

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Combined Transportation Policy Alternatives Committee (TPAC) and Metro
Technical Advisory Committee (MTAC) Workshop
Date: Wednesday, January 3, 2018
Time: 9:30 a.m. – noon
Place: Metro Regional Center, Council Chamber

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- | | | | |
|-----------------|-------------|--|---------------------------|
| 9:30 am | 1. | Call To Order And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. | Comments From The Chair And Committee Members <ul style="list-style-type: none">• Letters of Interest Received from Cities for Urban Growth Boundaries (UGB) expansions (Reid)• Upcoming MTAC/TPAC Workshop Topics on Growth Management (Reid)• Urbanism Next Conference, March 5-7 (McTighe)• Oregon Active Transportation Summit, March 15-16 (McTighe) | Tom Kloster, Chair |
| 9:50 am | 3. | Citizen Communications On Agenda Items | |
| 9:55 am | 4. # | Draft Regional Emerging Technology Strategies RTX
Purpose: The purpose is to engage members in developing transportation technology policy language. We will use the feedback from this workshop to develop the vision and policies to ensure that new developments in technology for the benefit of our region. The draft policy language will be brought to TPAC and MTAC in January and February. | Eliot Rose, Metro |
| 10:45 am | 5. # | Draft Regional Travel Options (RTO) Strategy for Public Comment
Purpose: Discuss the first draft of the 2018 Regional Travel Options (RTO) Strategy to TPAC and MTAC, and seek input on the updated direction for the RTO program as defined in the Strategy. | Dan Kaempff, Metro |
| 11:30 am | 6. # | Draft Regional Freight Plan Preview
Purpose: Provide an overview of the main changes and timeline in the Regional Freight Plan for technical review. | Tim Collins, Metro |
| 12:00 pm | 7. | Adjourn | Tom Kloster, Metro |

Upcoming TPAC/MTAC Workshop Meetings:

- Wednesday, Feb. 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, March 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. - noon

- * Material will be emailed with meeting notice
- # Material will be distributed at the meeting.

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2018 Combined TPAC/MTAC Workshop Work Program

As of 12/28/17

NOTE: Items in italics are tentative

<p><u>January 3, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Letters of Interest Received from Cities for Urban Growth Boundaries (UGB) expansions (Reid) Upcoming MTAC/TPAC Workshop Topics on Growth Management (Reid) Urbanism Next Conference, March 5-7 (McTighe) Oregon Active Transportation Summit, March 15-16 (McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> Draft Regional Emerging Technology Strategies RTX (Rose; 50 min) Draft Regional Travel Options (RTO) Strategy for Public Comment (Kaempff; 45 min) Draft Regional Freight Plan Preview (Collins; 30 min) 	<p><u>February 7, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Urbanism Next Conference, March 5-7 (McTighe) Oregon Active Transportation Summit, March 15-16 (McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> Regional Travel Options (RTO) Travel and Awareness Survey Results (Winter/Mattias; 45 min) 2021-2024 State Transportation Improvement Program (STIP) Overview; Financial Forecast, Programs Overview and Leverage Programs Guidance (Cho/Leybold/ODOT; 60 min) 2018 Growth Management Decision: Buildable Land Estimates (Reid/Frkonja; 45 min) <p><u>Regional Leadership Forum #4: March 2, 2018</u> <u>8:30 a.m. to noon, Oregon Convention Center</u></p>
<p><u>March 7, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Oregon Active Transportation Summit, March 15-16 (McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> 2018 Growth Management Decision: Population and Employment Range Forecast (Reid/Frkonja; 45 min) Congestion Management Program finding for Transportation Improvement Program (Cho; 45 min) Project Evaluation Criteria Refinement (Ellis; 45 min) 	<p><u>April 4, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <p>Agenda Items:</p> <ul style="list-style-type: none"> Map-21 Performance Monitoring, Target Setting and Reporting (Mermin; 45 min) Transportation Resiliency and Emerging Routes (Ellis; 45 min)
<p><u>May 2, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <p>Agenda Items:</p> <ul style="list-style-type: none"> 2018 Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O'Brien; 30 min) Designing Livable Streets and Design Classification Map (McTighe; 90 min) Placeholder for something from Dan Kaempff 	<p><u>June 6, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <p>Agenda Items:</p> <ul style="list-style-type: none"> 2021-2024 State Transportation Improvement Program (STIP) 150% Fix-It Lists Overview and Discussion (Cho/Leybold; 45 min) 2018 Growth Management Decision: City Proposals for Urban Growth Boundaries (UGB) Expansions (Reid/5 City Reps; 2.5 hours) RFFA (Kaempff; 30 min)

