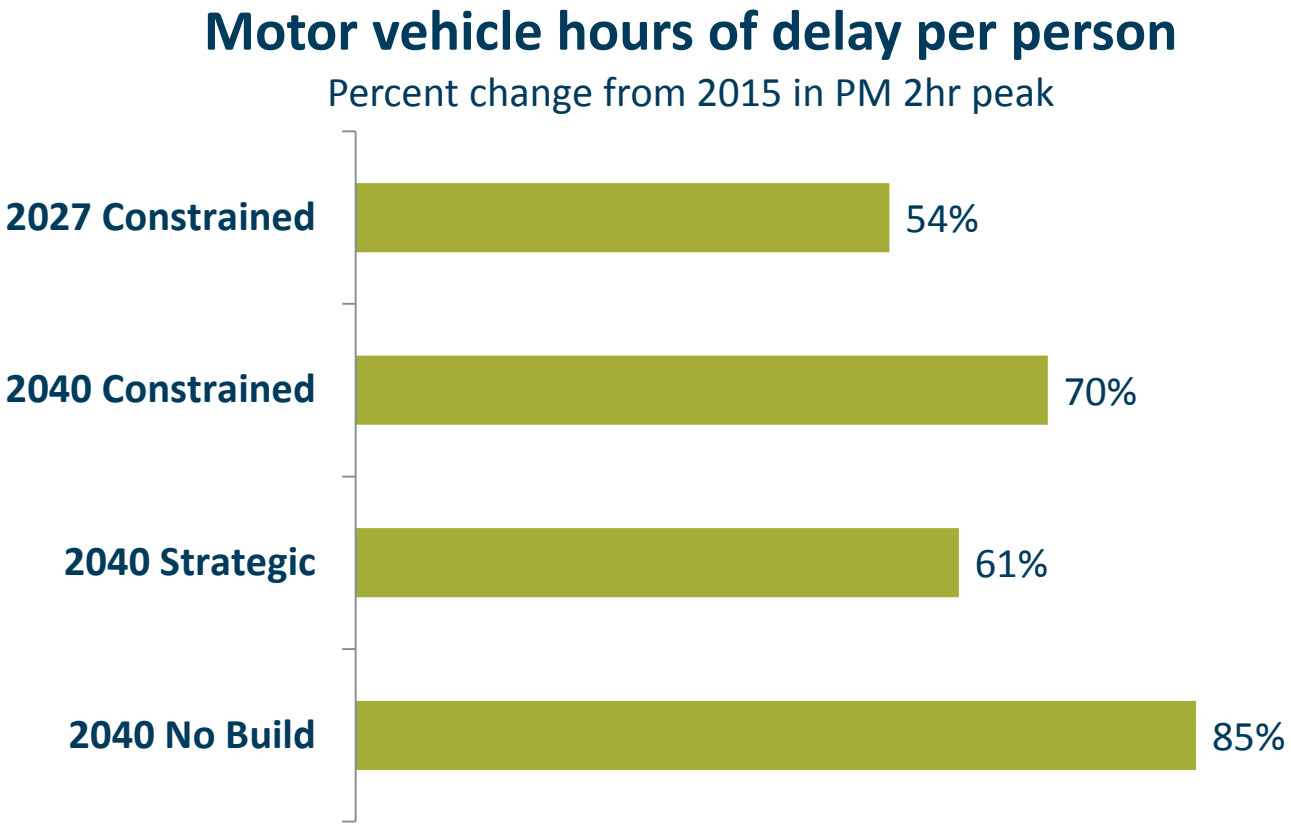
Measure 2



Trips that begin and end within the metropolitan planning area boundary (excludes Clark County, WA.)
Source: Metro Travel Demand Model

Drivers spend more time in traffic than today

Measure 13



Trips that begin and end within the metropolitan planning area boundary (excludes Clark County, WA.)

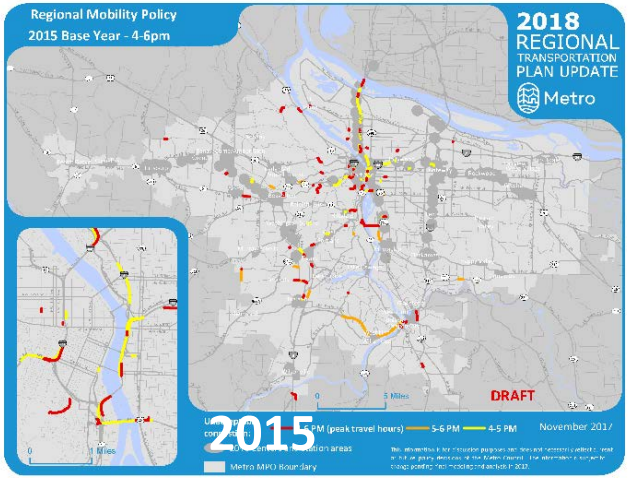
Source: Metro Travel Demand Model

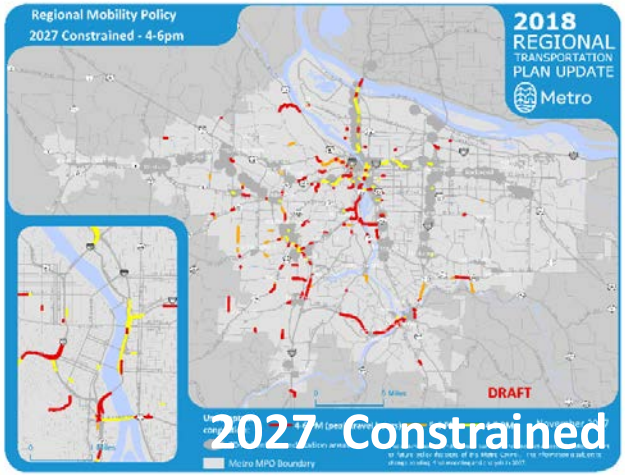

How efficient is auto, freight and transit travel in our region?
WASHINGTON
OREGON
Vancouver
Portland
Beaverton
Hillsboro
Tigard
Tualatin
Lake Oswego
Milwaukie
Gresham
Camas
Washougal
Forest Grove
Cornelius
North Plains
Banks
Sherwood
Newberg
Dundee
Wilsonville
Canby
West Linn
Oregon City
Gladstone
Happy Valley
Damascus
Boring
Estacada
Sandy
Urban growth boundary
County boundary
Metro
Miles
0
10
02/28/17

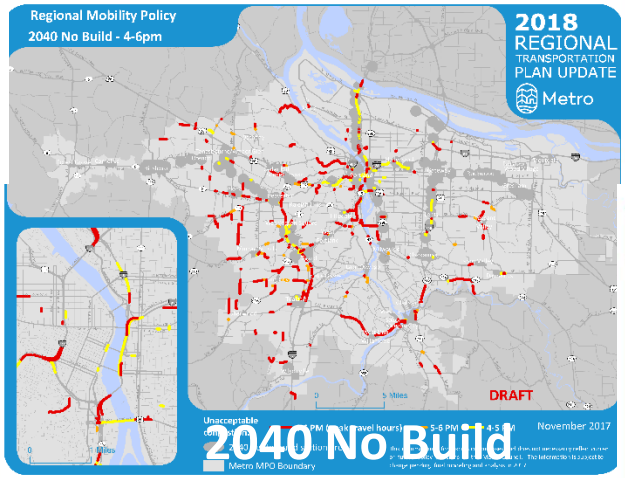
Congestion continues to increase

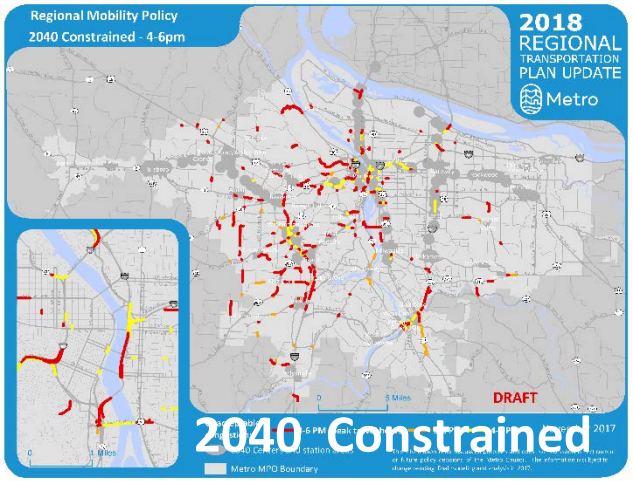
Measure 13

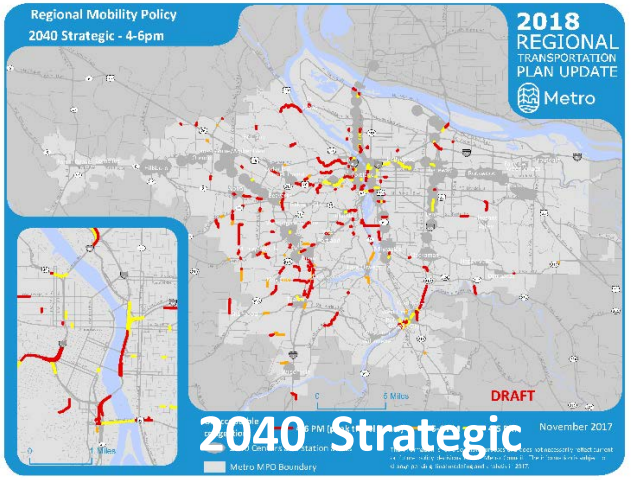
Evening Peak 4-6pm











Unacceptable congestion as defined by the 2014 RTP Interim Regional Mobility Policy

Source: Metro Travel Demand Model

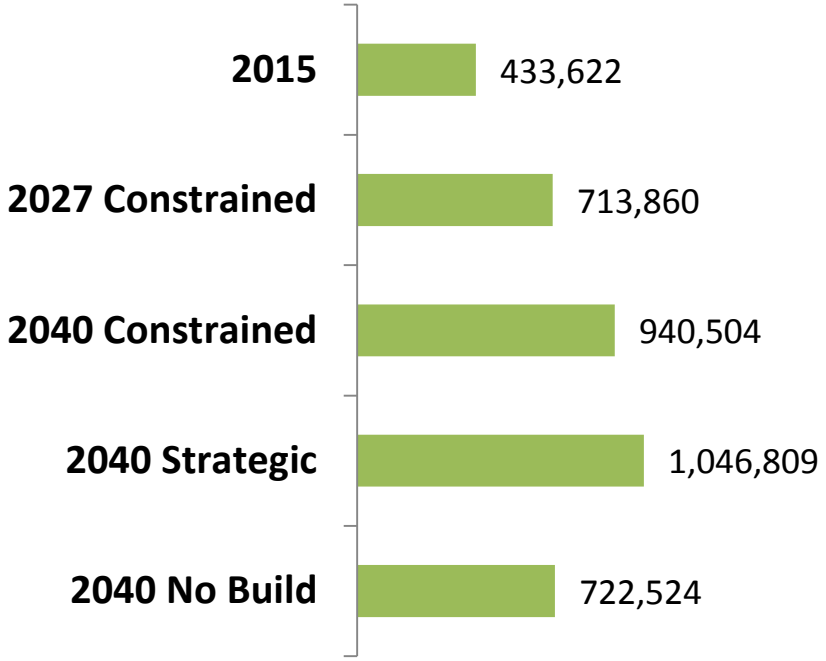
This information is for research and discussion purposes only and does not reflect current or future policy decisions of the Metro Council, MPAC or JPACT. The information is subject to change pending final modeling and analysis in 2018.

Transit travel time (minutes) between locations (walk + wait + in-vehicle time)		2015 Base		2040 No Build		2040 Constrained		2040 Strategic	
Mobility Corridor	Origin --> Destination	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm
1	CBD to Vancouver CBD	46	32	50	39	44	32	44	31
2	CBD to Tigard								
2	CBD to Tualatin								
2	Tigard to Tualatin								
3	Tigard to Wilsonville	80	53	79	53	75	53	49	46
4	CBD to Rose Quarter	18	17	18	17	16	15	16	15
5	CBD to Gateway	34	32	34	32	32	30	32	30
6	Gateway to Gresham	35	31	35	31	35	31	35	31
6	Gateway to Troutdale	65	51	56	51	54	55	47	47
7	CBD to PDX	51	51	51	51	49	47	49	47
7	Gateway to Vancouver Mall	97	92	96	99	87	83	87	83
8	Gateway to Oregon City	75	76	67	67	67	64	63	64
8	Gateway to Clackamas Town Center	30	30	30	30	30	26	30	26
8	Clackamas Town Center to Oregon City	51	51	41	41	41	42	37	42
9	Oregon City to Canby	54	40	55	44	54	43	54	43
10	Tualatin to Oregon City	117	98	101	107	85	91	85	88
11	Tigard to Sherwood	54	36	62	42	42	42	42	41
11	Tualatin to Sherwood	90	67	92	46	71	45	65	44
12	Beaverton to Washington Square	27	27	26	27	26	27	24	24
12	Washington Square to Tigard	20	20	20	21	19	21	18	18
12	Beaverton to Tigard	33	30	33	30	32	30	23	23
13	CBD to Beaverton	30	28	30	28	30	28	30	28
14	Beaverton to Hillsboro	36	32	36	32	36	32	36	32
14	Amberglen to Hillsboro	42	36	42	36	37	37	36	34
14	CBD to Hillsboro	59	55	59	55	59	55	59	55
15	Hillsboro to Forest Grove	36	37	37	39	33	34	32	29
16	CBD to Sauvie Island	81	83	84	90	76	76	76	76
16	CBD to St Johns	57	55	55	57	51	51	50	51
17	*no route specified*	--	--	--	--	--	--	--	--
18	*no route specified*	--	--	--	--	--	--	--	--
19	CBD to Lents	49	49	49	49	48	44	48	44
20	Lents to Gresham	53	49	53	49	43	45	43	45
21	CBD to Oregon City	71	64	68	71	67	70	67	70
22	Milwaukie to Clackamas Town Center	29	29	28	29	28	29	29	30
23	Clackamas Town Center to Happy Valley	38	39	39	42	38	40	38	34
24	Wood Village to Gresham	32	32	27	24	33	28	25	24
24	Gresham to Happy Valley	91	88	92	91	91	85	63	61
24	Gresham to Sandy	45	45	45	46	45	46	45	46

Transit is productive, but falls short of Climate Smart transit service

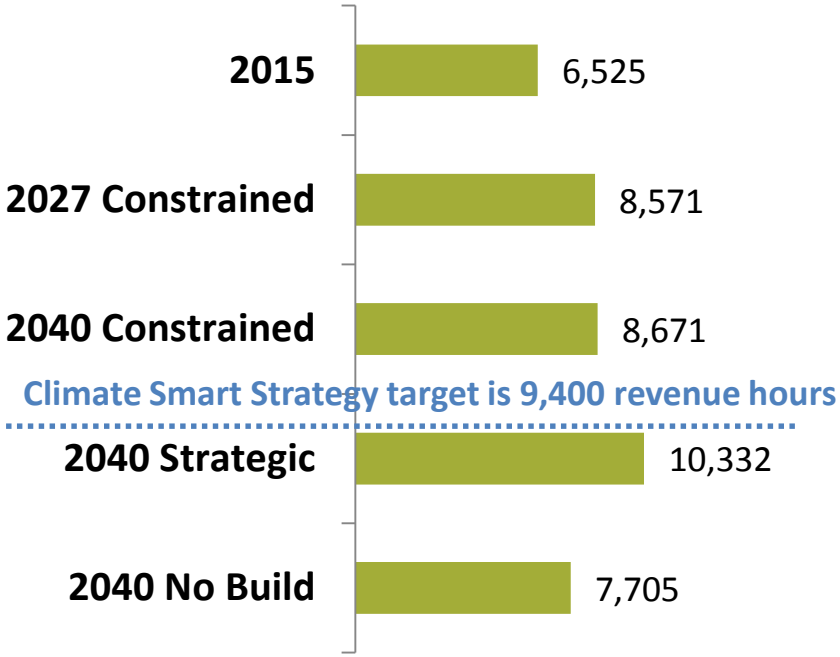
Measure 14

Boardings



Source: Metro Travel Demand Model

Revenue hours of service

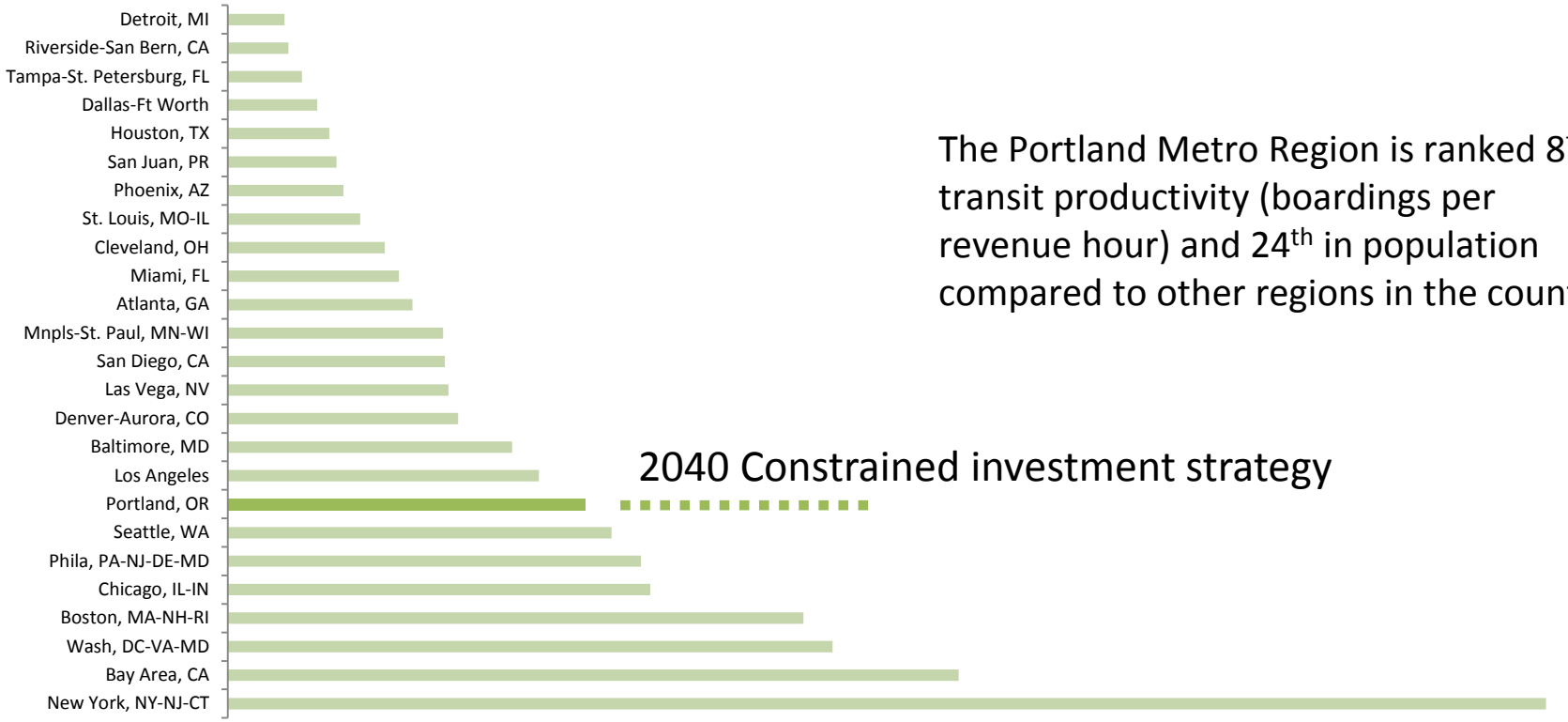


* The 2040 Strategic Investment Strategy exceeds the revenue hours target adopted in the Climate Smart Strategy

Transit is productive

Measure 14

Boardings per revenue hour



The Portland Metro Region is ranked 8th in transit productivity (boardings per revenue hour) and 24th in population compared to other regions in the country.

Source: National Transit Database (NTD) 2015 Peer Review Summary


How accessible are travel options, jobs and places in our region?
WASHINGTON
OREGON
Vancouver
Camas
Washougal
Portland
Gresham
Beaverton
Hillsboro
Forest Grove
Cornelius
North Plains
Banks
Sauvie's Island
Burlington
St Johns
Hollywood
Fairview
Rockwood
Gateway
Lents
Pleasant Valley
Happy Valley
Milwaukie
Clackamas
Damascus
Boring
Lake Oswego
Tigard
Tualatin
Sherwood
King City
Durham
Lake Grove
Rivergrove
Stafford
Johnson City
Gladstone
West Linn
Oregon City
Willamette
Canemah
Redland
Eagle Creek
Estacada
Barton
Carver
Sandy
Newberg
Dundee
Wilsonville
Canby
Barlow
Aloha
Raleigh Hills
Washington Square
West Portland
Hillsdale
Bethany
West Union
Cornelius Pass Rd
Murray/Scholls
Farmington
Gaston
Tualatin River
Columbia River
Sandy River
Willamette River
Urban growth boundary
County boundary
Metro
0
10
Miles
02/28/17

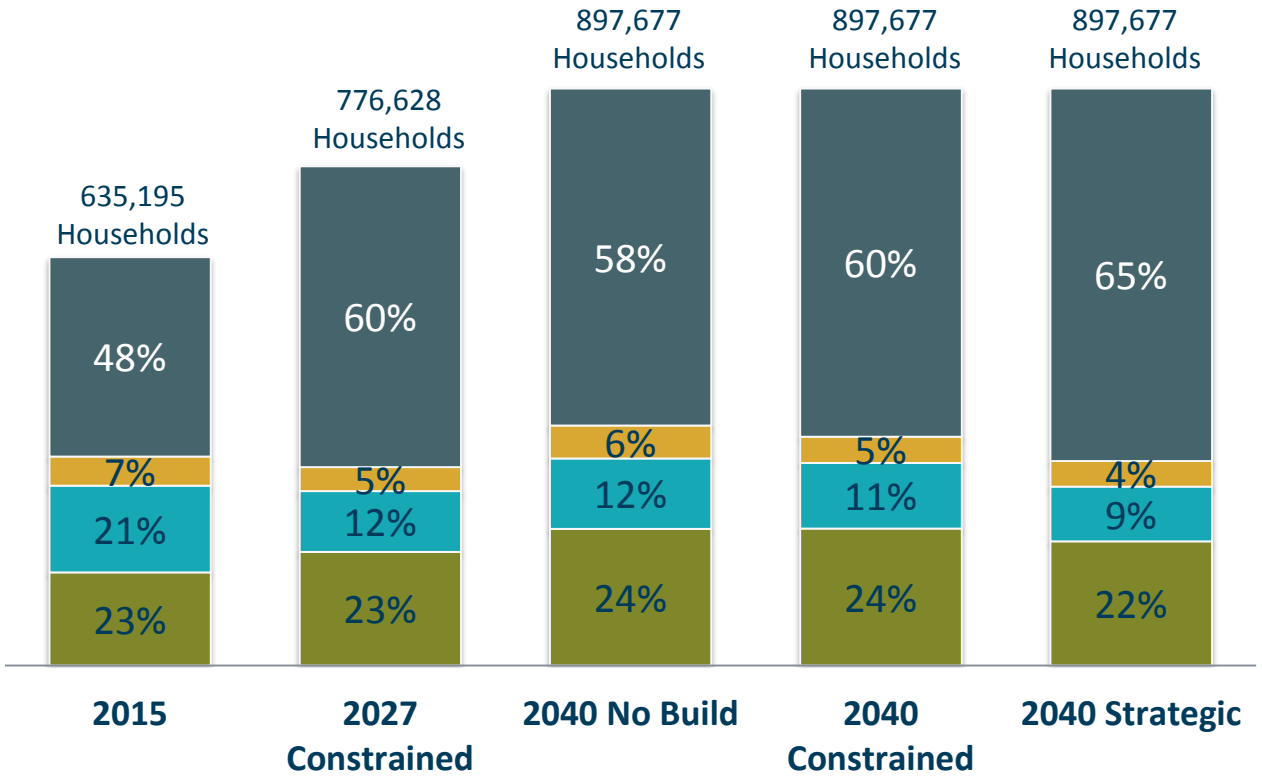
Region's households with access to transit

Metro

Measure 10

More than ¾ of the region's Households have access to transit

(1/4 mile proximity to bus, 1/3 mile proximity to streetcar and 1/5 mile proximity to light rail)



Low-Income HH near 15 minute of better transit grows from 59% - 73%

- **Best transit- 15 minutes or less**
- **Good transit - 16 - 24 minutes**
- **Fair transit - 26 minutes or more**
- **No fixed route**

Source: Metro Travel Demand Model

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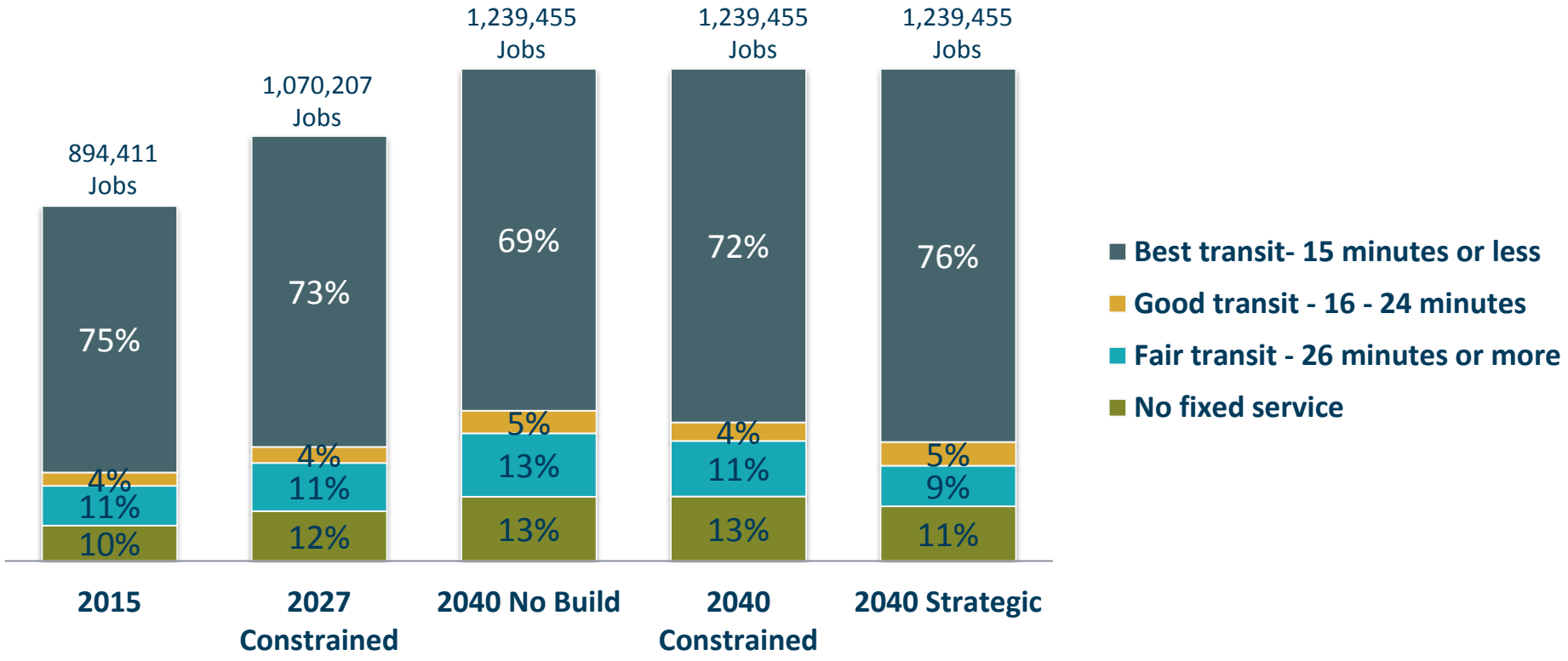
Region's jobs with access to transit

Metro

Measure 10

Almost 90% of the Region's jobs are within access to transit

(1/4 mile proximity to bus, 1/3 mile proximity to streetcar and 1/5 mile proximity to light rail)



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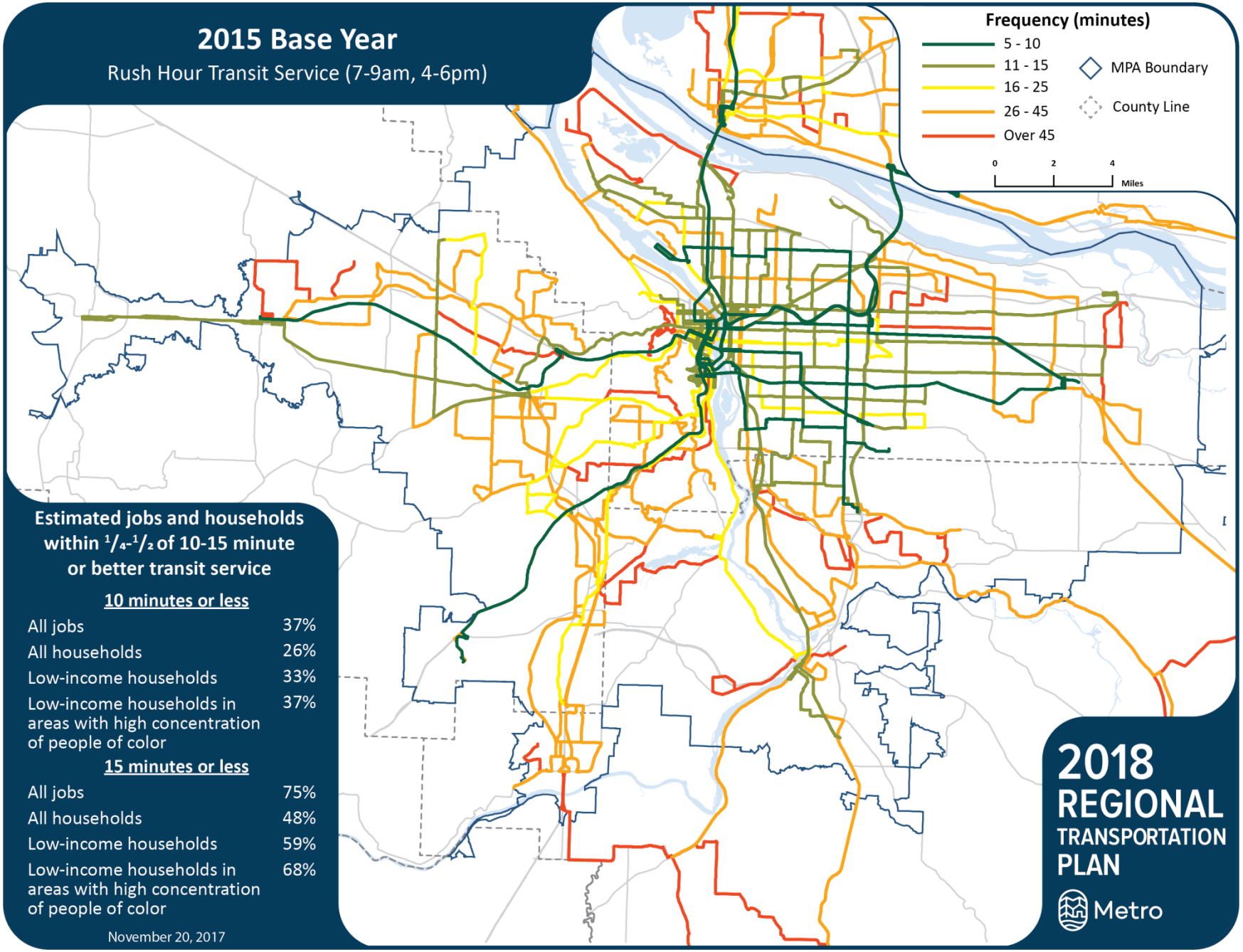
2015 Base Year

Rush Hour Transit Service (7-9am, 4-6pm)



Estimated jobs and households within 1/4-1/2 of 10-15 minute or better transit service

10 minutes or less	
All jobs	37%
All households	26%
Low-income households	33%
Low-income households in areas with high concentration of people of color	37%
15 minutes or less	
All jobs	75%
All households	48%
Low-income households	59%
Low-income households in areas with high concentration of people of color	68%

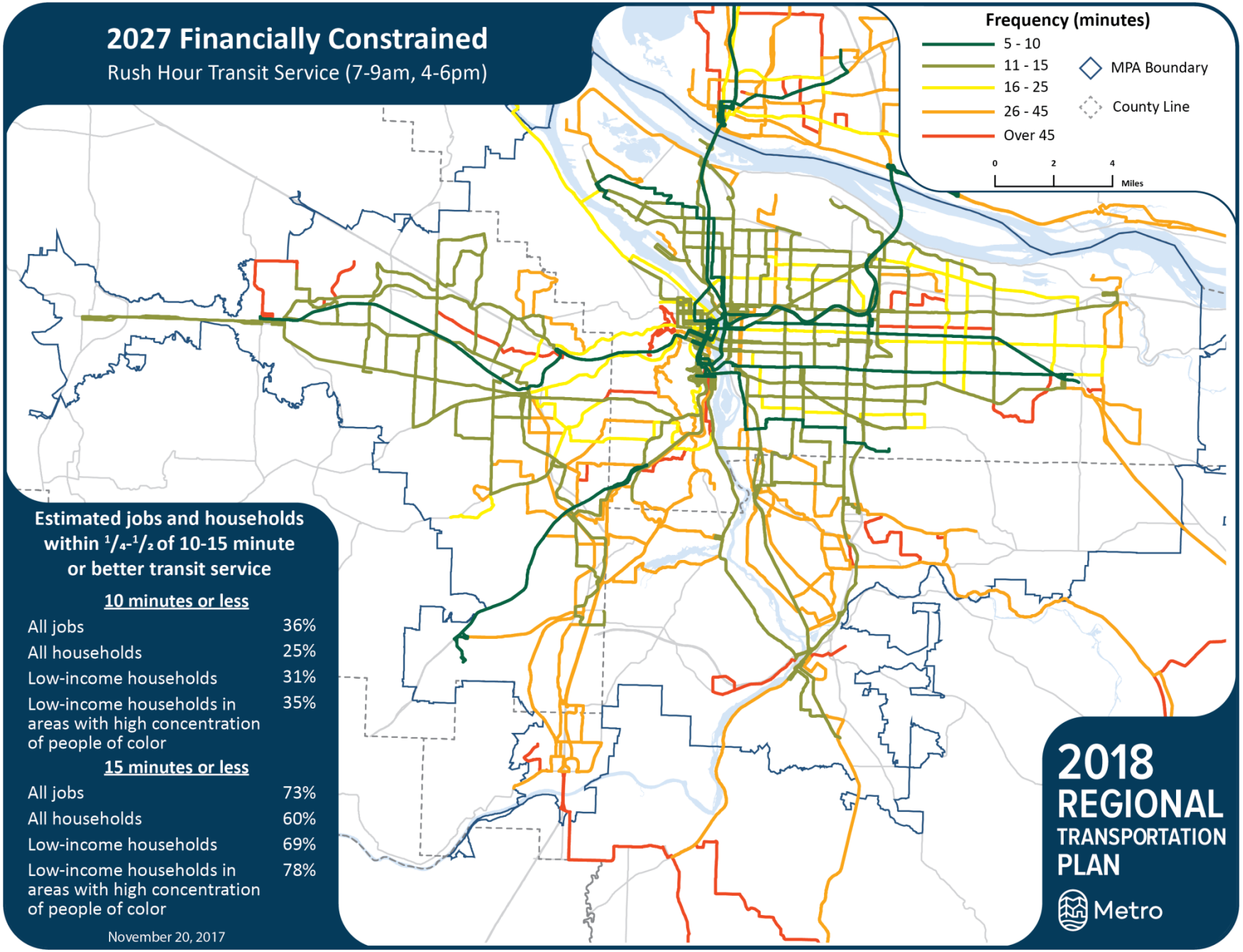
November 20, 2017

2018 REGIONAL TRANSPORTATION PLAN

Metro

2027 Financially Constrained

Rush Hour Transit Service (7-9am, 4-6pm)



Estimated jobs and households within 1/4-1/2 of 10-15 minute or better transit service

10 minutes or less	
All jobs	36%
All households	25%
Low-income households	31%
Low-income households in areas with high concentration of people of color	35%
15 minutes or less	
All jobs	73%
All households	60%
Low-income households	69%
Low-income households in areas with high concentration of people of color	78%

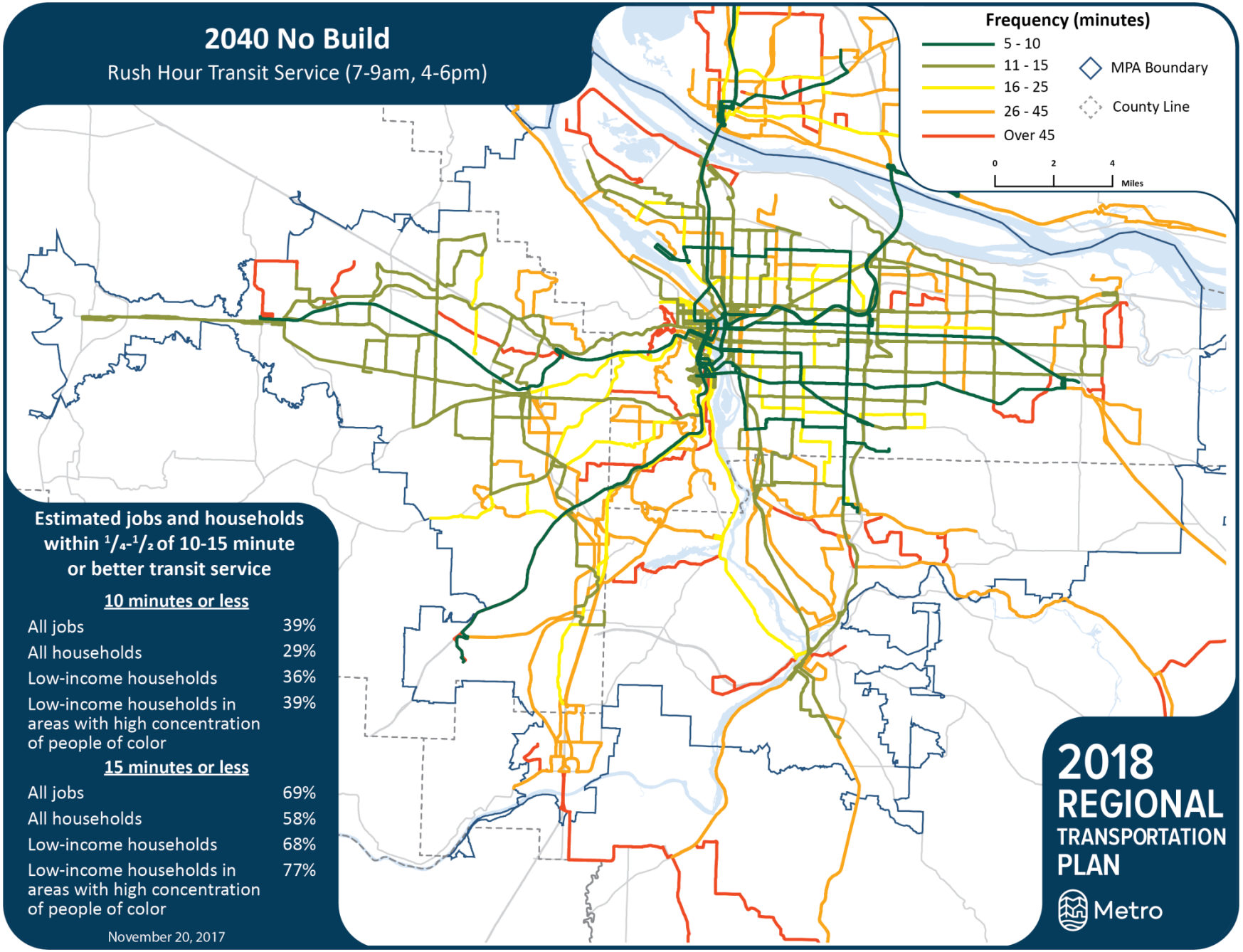
November 20, 2017

2018 REGIONAL TRANSPORTATION PLAN

Metro

2040 No Build

Rush Hour Transit Service (7-9am, 4-6pm)



Estimated jobs and households within 1/4-1/2 of 10-15 minute or better transit service

10 minutes or less	
All jobs	39%
All households	29%
Low-income households	36%
Low-income households in areas with high concentration of people of color	39%
15 minutes or less	
All jobs	69%
All households	58%
Low-income households	68%
Low-income households in areas with high concentration of people of color	77%