2018 Combined TPAC/MTAC Workshop Work Program

As of 12/28/17

NOTE: Items in italics are tentative

<u>July 11, 2018</u> Comments from the Chair: <ul style="list-style-type: none">• Agenda Items: <ul style="list-style-type: none">• 2018 Growth Management Decision: Overview of Draft 2018 Urban Growth Report (Reid; 45 min)• 2018 Growth Management Decision: Urban Reserves Alternatives Analysis (Reid/O'Brien; 30 min)	<u>August 1, 2018</u> Comments from the Chair: <ul style="list-style-type: none">• Agenda Items: <ul style="list-style-type: none">• 2021-2024 State Transportation Improvement Program (STIP) 150% ARTS List (Cho/Leybold; 45 min)
<u>September 5, 2018</u> Comments from the Chair: <ul style="list-style-type: none">•	<u>October 3, 2018</u> Comments from the Chair: <ul style="list-style-type: none">•
<u>November 7, 2018</u> Comments from the Chair: <ul style="list-style-type: none">•	<u>December 5, 2018</u> Comments from the Chair: <ul style="list-style-type: none">•

Parking Lot

- HB2017 Electric Vehicle Rebate
- DEQ-PSU Diesel Monitoring Project

*For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: marie.miller@oregonmetro.gov
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2018 Joint TPAC and MTAC Meeting Schedule

First Wednesday of the month: Joint TPAC & MTAC Workshop (9:30 a.m. to noon) unless otherwise noted

First Friday of the month: TPAC Meeting (9:30 a.m. to noon) unless otherwise noted

Third Wednesday of the month: MTAC meeting (10:00 a.m. to noon)

Date	Day	Meeting	Time
January 3, 2018	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
January 5	1 st Friday	TPAC	10:00 a.m. – noon
January 17	3 rd Wednesday	MTAC	10:00 a.m. – noon
February 2	1 st Friday	TPAC	9:30 a.m. – noon
February 7	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
February 21	3 rd Wednesday	MTAC	10:00 a.m. – noon
March 7	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
March 9*	2 nd Friday*	TPAC	9:30 a.m. – noon
March 21	3 rd Wednesday	MTAC	10:00 a.m. – noon
April 4	1 st Wednesday	Joint TPAC and MTAC Workshop	9:30 a.m. – noon
April 6	1 st Friday	TPAC	9:30 a.m. – noon
April 18	3 rd Wednesday	MTAC	10:00 a.m. – noon
May 2	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
May 4	1 st Friday	TPAC	9:30 a.m. – noon
May 16	3 rd Wednesday	MTAC	10:00 a.m. – noon
June 1	1 st Friday	TPAC	9:30 a.m. – noon
June 6	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
June 20	3 rd Wednesday	MTAC	10:00 a.m. – noon
July 11**	2 nd Wednesday**	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
July 13**	2 nd Friday**	TPAC	9:30 a.m. – noon
July 18	3 rd Wednesday	MTAC	10:00 a.m. – noon
August 1	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
August 3	1 st Friday	TPAC	9:30 a.m. – noon
August 15	3 rd Wednesday	MTAC	10:00 a.m. – noon
September 5	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
September 7	1 st Friday	TPAC	9:30 a.m. – noon
September 19	3 rd Wednesday	MTAC	10:00 a.m. – noon
October 3	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
October 5	1 st Friday	TPAC	9:30 a.m. – noon
October 17	3 rd Wednesday	MTAC	10:00 a.m. – noon
November 2	1 st Friday	TPAC	9:30 a.m. – noon
November 7	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
November 21	3 rd Wednesday	MTAC	10:00 a.m. – noon
December 5	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
December 7	1 st Friday	TPAC	9:30 a.m. – noon
December 19	3 rd Wednesday	MTAC	10:00 a.m. – noon

* Schedule adjusted to accommodate Regional Leadership Forum #4 on March 2, 2018

**Schedule adjusted to accommodate legal holiday.

Memo

Date: January 3, 2018
To: Transportation Policy Alternatives Committee and Metro Technical Advisory Committee members
From: Eliot Rose, Senior Technology Strategist
Subject: Emerging Technology Strategy: Policy Development Workshop

Technology and our regional goals

The draft principles below outline a vision for how emerging technologies can support our regional transportation goals. The final technology principles will serve to guide the region's public agencies in planning for and working with emerging technologies and when developing partnerships and pilot projects.