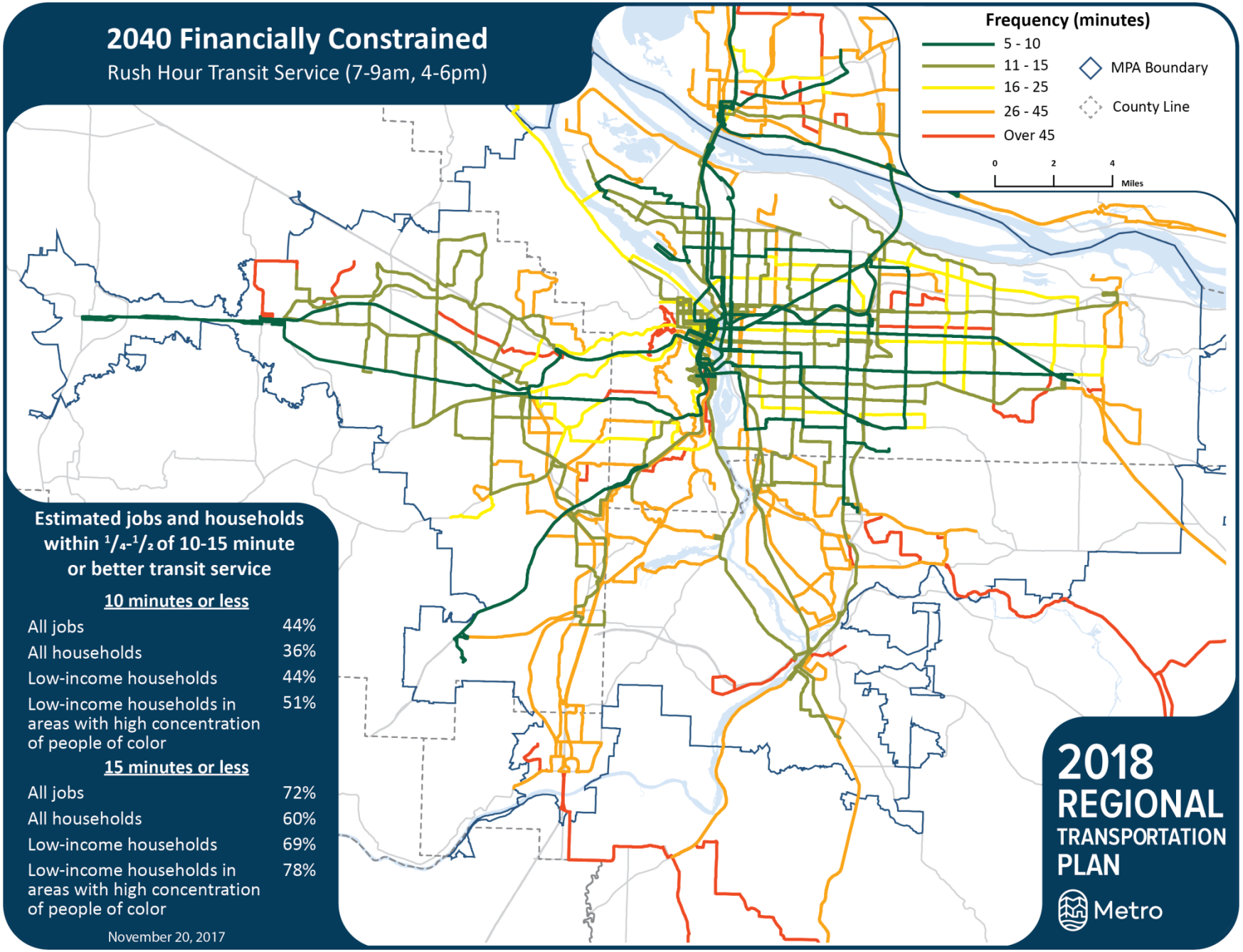
November 20, 2017

2018 REGIONAL TRANSPORTATION PLAN

Metro

2040 Financially Constrained

Rush Hour Transit Service (7-9am, 4-6pm)



Estimated jobs and households within 1/4-1/2 of 10-15 minute or better transit service

10 minutes or less	
All jobs	44%
All households	36%
Low-income households	44%
Low-income households in areas with high concentration of people of color	51%
15 minutes or less	
All jobs	72%
All households	60%
Low-income households	69%
Low-income households in areas with high concentration of people of color	78%

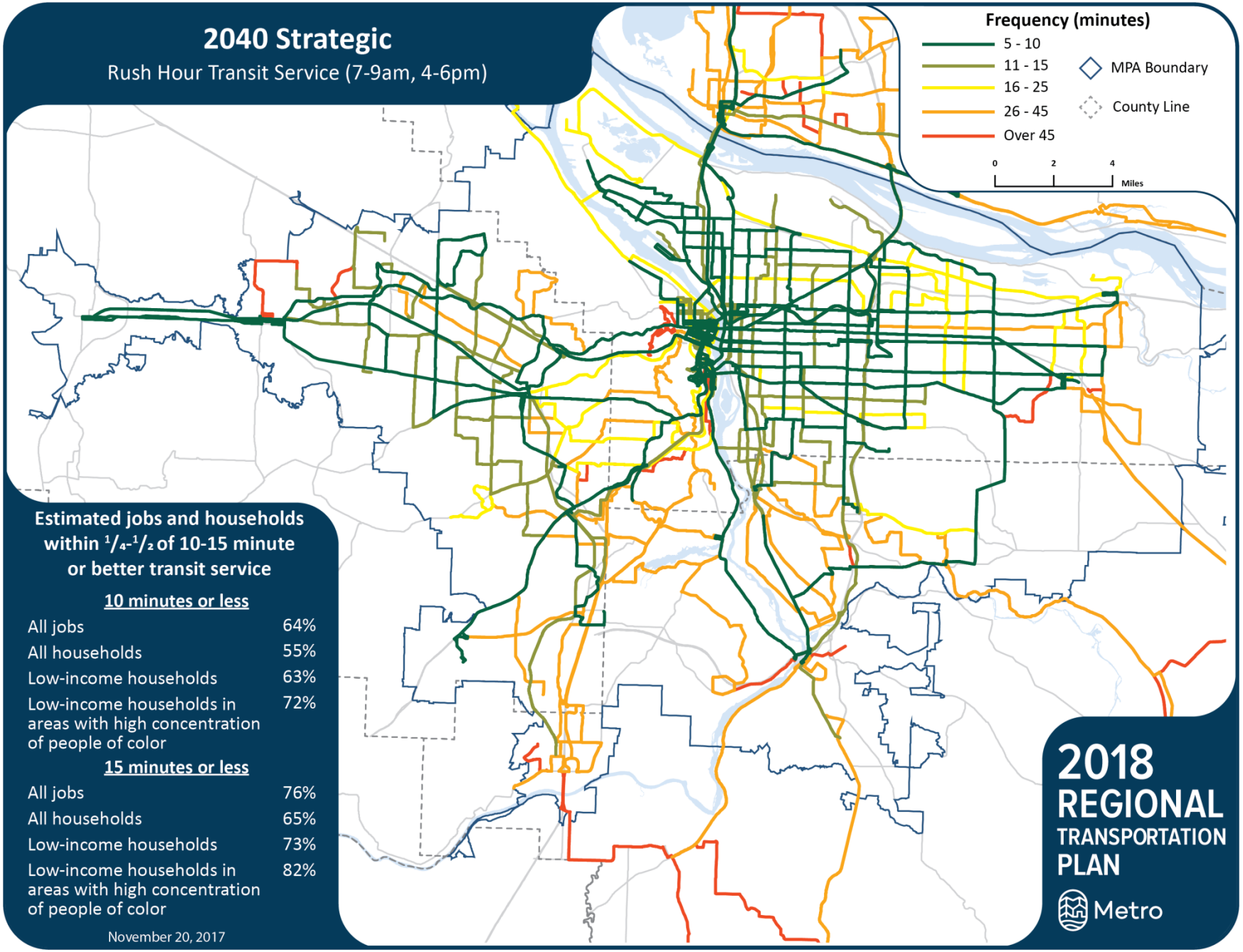
November 20, 2017

2018 REGIONAL TRANSPORTATION PLAN

Metro

2040 Strategic

Rush Hour Transit Service (7-9am, 4-6pm)



Estimated jobs and households within 1/4-1/2 of 10-15 minute or better transit service

10 minutes or less	
All jobs	64%
All households	55%
Low-income households	63%
Low-income households in areas with high concentration of people of color	72%
15 minutes or less	
All jobs	76%
All households	65%
Low-income households	73%
Low-income households in areas with high concentration of people of color	82%

November 20, 2017

2018 REGIONAL TRANSPORTATION PLAN

Metro

Climate Smart Strategy monitoring targets for transit

Measure	2015 Baseline	2035 Monitoring target	2040 Constrained	2040 Strategic
Daily transit service revenue hours	6,525	**9,400**	8,671	10,332
Share of households within ¼ mile all day frequent service*	38%	**37%**	52%	56%
Share of low-income households with ¼ mile of all day frequent transit *	46%	**49%**	61%	65%
Share of employment within ¼ mile of all day frequent service*	68%	**52%**	65%	69%

*Climate Smart Strategy calculated the access to transit as a ¼ mile from any transit stop or station, the RTP analysis was more tailored and calculated the access for a ¼ mile from bus stop, 1/3 mile from streetcar station and ½ mile from light rail station

For historically marginalized communities…

Measure 7

# of households and jobs are within a short walk to frequent transit increases

Getting to jobs and places within a reasonable timeframe see greater gains in the first 10 years, but less by 2040

Making progress on completing and connecting the planned regional active transportation network

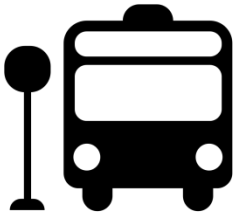
- But more investment is slated for 2028-2040

More jobs are within a reasonable commute

Measure 7

Historically marginalized communities and communities of color see increased number of jobs within a reasonable commute in the first 10-years of investment across modes

All Jobs
33,002 – 41,657



Transit:
45 minutes

Middle-Wage
9,022 – 11,394
Low-Wage
15,758 – 19,830

All Jobs
34,162 – 35,045

Bicycle:
30 minutes

Middle-Wage
9,348 – 9,609
Low-Wage
16,312 – 16,653

All Jobs
5,206 – 5,572

Walk:
20 minutes

Middle-Wage
1,427 – 1,514
Low-Wage
2,500 – 2,691

But traffic will be an issue at rush hour in the future

Measure 7

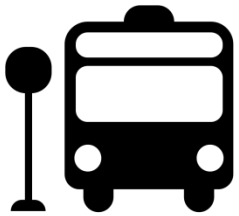
By 2040, gains access to jobs in a reasonable commute gets narrowed to transit

- Mainly in FHMC and sometimes in communities of color

Less change in access to jobs by bike and walking

- Better facilities may = more active travel

All Jobs
40,950 – 59,235



Middle-Wage
11,051 – 16,237
Low-Wage
18,980 – 27,991

All Jobs
39,643 – 40,532

Middle-Wage
10,888 – 11,137
Low-Wage
18,787 – 19,208

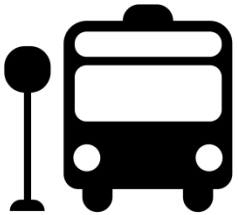
All Jobs
6,171 – 6,652

Middle-Wage
1,705 – 1,821
Low-Wage
2,917 – 3,181

Getting to community places is getting a little easier…

Measure 8

…but it differs by time of day, where you're going, and mode of travel



Biggest Gains: To all community places and medical services
+ 1% – 6% over the region (10-year investment strategy – HMC & CoC)
+ 3% – 7% over the region (2040 FC and Strategic – FHMC & CoC)

Biggest Gains: To all community places and medical services
+ 4% over the region (10-year investment strategy – HMC)

Biggest Gain: To medical services and grocery stores
+ 3% – 4% over the region (10-year investment strategy - HMC)

Overall, access to community places improves, but varies for historically marginalized communities

Measure 8

2027 Financially Constrained 10 –Year Strategy:

- Perform at a greater rate for HMC and communities of color across most modes, most places, and during rush hour and/or all day

2040 Financially Constrained:

- Transit all day and sometimes at rush hour performs at a greater rate for FHMC and communities of color
- Access stays steady in biking and walking

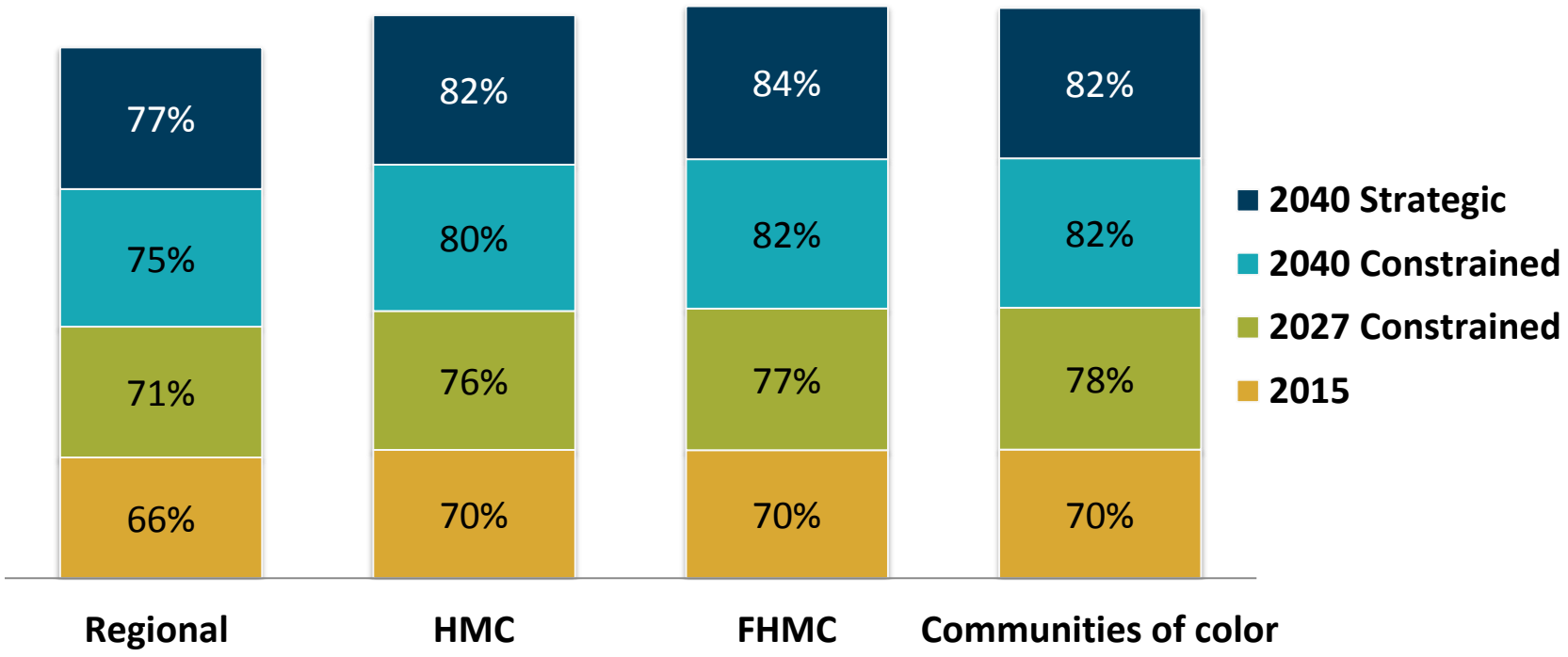
2040 Strategic:

- FHMC and communities of color see increased access by transit during rush hour and all day

Sidewalk completion near transit is higher compared to overall sidewalk planned network completion AND in marginalized communities

Measure 6

Percent of sidewalks completed within 1/2-mile of light rail stops, 1/3-mile of street car line, 1/4-mile of bus line



Analysis still underway

- Health impact assessment by the Oregon Health Authority and Multnomah Co. Public Health staff
- Travel times in regional mobility corridors – auto, bike, freight, transit
- Auto access to jobs
- Connectivity measures
- Transit analysis in support of transit strategy and Enhanced Transit Corridors work
- Costs

What we learned from the transportation equity evaluation

- **The region is investing at a greater rate in safety and active transportation in historically marginalized communities**
  - But 75% of active transportation investment is in 2028-2040 time period
- **With investments, the projected accessibility (i.e. getting to jobs, services) produced some gains for historically marginalized communities**
  - By 2040, traffic congestion will impact accessibility by transit for historically marginalized communities
- **Population growth and economic activity will increase vehicle miles traveled and the potential for more conflicts**

Communicating what we learned and shaping recommendations for 2018

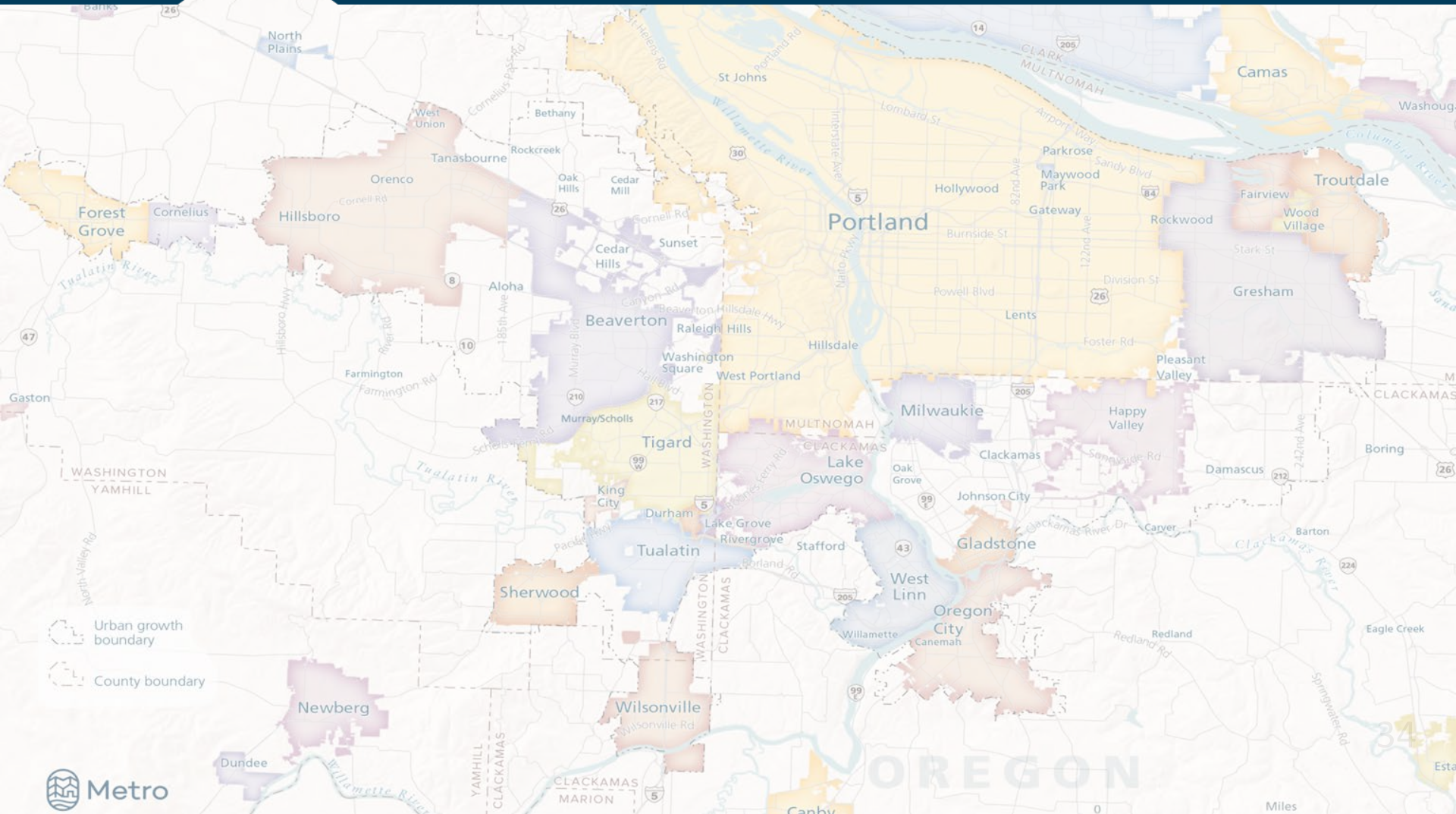
What does the data suggest to you?

What information and takeaways are most important to highlight in discussion materials?

What are the implications for the 2018 RTP?

- Think about refinements for Round 2?
- Think about future work needed – post-RTP?

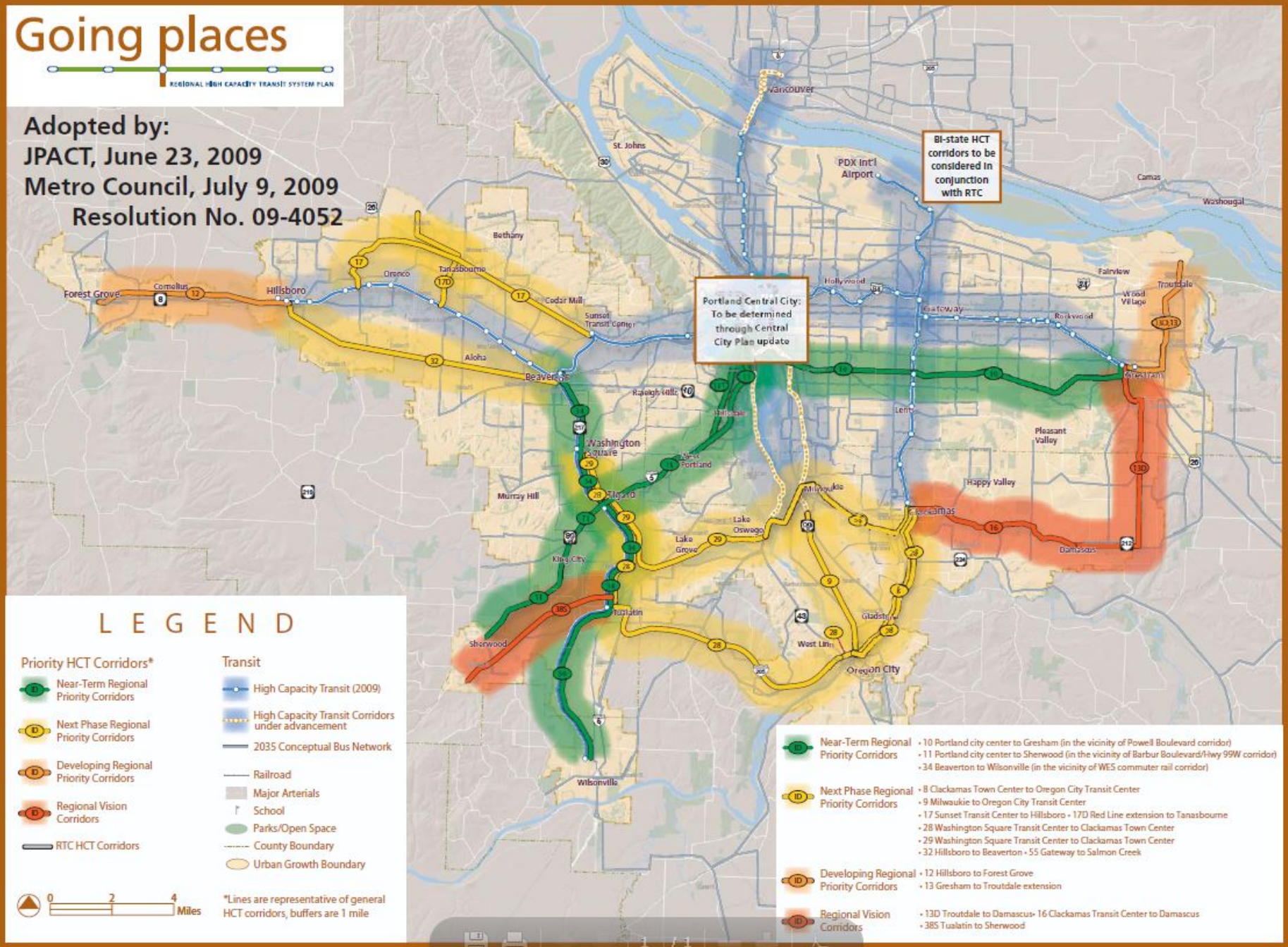
Regional Transit Vision



Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary

0 2 4 Miles

*Lines are representative of general HCT corridors, buffers are 1 mile

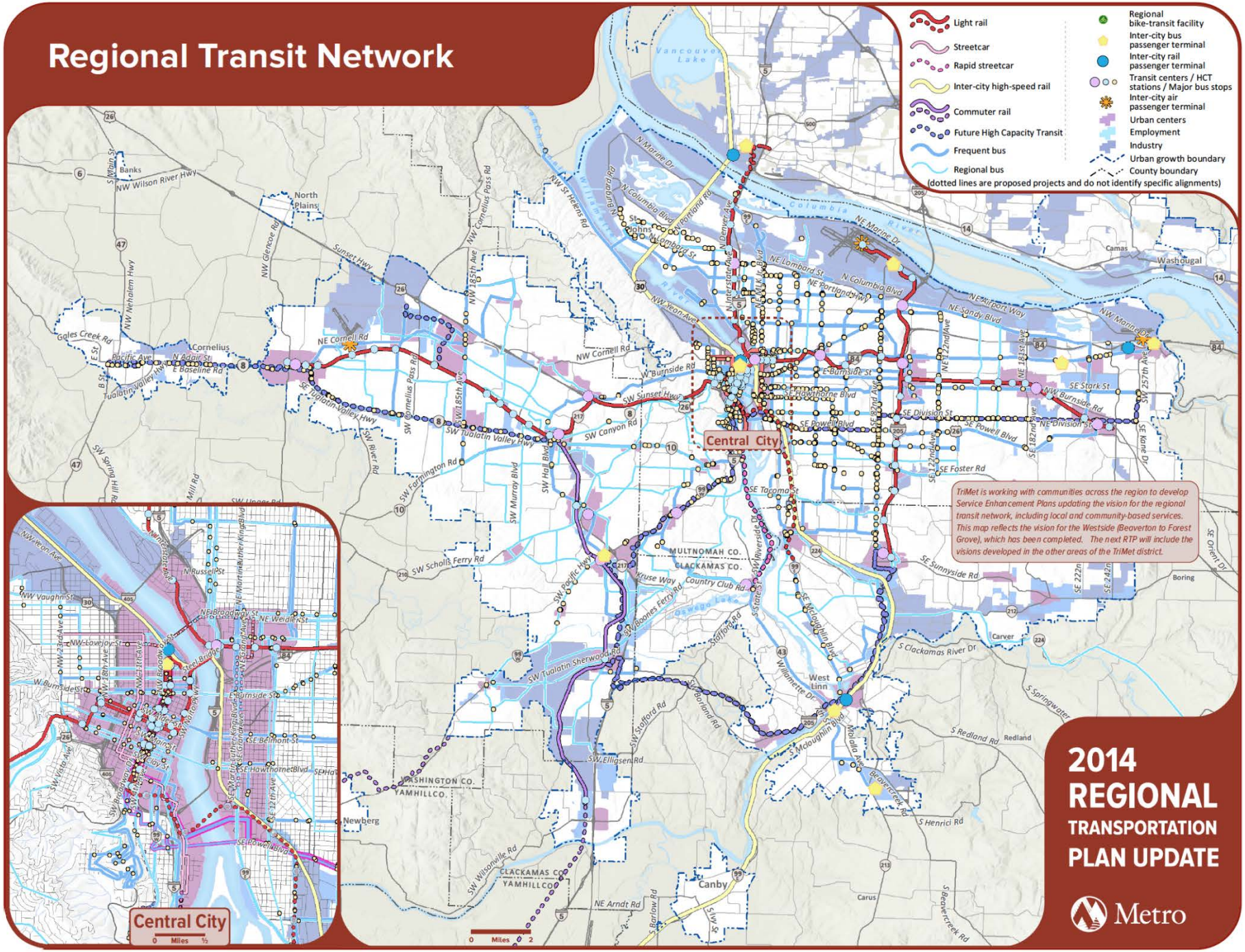
Near-Term Regional Priority Corridors
- 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
- 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
- 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)

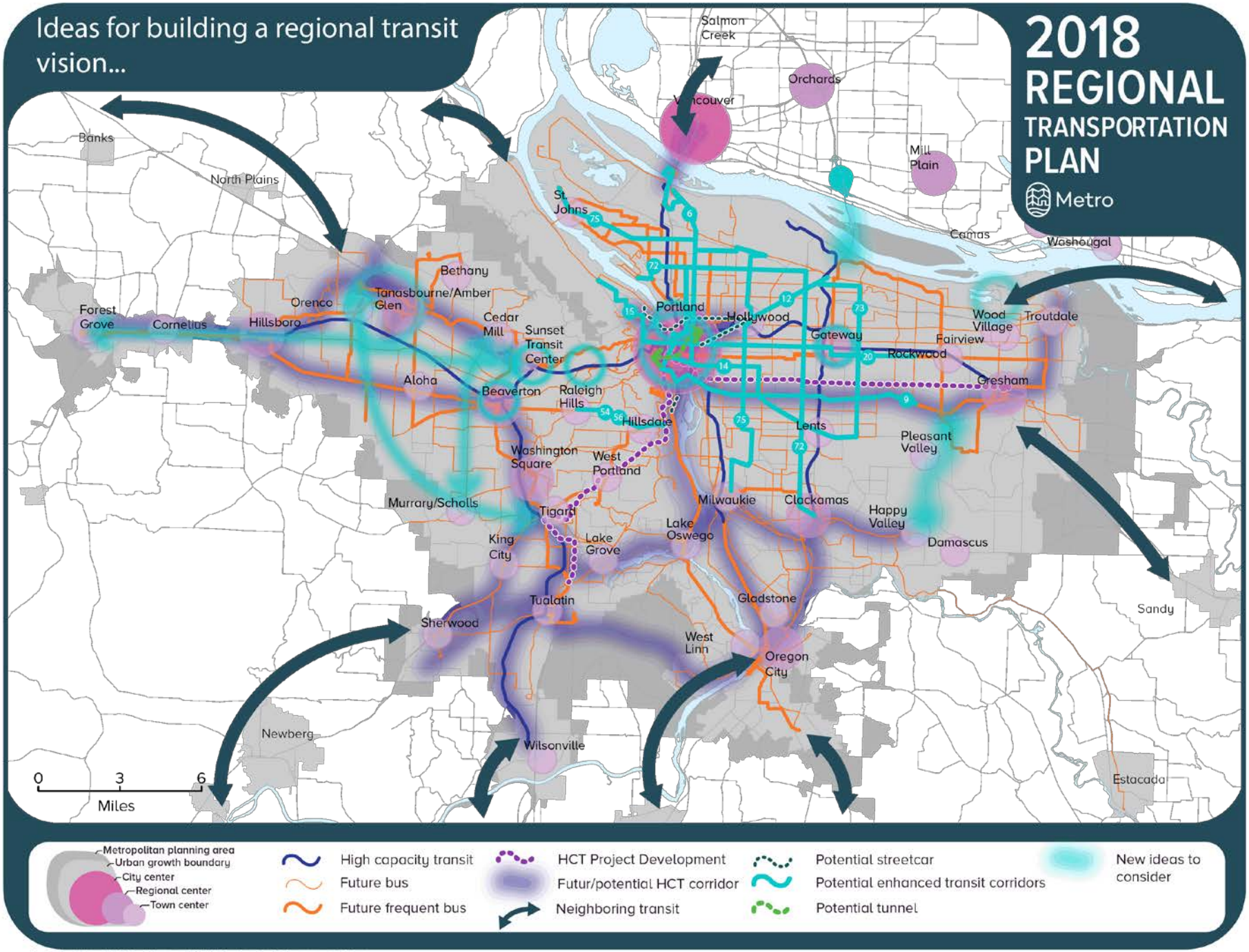
Next Phase Regional Priority Corridors
- 8 Clackamas Town Center to Oregon City Transit Center
- 9 Milwaukie to Oregon City Transit Center
- 17 Sunset Transit Center to Hillsboro
- 17D Red Line extension to Tanasbourne
- 28 Washington Square Transit Center to Clackamas Town Center
- 29 Washington Square Transit Center to Clackamas Town Center
- 32 Hillsboro to Beaverton
- 55 Gateway to Salmon Creek

Developing Regional Priority Corridors
- 12 Hillsboro to Forest Grove
- 13 Gresham to Troutdale extension

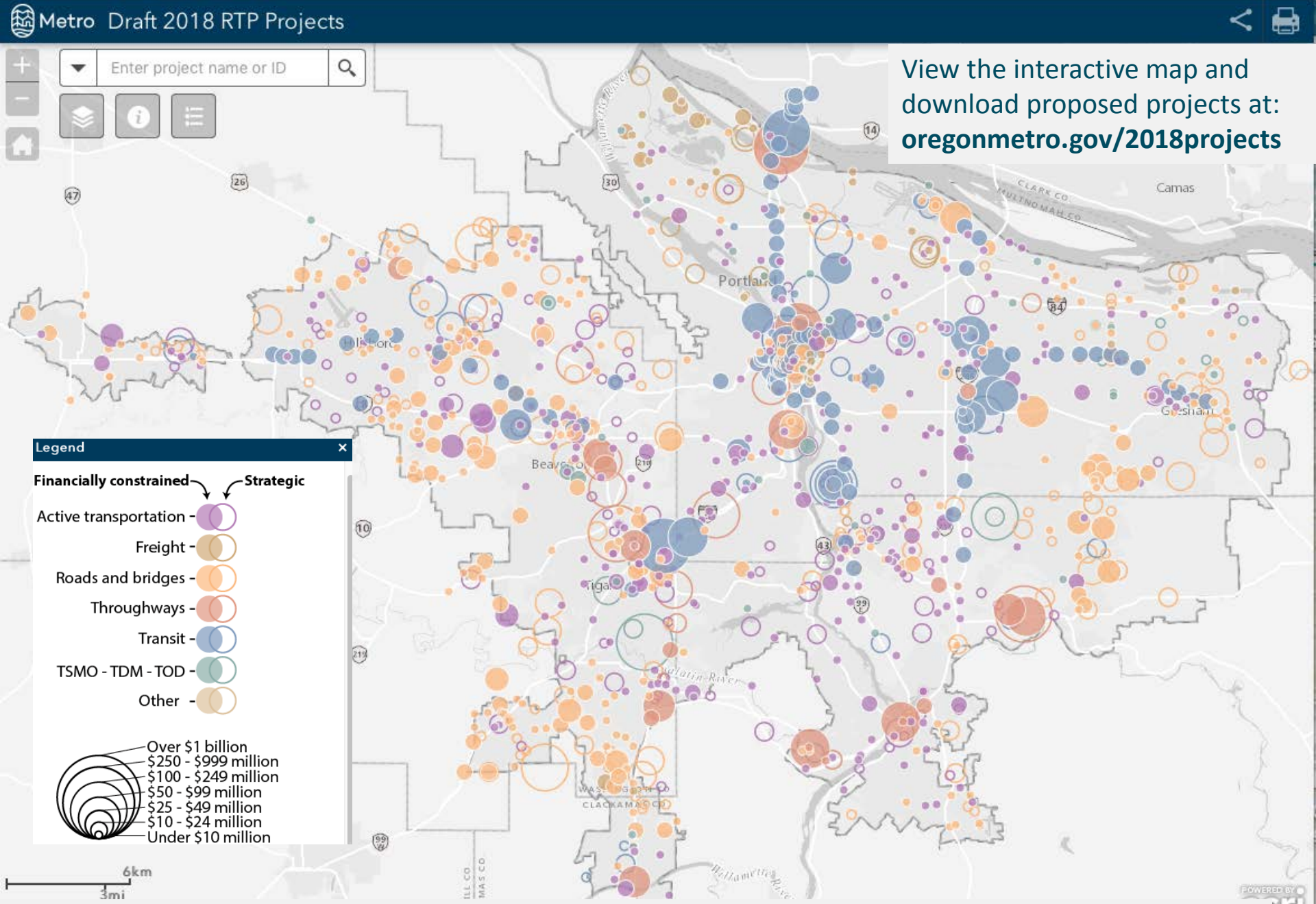
Regional Vision Corridors
- 13D Troutdale to Damascus
- 16 Clackamas Transit Center to Damascus
- 38S Tualatin to Sherwood

Regional Transit Network

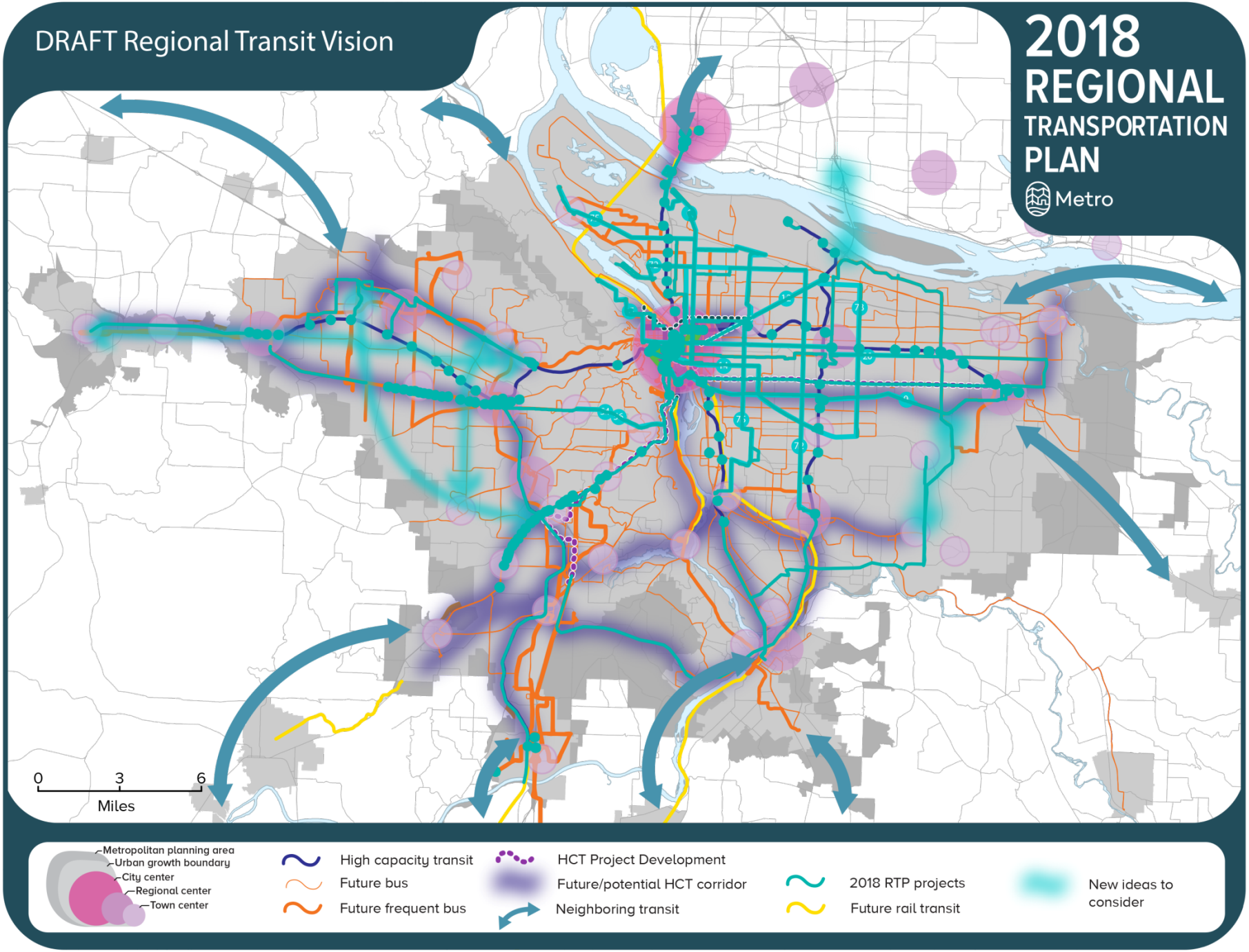




Note: includes HCT Corridors and Tri Met's Service Enhancement Plans



More than than $21 billion proposed for investment from 2018-2040



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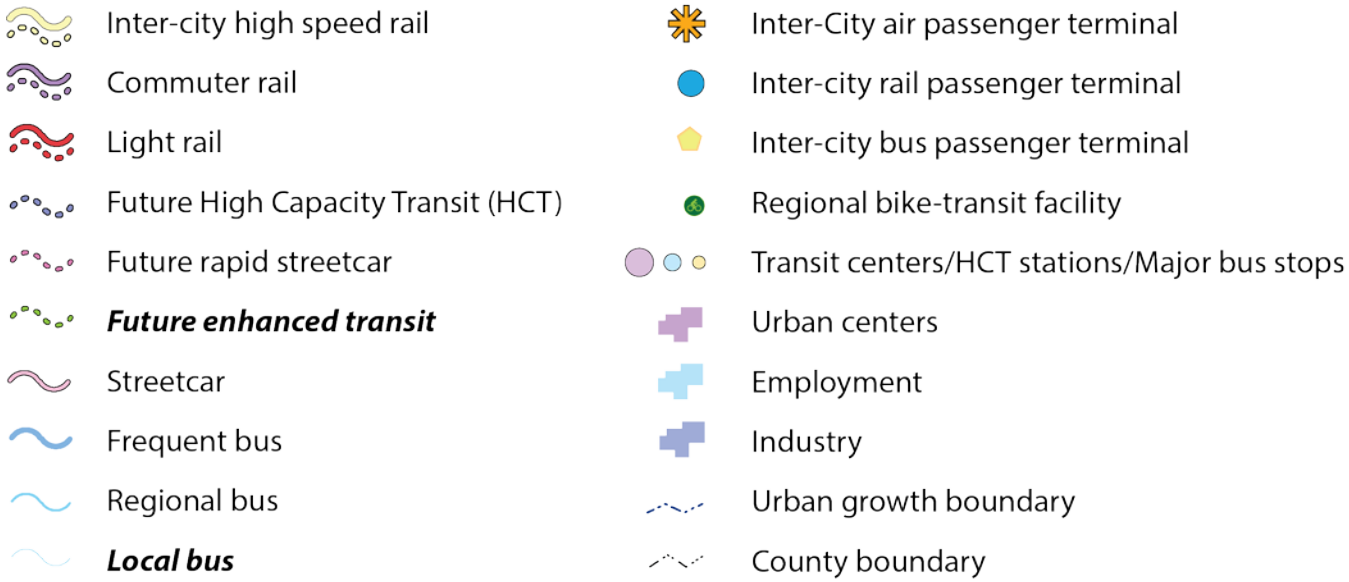
Potential legend for Regional Transit Network Map



Notes:
- dotted lines are proposed projects and do not identify specific alignments
- ***bold/italic*** items are new
- does not include the transit supportive elements

Emerging technologies: principles, policies, and implementation actions

Transit Strategy Working Group

What does the future look like?