Form small groups of 2-4 and review/edit the technology principles. Feel free to wordsmith the draft language or propose new ideas that you think are missing. For reference, descriptions of the 11 regional goals from the 2014 RTP are below.

- *Foster Vibrant Communities and Efficient Urban Form:* Emerging technologies support growth and development in regional centers and enable communities to devote more space to places for people instead of vehicles.
- *Sustain Economic Competitiveness and Prosperity:* Emerging technologies grow the regional economy by increasing the number of family-wage jobs in the region, nurturing new locally-based companies, supporting efficient freight movement, and creating new ways to meet the transportation needs of local businesses.
- *Expand Transportation Choices:* Emerging technologies bring new travel options to the region, particularly to communities and people that currently lack choices, while complementing transit, bicycling and walking.

- *Emphasize Effective and Efficient Management of the Transportation System:* Emerging technologies help people reach their destinations more efficiently and affordably, reduce congestion and promote shared trips over driving alone.
- *Enhance Safety and Security:* Emerging technologies advance our regional Vision Zero goal by reducing the risk of crashes for everyone.
- *Promote Environmental Stewardship / Demonstrate Leadership on Reducing Greenhouse Gas Emissions:* Emerging technologies use vehicles that run on electricity and other clean sources of energy and reduce vehicle miles traveled.
- *Enhance Human Health:* Emerging technologies reduce transportation-related pollution and the risk of crashes while promoting active transportation.
- *Ensure Equity:* Emerging technologies are accessible to all and help dismantle barriers faced by historically marginalized communities, particularly communities of color, to create a more equitable transportation system.
- *Ensure Fiscal Stewardship:* Emerging technologies help to minimize the cost of operating, maintaining, and building the transportation system and make it possible to collect transportation revenues more efficiently and equitably.
- *Deliver Accountability:* Organizations that operate emerging technologies collaborate with public agencies and share data to support policymaking, planning, and system management.

2014 RTP Goals

Foster Vibrant Communities and Efficient Urban Form: Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Sustain Economic Competitiveness and Prosperity: Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

Expand Transportation Choices: Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Emphasize Effective and Efficient Management of the Transportation System: Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

Enhance Safety and Security: Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Promote Environmental Stewardship: Promote responsible stewardship of the region's natural, community, and cultural resources.

Enhance Human Health: Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Demonstrate Leadership on Reducing Greenhouse Gas Emissions: (This was a new goal added since the 2014 RTP was adopted; for the purposes of the Emerging Technology Strategy we are combining it with the Promote Environmental Stewardship goal.)

Ensure Equity: The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Ensure Fiscal Stewardship: Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

Deliver Accountability: The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Technology and our regional goals

* 1. Which of our regional transportation goals will emerging technologies best help us achieve? (Select up to 4.)

- | | |
|--|--|
| <input type="checkbox"/> Foster Vibrant Communities and Efficient Urban Form | <input type="checkbox"/> Enhance Human Health |
| <input type="checkbox"/> Sustain Economic Competitiveness and Prosperity | <input type="checkbox"/> Demonstrate Leadership on Reducing Greenhouse Gas Emissions |
| <input type="checkbox"/> Expand Transportation Choices | <input type="checkbox"/> Ensure Equity |
| <input type="checkbox"/> Emphasize Effective and Efficient Management of the Transportation System | <input type="checkbox"/> Ensure Fiscal Stewardship |
| <input type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Deliver Accountability |
| <input type="checkbox"/> Promote Environmental Stewardship | |

* 2. To which of our regional transportation goals does technology pose the greatest challenges? (Select up to 4.)