Next 5 years: AV pilot testing and continued growth in shared mobility

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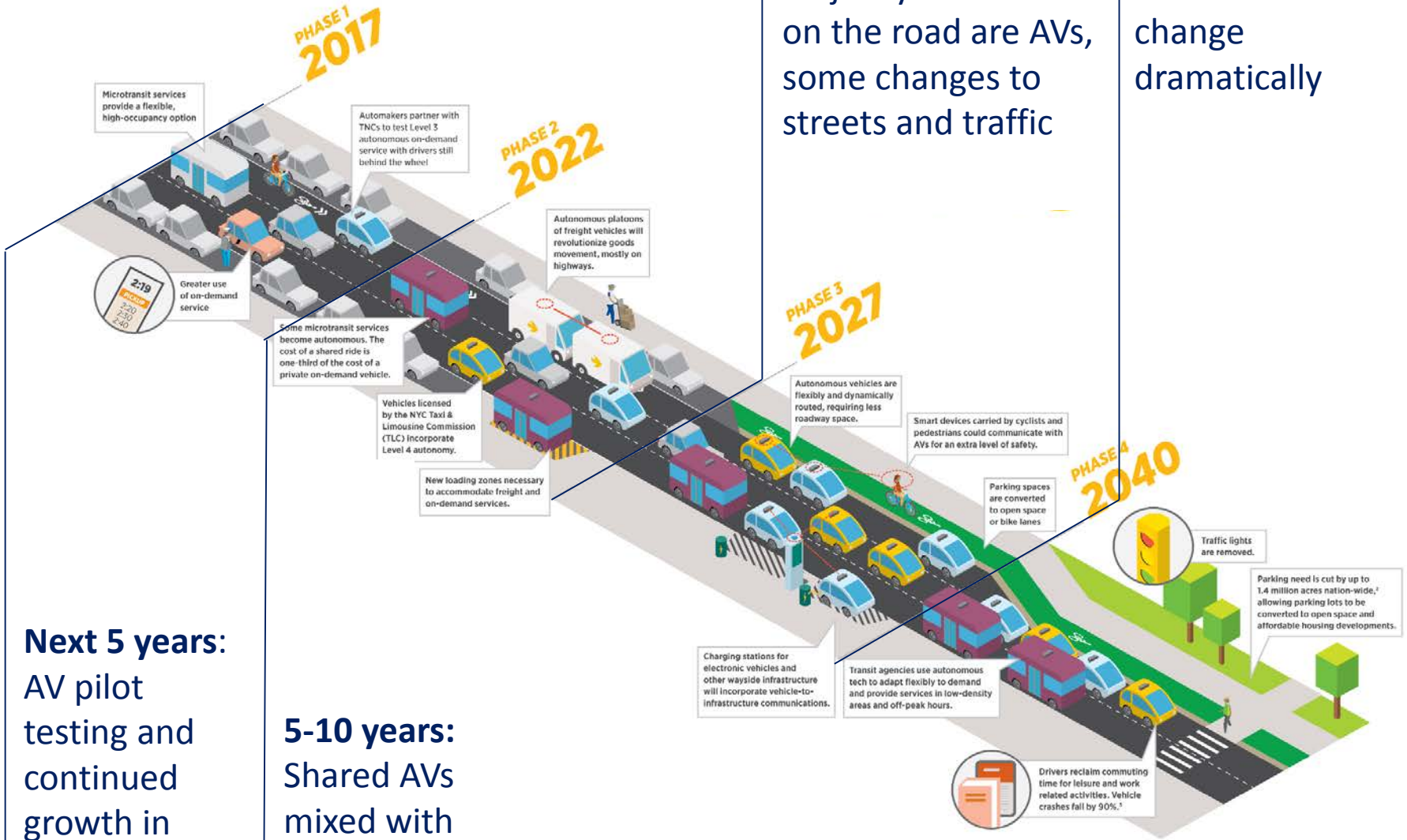
25+ years: Our streets and communities change dramatically



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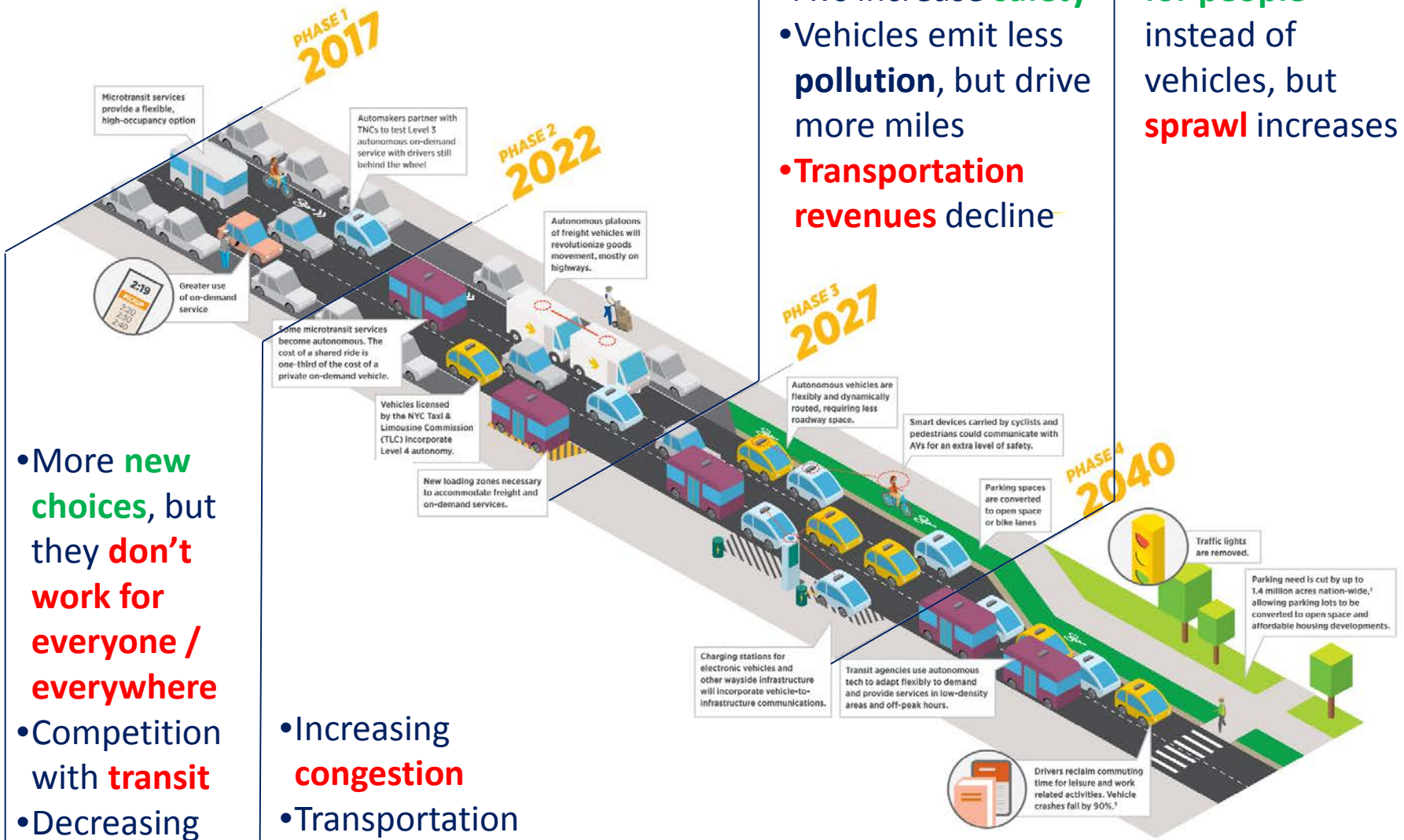

Transportation choices

	If we act	If we don't
Outcomes	• New and existing options thrive side-by-side • We move more people in fewer vehicles • Congestion & emissions fall • We have choices that work for everyone	• New options compete with existing options • Vehicles travel more miles to move fewer people • Congestion & emissions rise • Options that serve the privileged thrive
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Innovation

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Projects	• Partnerships with companies that support our goals • Pilot projects	• Major investments in infrastructure and services we may not need

What technologies are going to shape transit in the years to come?

AV transit

EV transit

Microtransit (auxiliary and luxury)

Travel information and payment

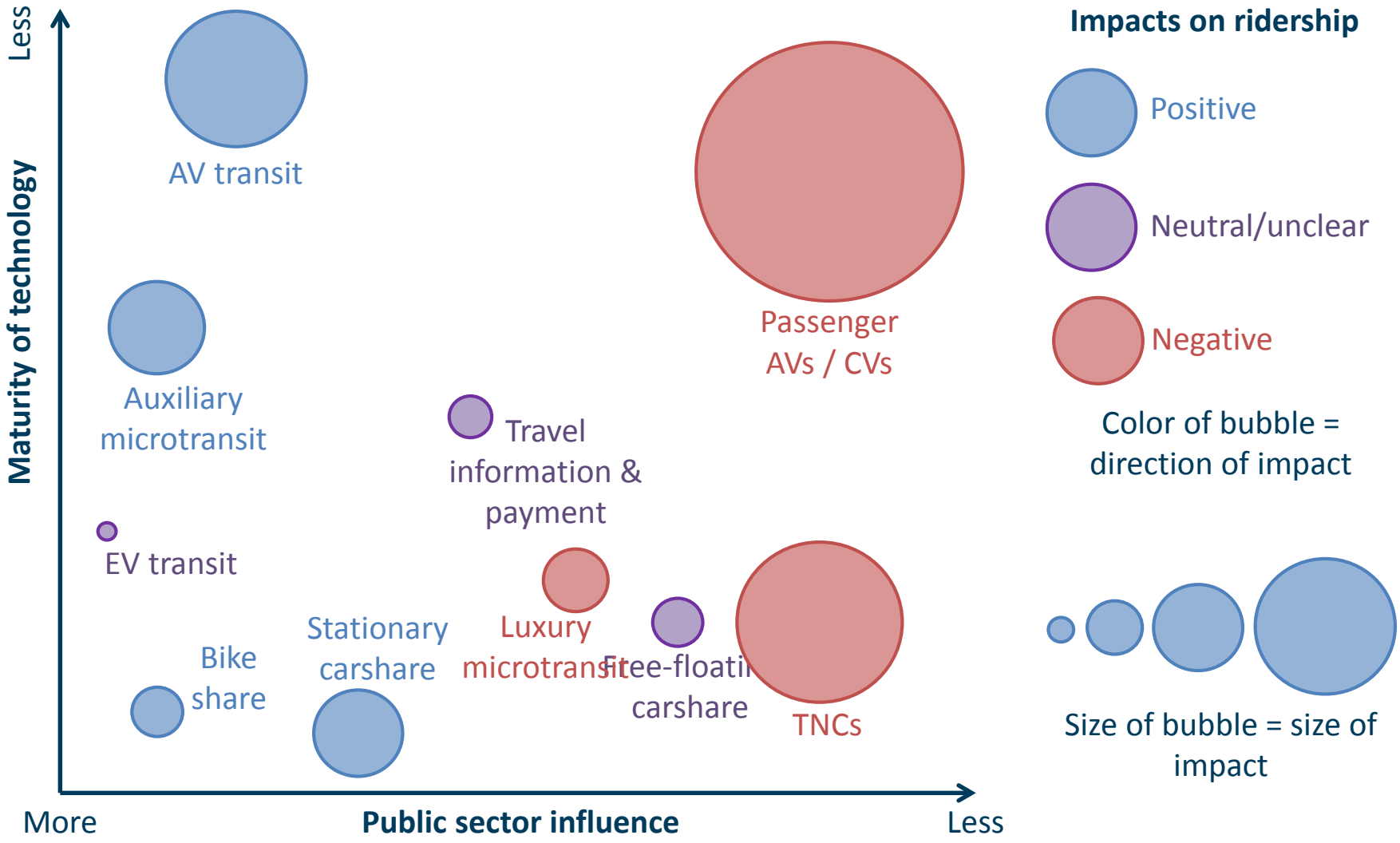
Passenger AVs

TNCs

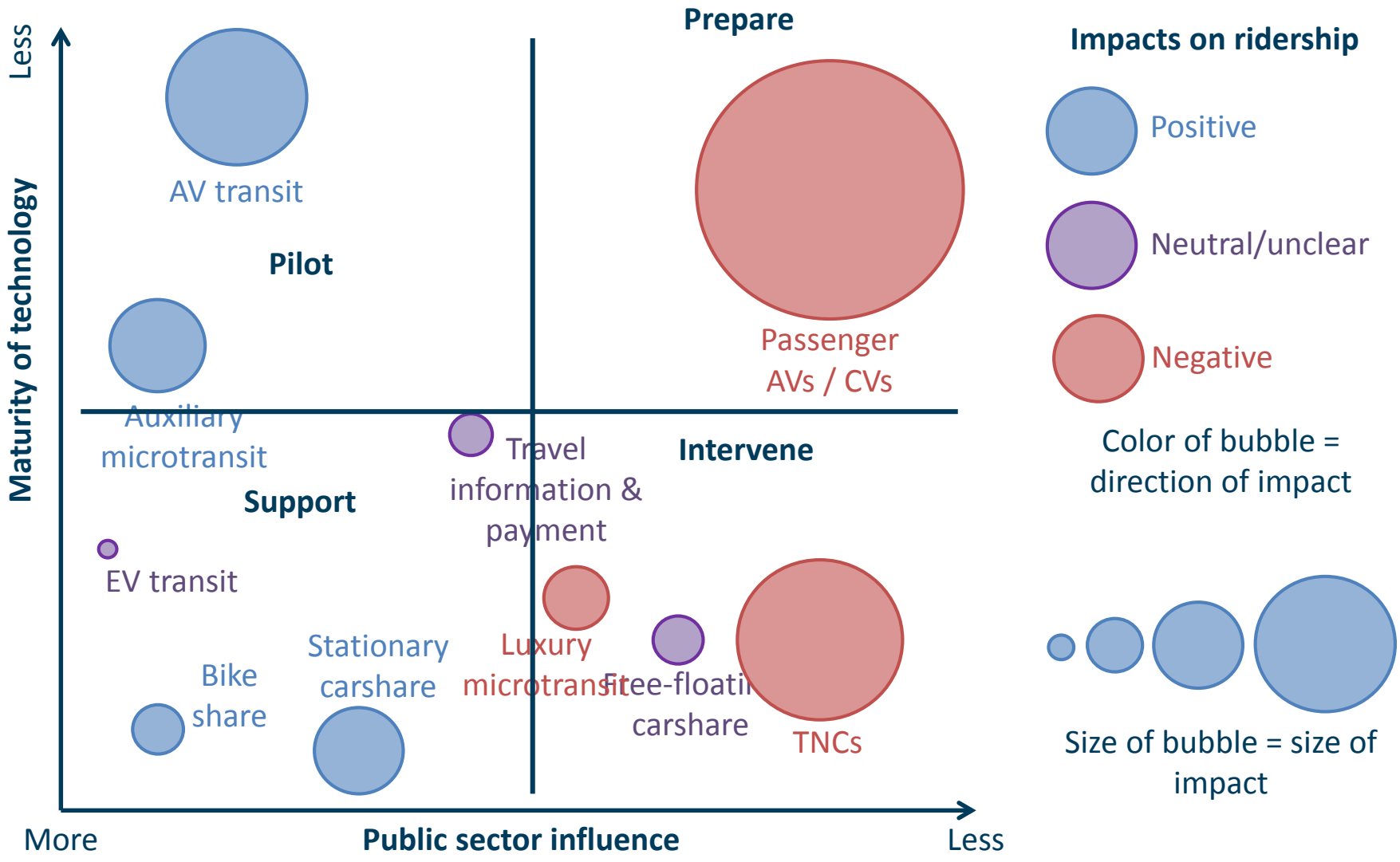
Carshare (stationary and free-floating)

Bike share

Are these technologies good for transit?

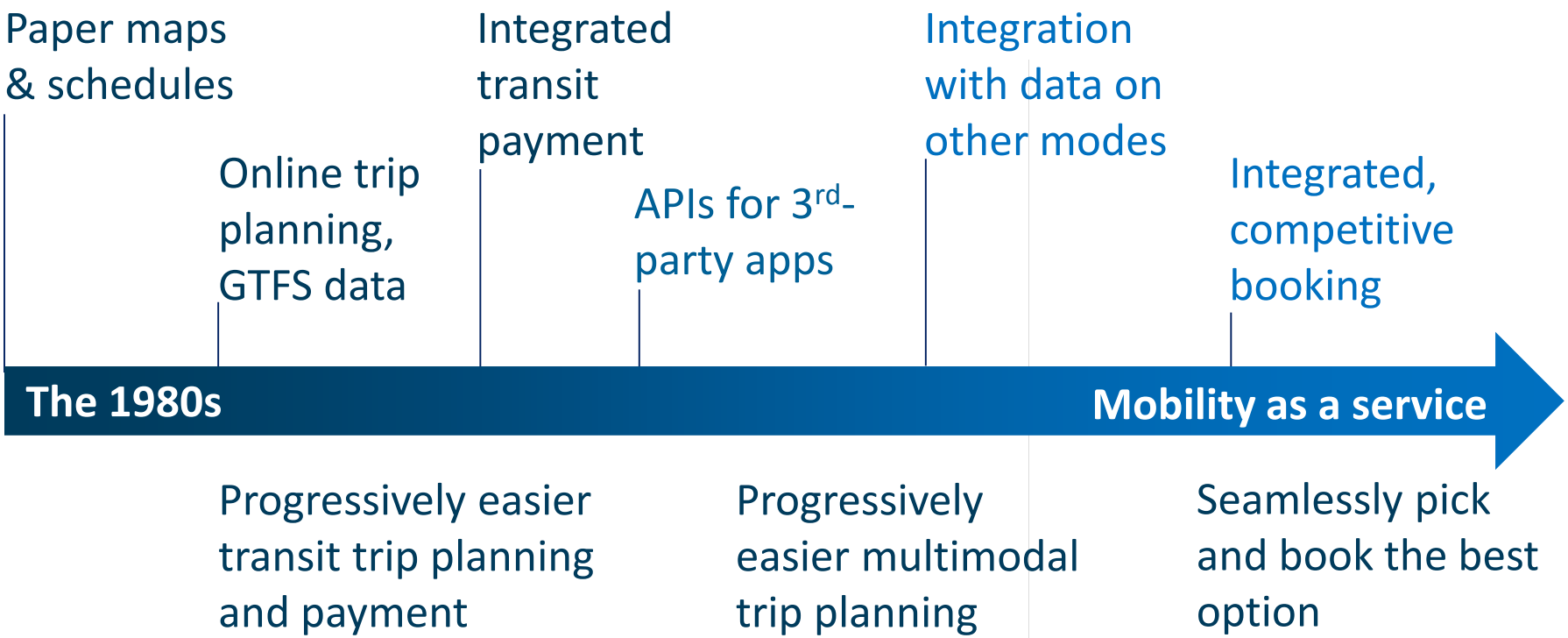


What should we do about them?



The journey to MaaS

What transit agencies (and private companies) do



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…is not without peril

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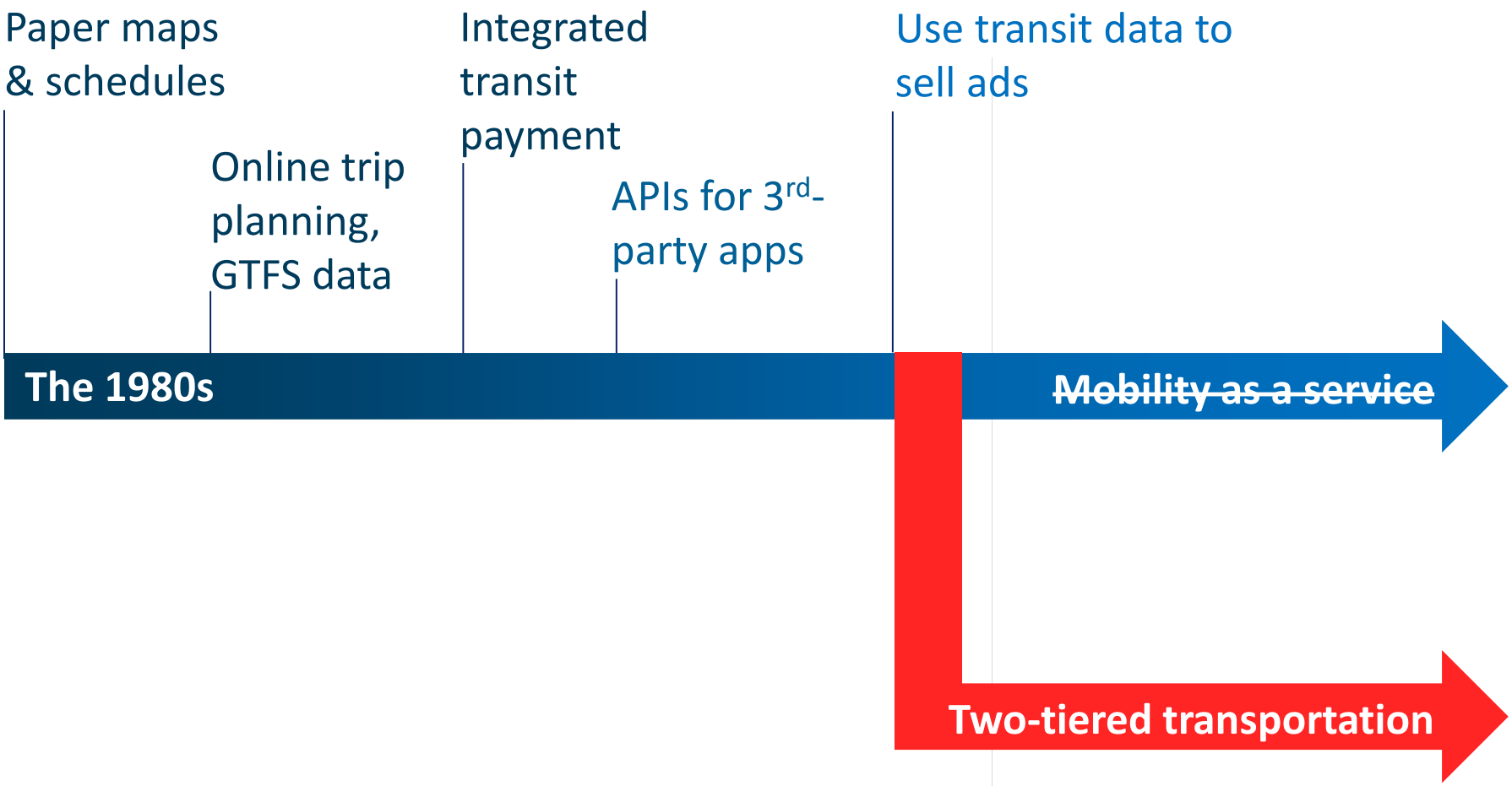
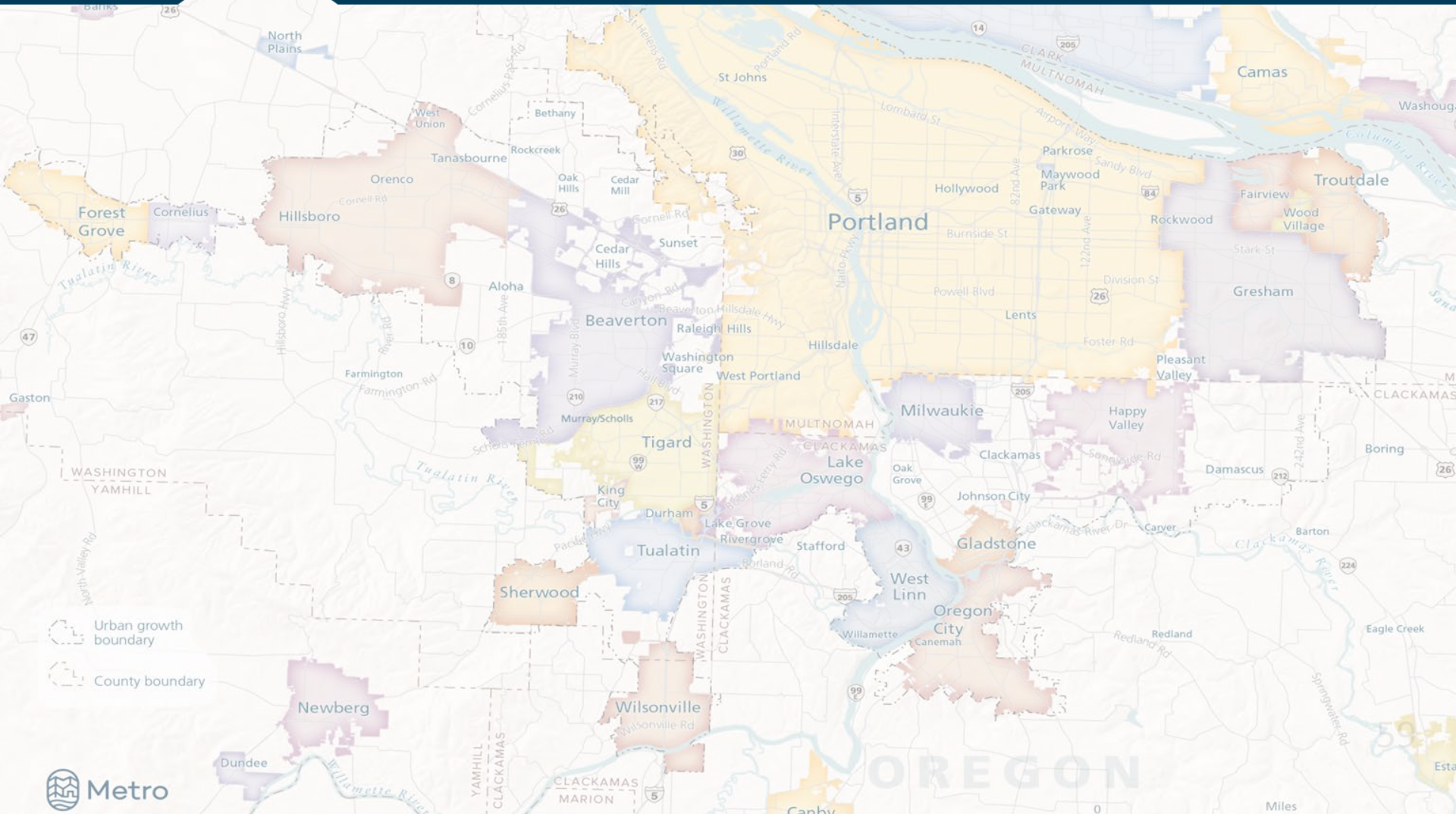


Potential tech-related transit strategy policy changes

Policy language	Potential tech-related strategies
Improve ~~pedestrian and bicycle access~~ *first and last-mile connections* to transit	• Develop model policies for emerging technologies to discourage competition with transit. • Implement pilots that use emerging technologies to make first/last-mile connections to transit. • Assess which options for first/last-mile connections to transit service, including emerging technologies, are appropriate for different communities.
Make it easy to plan and book trips using transit and complimentary travel options (new)	• Support public agencies in developing data and resources to help travelers to learn about and pay for transit. • Support the development of third-party apps and services that provide comprehensive, unbiased, and multimodal travel information to users.

Regional Transit Strategy Policy



Four new transit policies

Add 4 new policies:

- Expand Enhanced Transit Network
- Maintain our aging infrastructure
- Ensure that transit remains affordable
- Make it easy to plan and book trips using transit and complimentary travel options

Modify 1 existing policy:

- Improve ~~pedestrian and bicycle access~~ *first and last-mile connections* to transit

Edit existing policies - streamline

Expand enhanced transit network

- Build capacity and reliability in our frequent service transit network
- Make investments in our system that are relatively low cost to construct and context sensitive
- Investments should be deployed quickly
- Build partnerships
- Serving growing mixed use centers , corridors and employment areas

Maintain our aging infrastructure

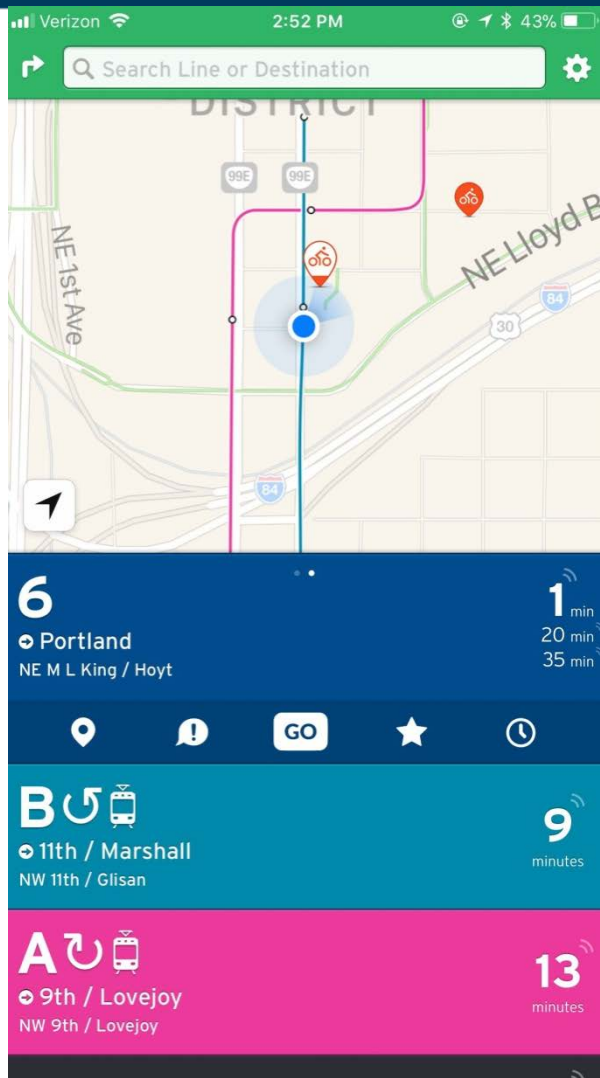
- Maintaining new infrastructure to limit wear and tear
- Improve aging components as new technology emerges
- Phasing out and replacing old elements as they the end of their normal life span

Ensure that transit remains affordable

- Provide reduced fare for seniors and youth
- Provide student passes for those in high school or pursuing a GED
- Provide a low income fare program
- Provide payment options, like the Hop Fastpass

Make it easy to plan and book trips using transit complimentary travel options

- Support public agencies in developing data and resources to help travelers to learn about and pay for transit.
- Support the development of third-party apps and services that provide comprehensive, unbiased, and multimodal travel information to users.



Improve ~~pedestrian and bicycle access~~ first and last-mile connections to transit

- Develop model policies for emerging technologies to discourage competition with transit.
- Implement pilots that use emerging technologies to make first/last-mile connections to transit.
- Assess which options for first/last-mile connections to transit service, including emerging technologies, are appropriate for different communities.

Next steps

January meeting:

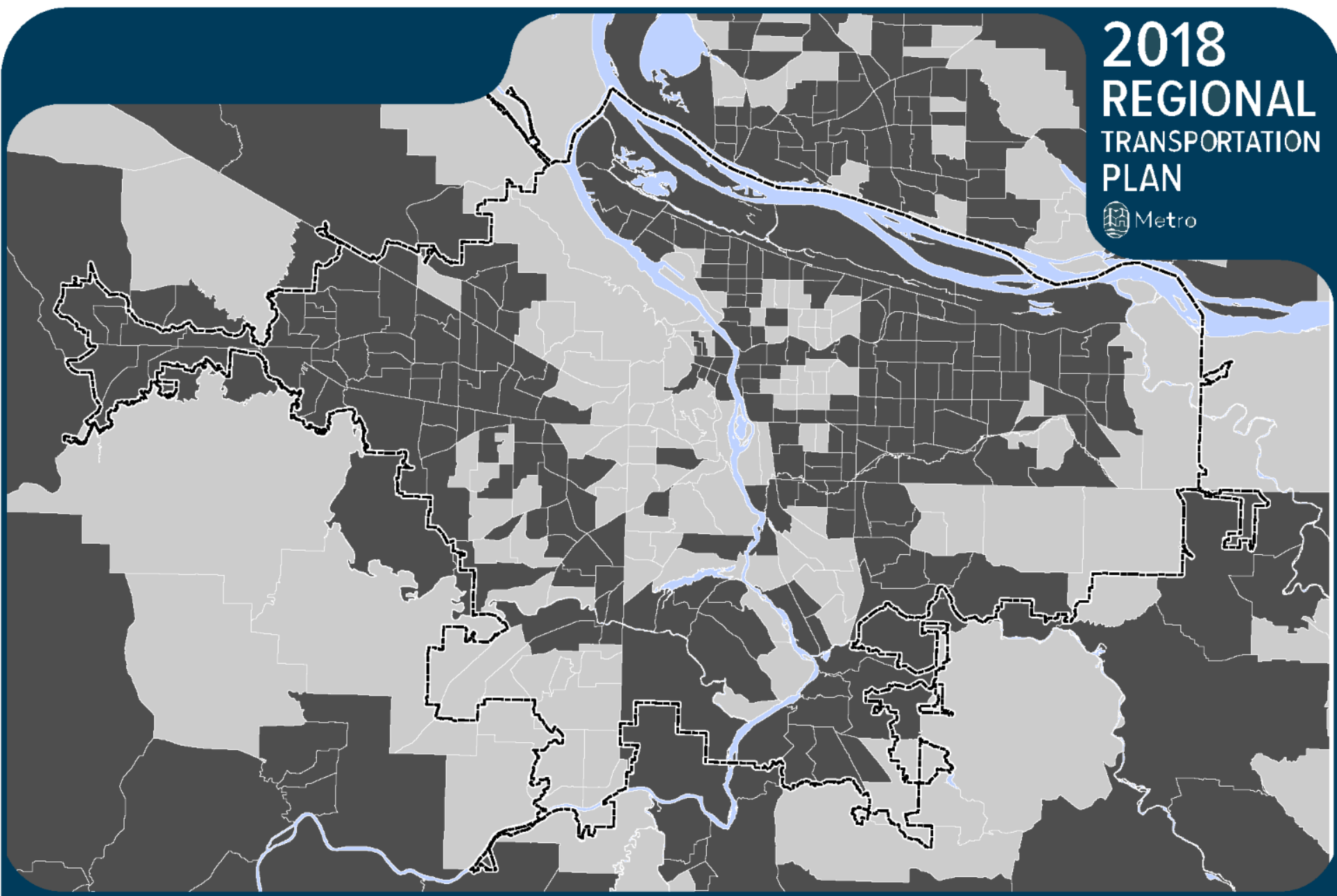
- Transit system expansion policy
- Draft policy language
- Draft language for report

Thank you


Historically Marginalized Communities
WASHINGTON
OREGON
Vancouver
Portland
Gresham
Beaverton
Hillsboro
Tigard
Lake Oswego
Milwaukie
Oregon City
West Linn
Tualatin
Sherwood
Wilsonville
Newberg
Camas
Washougal
Troutdale
Forest Grove
Cornelius
North Plains
Banks
Sauvie's Island
Burlington
St Johns
Aloha
Raleigh Hills
Washington Square
West Portland
Hillsdale
Lents
Pleasant Valley
Happy Valley
Clackamas
Damascus
Boring
Johnson City
Gladstone
Stafford
Rivergrove
Lake Grove
King City
Durham
Murray/Scholls
Farmington
Gaston
Dundee
Canby
Estacada
Eagle Creek
Redland
Barton
Carver
Oak Grove
Fairview
Wood Village
Rockwood
Gateway
Urban growth boundary
County boundary
Metro
0
10
Miles
02/28/17

2018 REGIONAL TRANSPORTATION PLAN

Metro



Historically Marginalized Communities

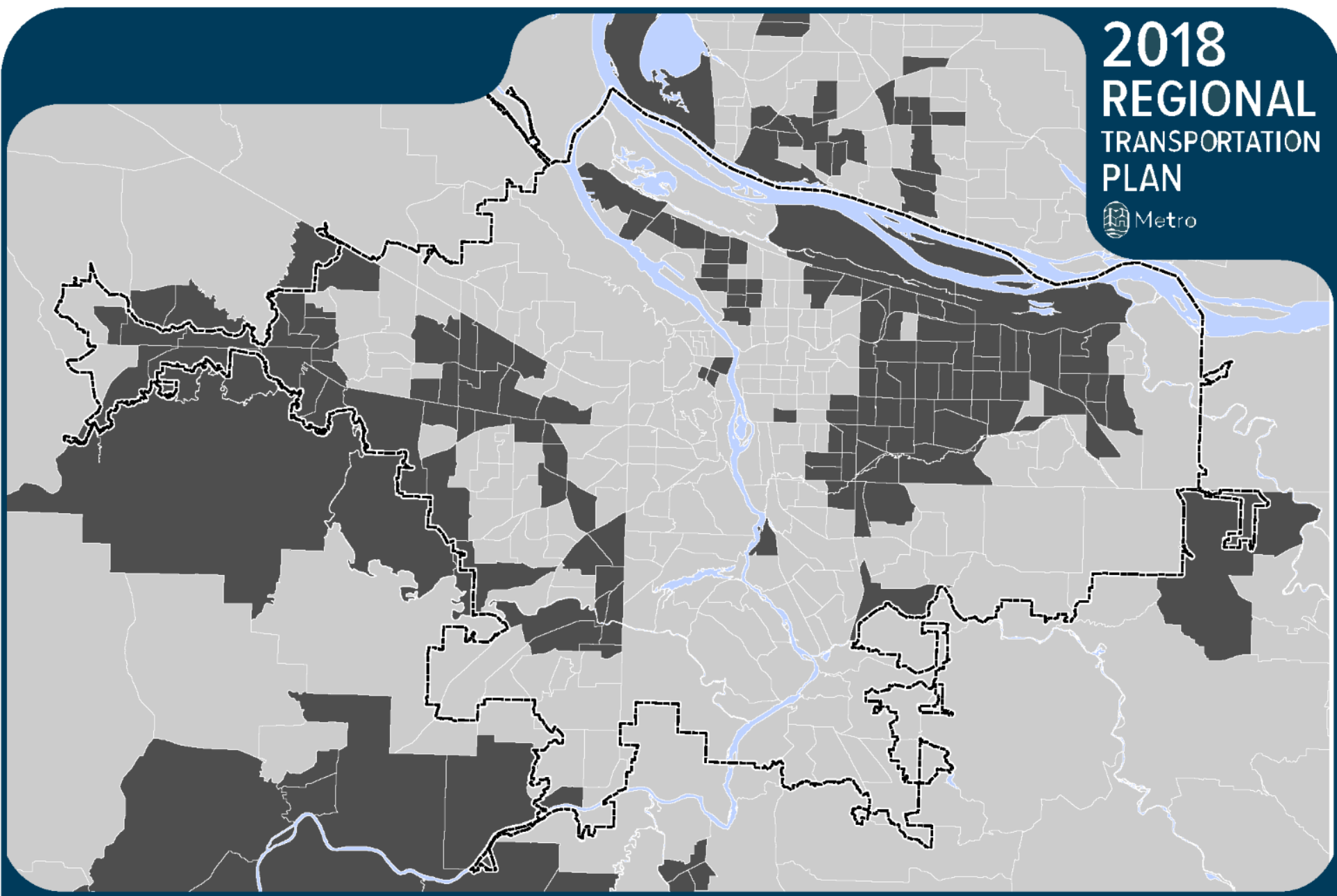
- Not included in HMC
- Included in HMC
- MPA boundary
- Rivers and water bodies

A historically marginalized community (HMC) is defined as exceeding regional rates for low income, people of color or limited English proficiency (LEP), or exceeding regional rates for under 18 or over 65 years of age.

Limited English Proficiency (LEP) and Poverty Data Source: American Community Survey 2011-2015 5-Yr. Average
Age and People of Color (POC) Data Source: Census 2010
Map Publication: 4/21/2017

2018 REGIONAL TRANSPORTATION PLAN

Metro



Focused Historically Marginalized Communities

Not included in FHMC

Included in FHMC

MPA boundary

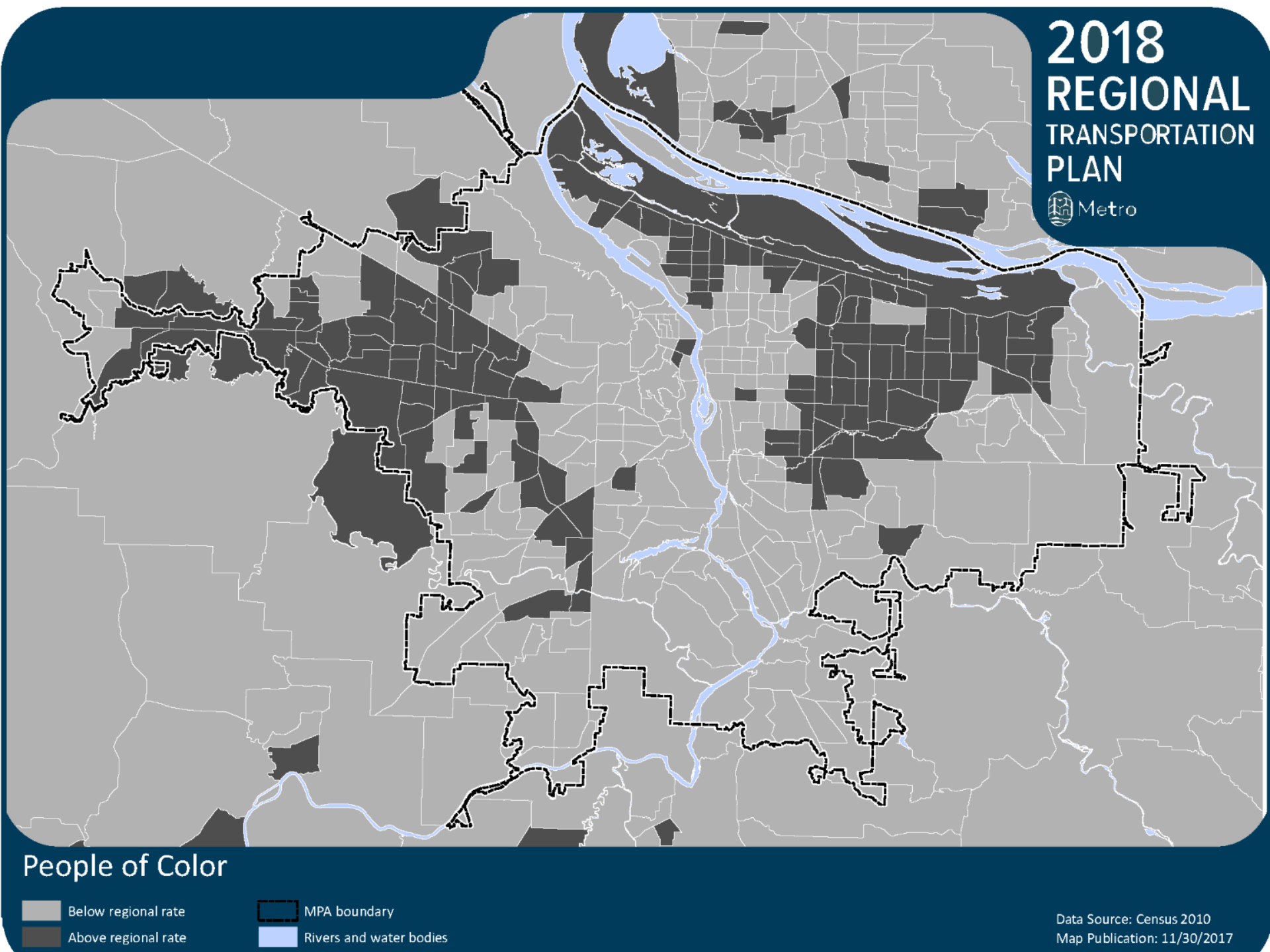
Rivers and water bodies

A focused historically marginalized community (FHMC) is defined as exceeding regional rates for low income, and exceeding regional rates for people of color or limited English proficiency (LEP), as well as exceeding regional density rates for each variable. An additional federal safe harbor screen is applied in order to include areas with at

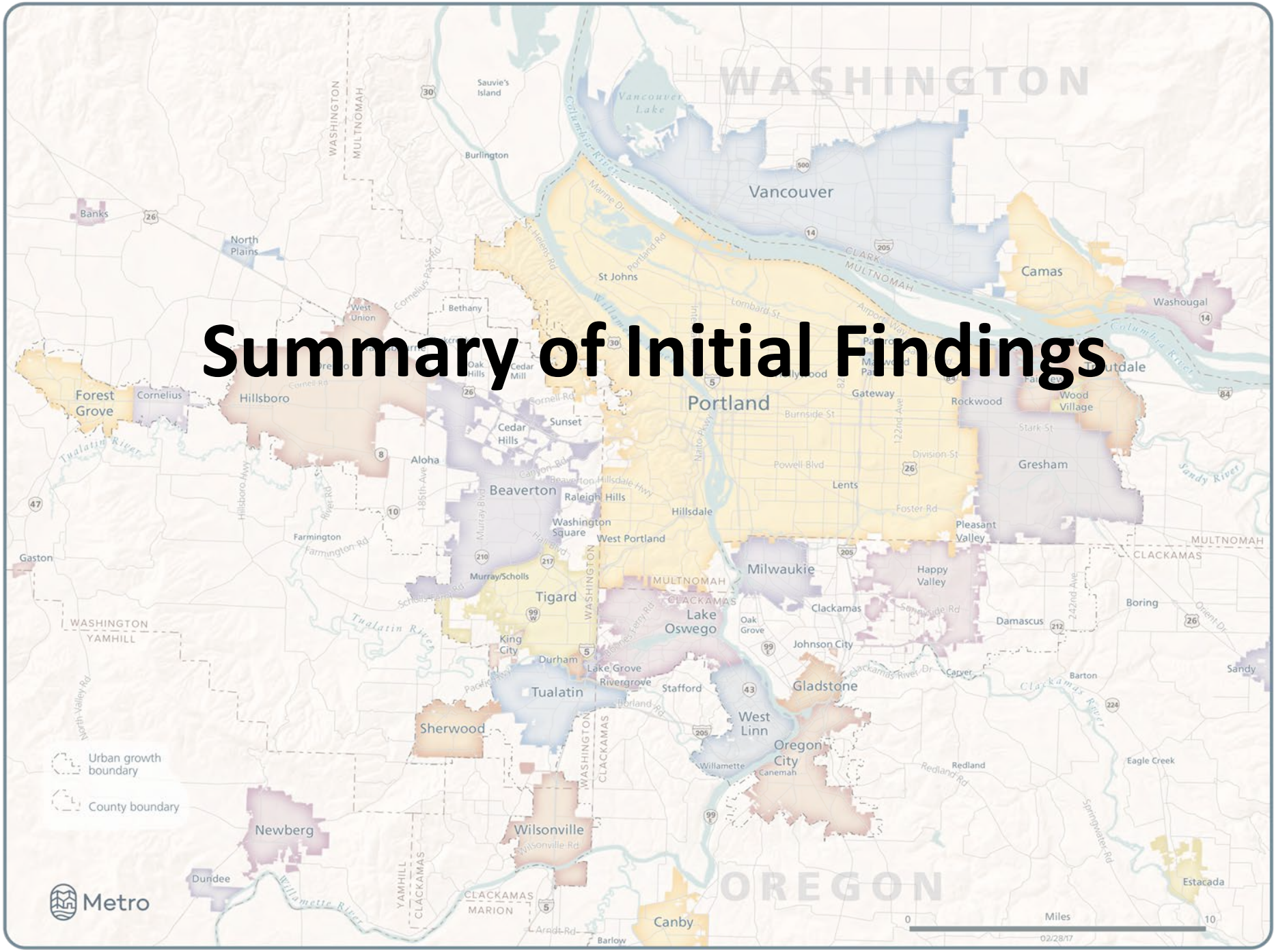
Limited English Proficiency (LEP) and Poverty Data Source: American Community Survey 2011-2015 5-Yr. Average

Age and People of Color (POC) Data Source: Census 2010

Map Publication: 4/21/2017


2018
REGIONAL
TRANSPORTATION
PLAN
Metro
People of Color
Below regional rate
Above regional rate
MPA boundary
Rivers and water bodies
Data Source: Census 2010
Map Publication: 11/30/2017

Summary of Initial Findings

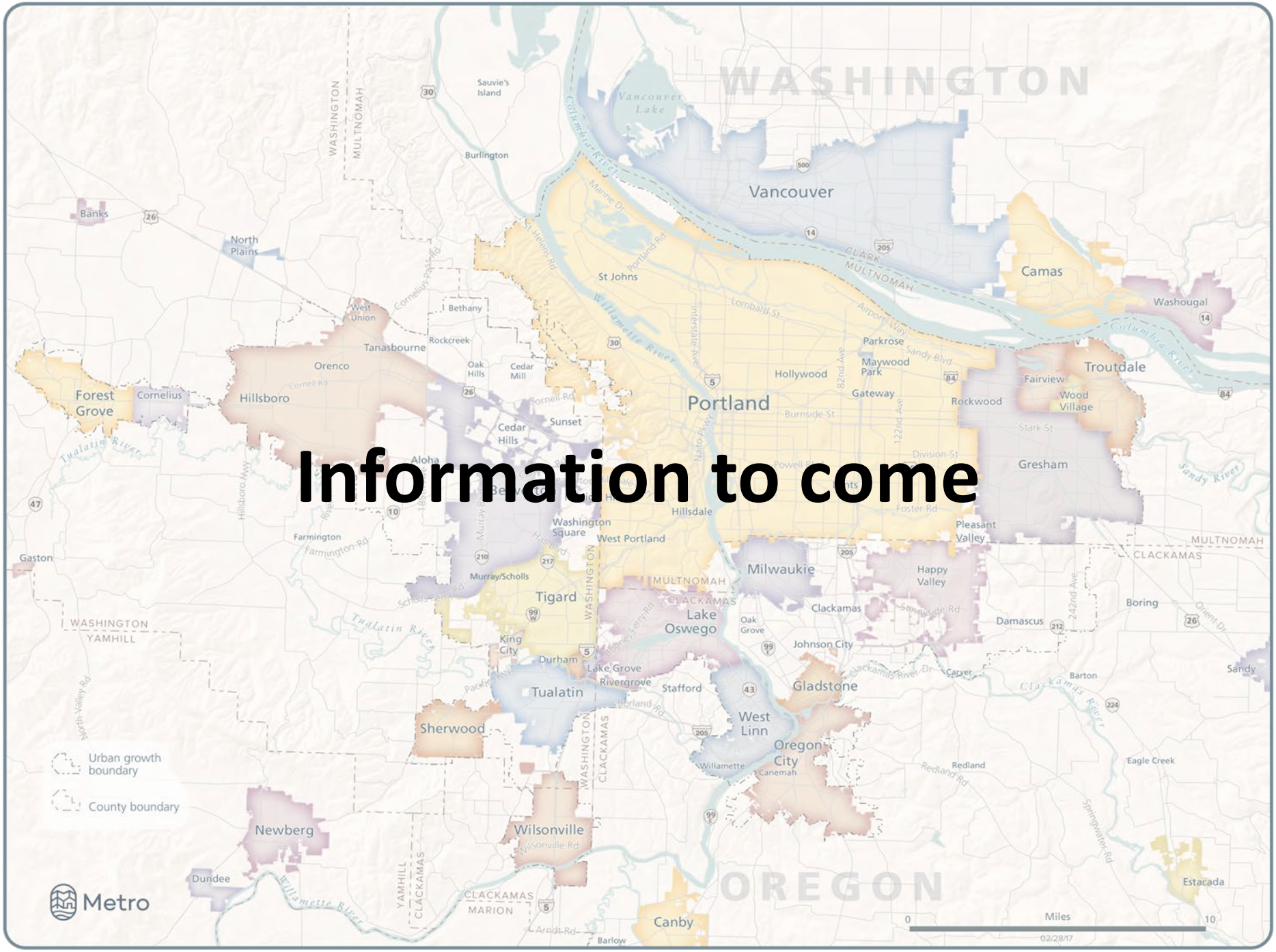


Historically Marginalized Communities Compared to Region

- **The region is investing at a greater rate in safety and active transportation in historically marginalized communities**
  - But 75% of active transportation investment is in 2028-2040 time period
- **With investments, the projected accessibility (i.e. getting to jobs, services) produced some gains for historically marginalized communities**
  - By 2040, traffic congestion will impact accessibility by transit for historically marginalized communities
- **Population growth and economic activity will increase vehicle miles traveled and the potential for more conflicts**

Initial findings from the transportation equity evaluation

- **Safety investments** – Majority of safety projects are in HMCs
- **Crash risk** – Increased vehicle miles traveled will increase potential conflicts, but by 2040 per capita VMT is decreasing
- **Access to jobs and community places** – More jobs and places are accessible, but growth resulting in more congestion impacting accessibility by transit for HMCs
- **Access to travel options** – Making progress in completing active transportation, but 75% of investment in 2028-2040 time period
- **Habitat impacts** – Roadway investments overlap habitat in HMCs at a greater rate


Information to come
WASHINGTON
OREGON
Vancouver
Portland
Camas
Washougal
Troutdale
Gresham
Fairview
Wood Village
Parkrose
Maywood Park
Hollywood
Gateway
Rockwood
St Johns
Lombard St
Airport Way
Sandy Blvd
Burnside St
Division St
Stark St
Powell Blvd
Foster Rd
Pleasant Valley
Happy Valley
Milwaukie
Clackamas
Damascus
Boring
Johnson City
Oak Grove
Lake Oswego
Tigard
Murray/Scholls
Washington Square
West Portland
Hillsdale
Beaverton
Aloha
Hillsboro
Orenco
Tanasbourne
Bethany
West Union
Rockcreek
Oak Hills
Cedar Mill
Cedar Hills
Sunset
Forest Grove
Cornelius
Gaston
Farmington
North Plains
Banks
Burlington
Sauvie's Island
Vancouver Lake
Columbia River
Willamette River
Tualatin River
Sandy River
Johnson Creek
Clackamas River
Interstate Ave
82nd Ave
122nd Ave
242nd Ave
Naito Pkwy
Hillsboro Hwy
Cornelius Pass Rd
Cornell Rd
Farmington Rd
Scholls Ferry Rd
Tualatin
Durham
King City
Lake Grove
Rivergrove
Stafford
Gladstone
West Linn
Oregon City
Willamette
Canemah
Redland
Carver
Barton
Eagle Creek
Springwater Rd
Sherwood
Wilsonville
Newberg
Dundee
Canby
Barlow
Arndt Rd
Estacada
Sandy
Orient Dr
Redland Rd
Clackamas River Dr
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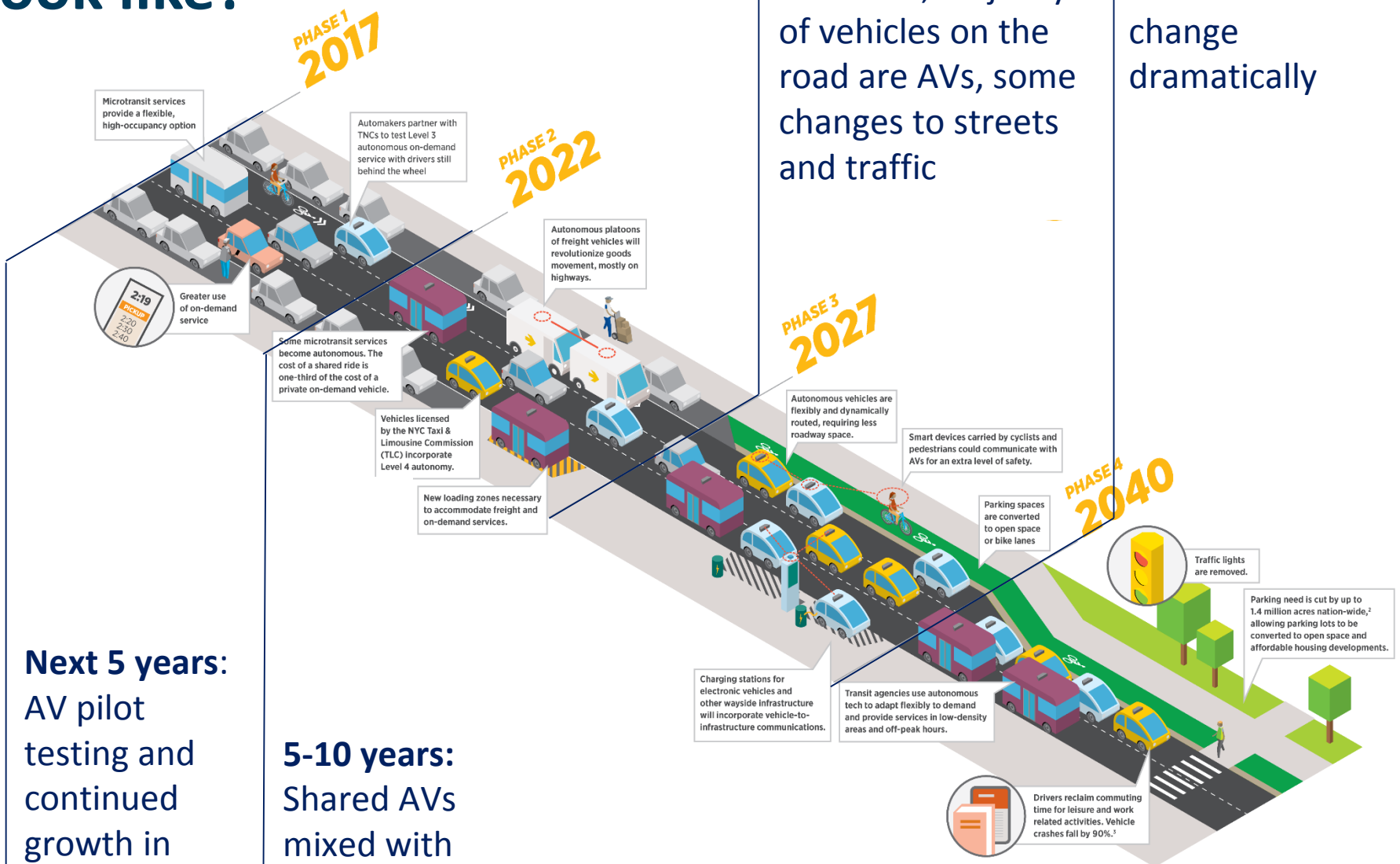

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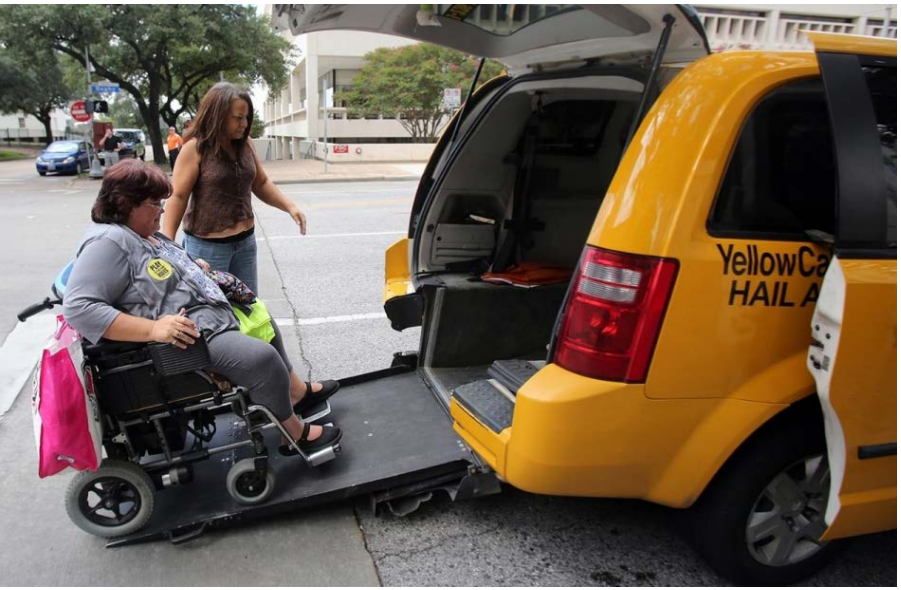

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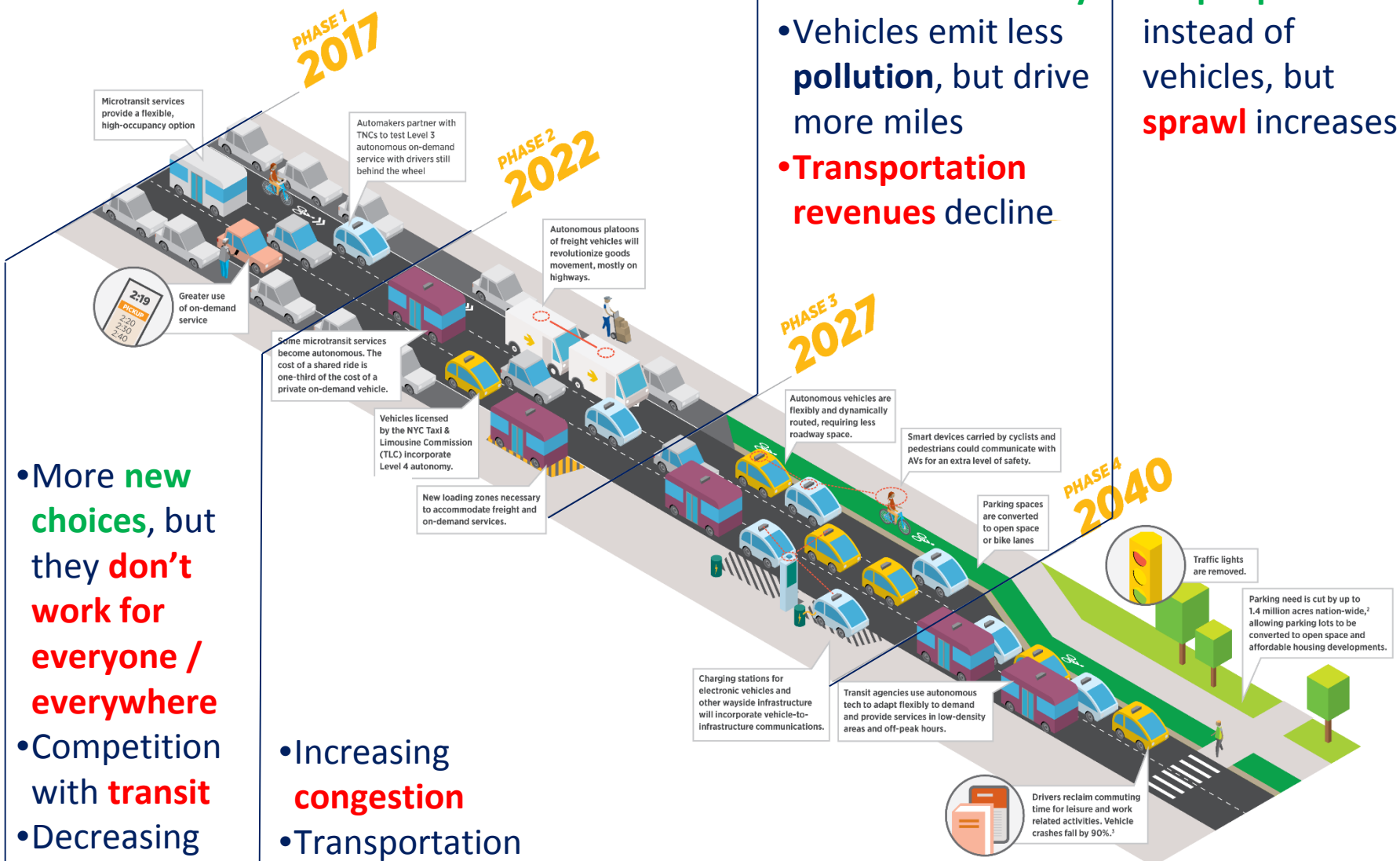

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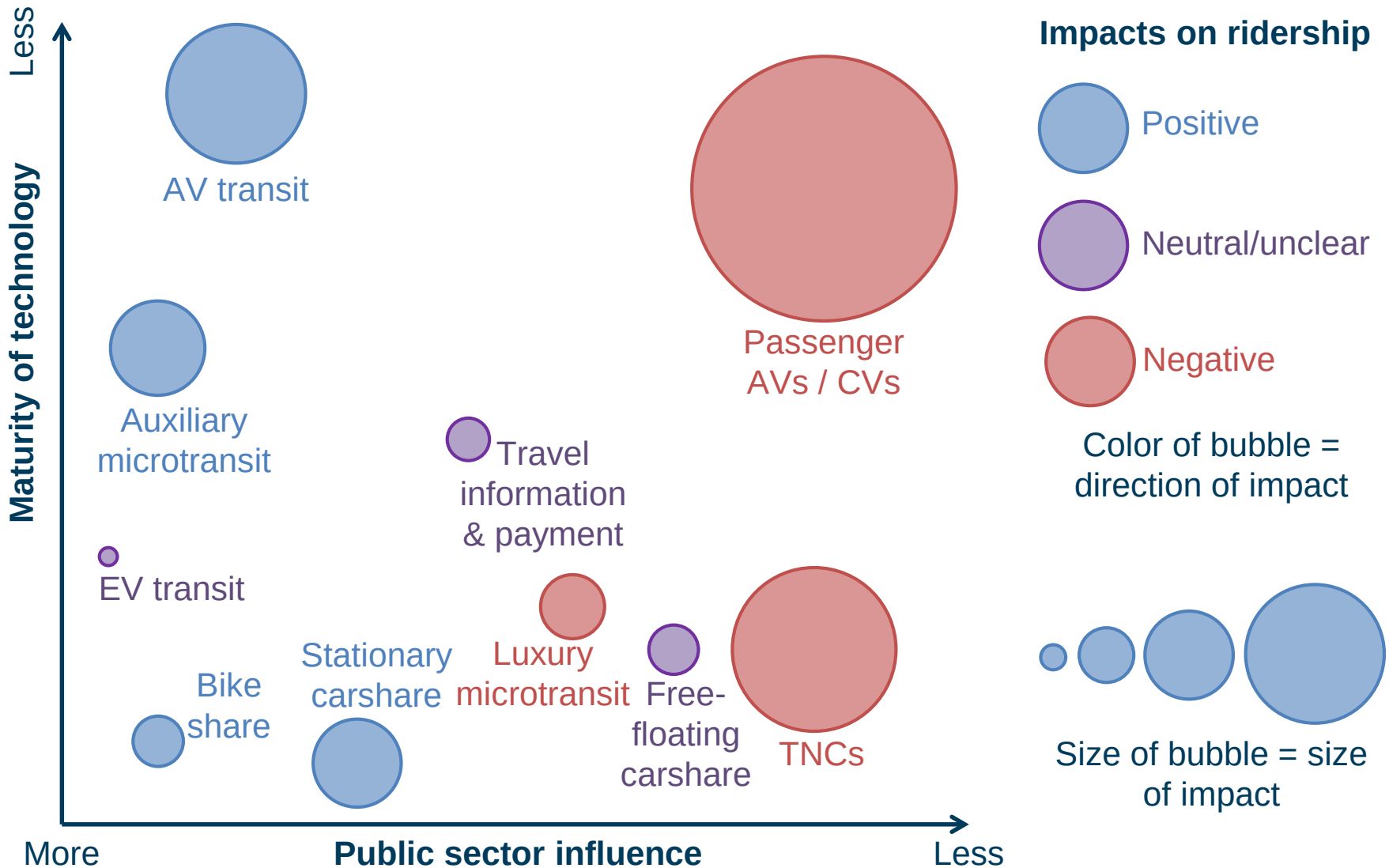

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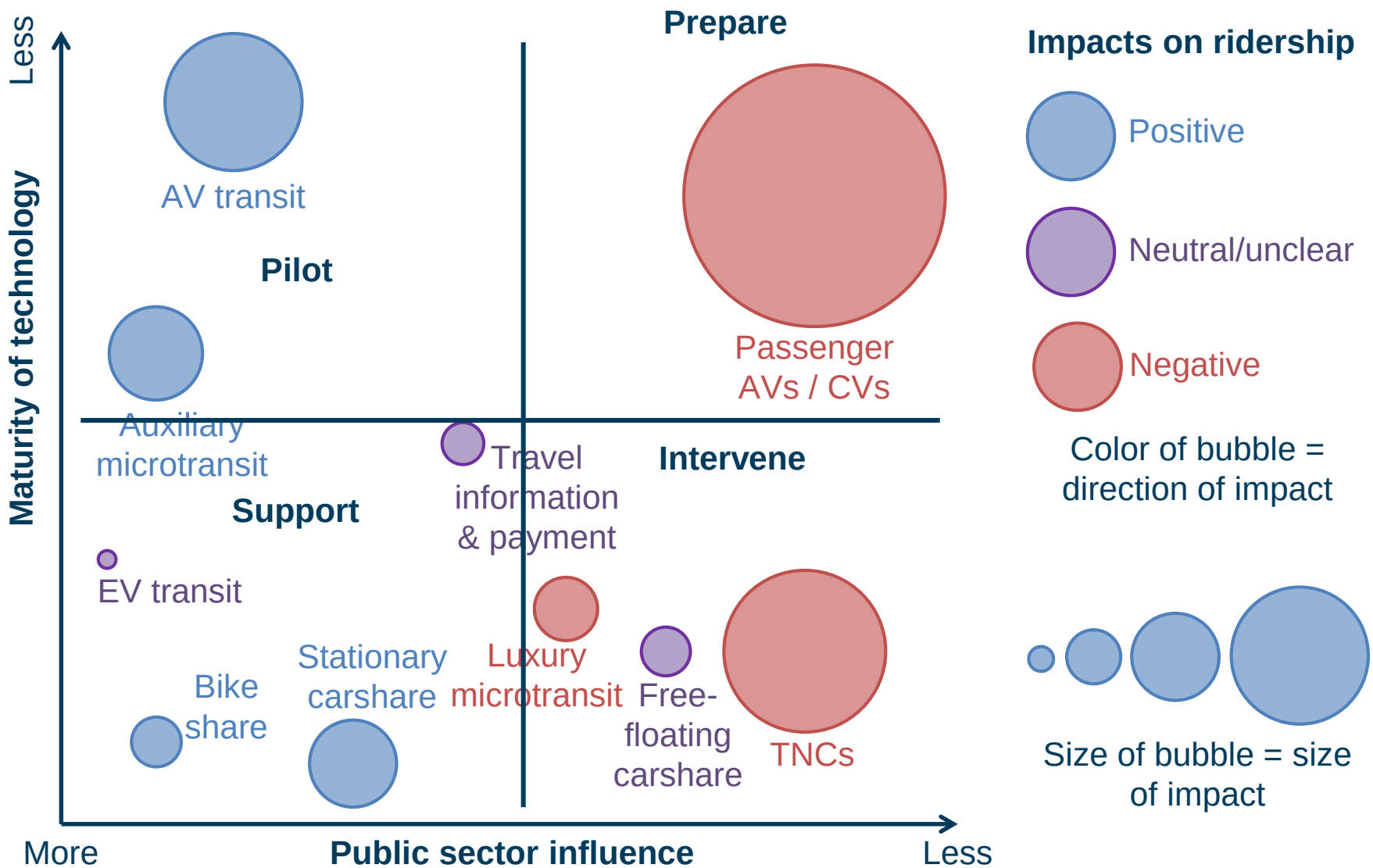
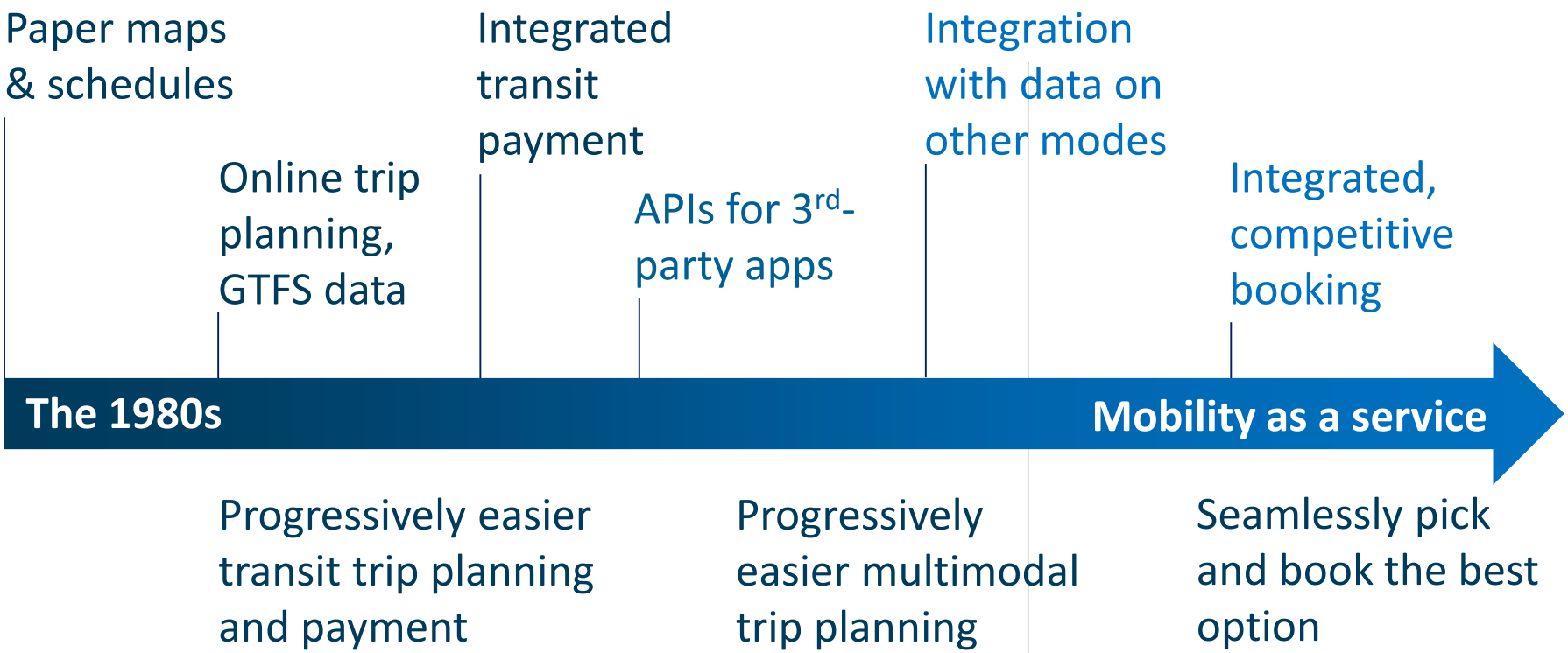


The journey to MaaS

What transit agencies (and private companies) do



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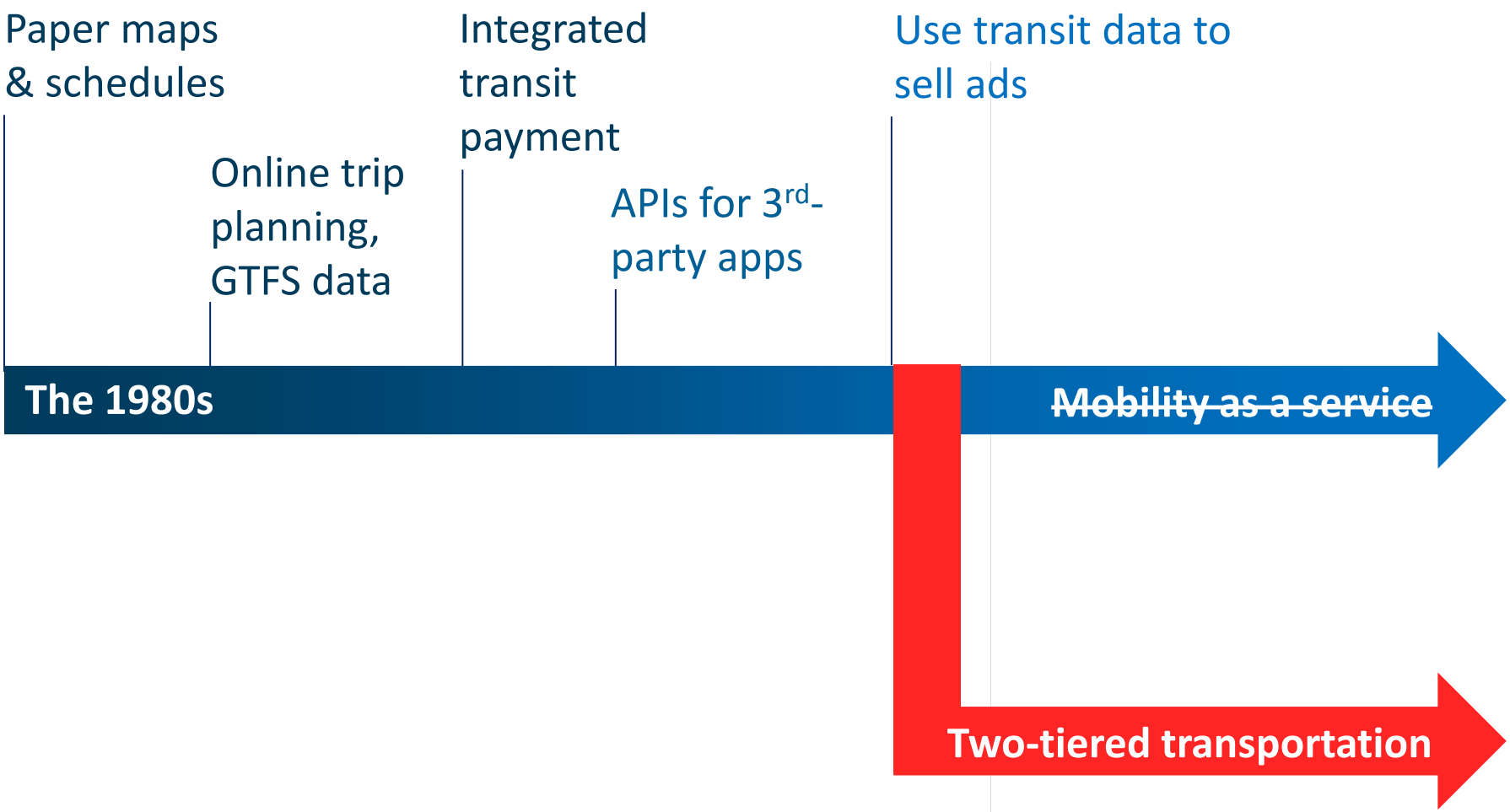

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