- | | |
|--|--|
| <input type="checkbox"/> Foster Vibrant Communities and Efficient Urban Form | <input type="checkbox"/> Enhance Human Health |
| <input type="checkbox"/> Sustain Economic Competitiveness and Prosperity | <input type="checkbox"/> Demonstrate Leadership on Reducing Greenhouse Gas Emissions |
| <input type="checkbox"/> Expand Transportation Choices | <input type="checkbox"/> Ensure Equity |
| <input type="checkbox"/> Emphasize Effective and Efficient Management of the Transportation System | <input type="checkbox"/> Ensure Fiscal Stewardship |
| <input type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Deliver Accountability |
| <input type="checkbox"/> Promote Environmental Stewardship | |

3. Are there issues that we should address in our work on emerging technologies that are not well-captured in our regional goals?

4. Other than transportation choices, equity, economic prosperity, data, and innovation, are there pressing technology-related issues that the region needs to address within the next decade?

Defining our priorities

In each of the following issue areas, select the statements that best align with what you would like to see the region achieve. These statements are drawn from our prior conversations with partners and from other transportation agencies' work. Sometimes we offer variations on an idea to gauge the best way to communicate it; sometimes we include the same statement in multiple areas to test where it best belongs. Note that the number of statements you are able to select varies across work areas.

* 5. Equity (Select up to 5.)

- | | |
|---|---|
| <input type="checkbox"/> All modes of transportation are accessible to all people—regardless of race, income, age, ability, or digital access. | <input type="checkbox"/> New technologies and services support transit, which is critical to meeting the needs of historically marginalized communities. |
| <input type="checkbox"/> New transportation services are accessible to all people—regardless of race, income, age, ability, or digital access. | <input type="checkbox"/> Workers from historically marginalized communities have the knowledge and training they need to take advantages of the job opportunities created by emerging technologies. |
| <input type="checkbox"/> New technologies and services help remedy inequities in the transportation system, improving access to destinations for people of color, people with disabilities, low-income households, older adults, and other historically marginalized communities. | <input type="checkbox"/> Emerging transportation services provide equitable service throughout the region. |
| <input type="checkbox"/> The companies that develop new technologies and services provide family-wage jobs. | <input type="checkbox"/> Public agencies focus technology pilots on meeting the needs of communities of color. |
| <input type="checkbox"/> Workers whose jobs are affected by emerging technologies find new opportunities. | |
| <input type="checkbox"/> Other (please specify) | |

* 6. Transportation choices (Select up to 4.)

- | | |
|--|---|
| <input type="checkbox"/> Technology brings new and better transportation choices to people. | <input type="checkbox"/> New mobility companies offer safe and equitable service while reducing congestion. |
| <input type="checkbox"/> Emerging technologies support transit, carpooling, and shared trips. | <input type="checkbox"/> People are empowered to make the transportation choices that work best for them. |
| <input type="checkbox"/> Emerging technologies complement transit, carpooling, and shared trips. | <input type="checkbox"/> We devote more space to people instead of vehicles as the transportation system evolves. |
| <input type="checkbox"/> Emerging technologies do not create conflicts with people who travel by transit, bike, or foot. | <input type="checkbox"/> There is fair and open competition among transportation providers. |
| <input type="checkbox"/> Other (please specify) | |

* 7. Economic prosperity (Select up to 4.)

- | | |
|--|---|
| <input type="checkbox"/> The companies that develop new technologies and services provide family-wage jobs. | <input type="checkbox"/> New technologies and services boost workers' productivity and reduce the amount of time people spend sitting in traffic instead of working. |
| <input type="checkbox"/> Emerging technologies encourage shared trips over driving alone, and minimize the number of trips by vehicles that are not carrying passengers. | <input type="checkbox"/> Workers from historically marginalized communities have the knowledge and training they need to take advantages of the job opportunities created by emerging technologies. |
| <input type="checkbox"/> Workers whose jobs are affected by emerging technologies find new opportunities. | <input type="checkbox"/> Emerging technologies make it easier to move goods and enable local businesses to thrive. |
| <input type="checkbox"/> The Portland region becomes a hub for emerging technology companies. | |
| <input type="checkbox"/> Other (please specify) | |

* 8. Information (Select up to 3.)

- | | |
|---|--|
| <input type="checkbox"/> Public agencies have full transparency into how our transportation system is being used. | <input type="checkbox"/> Public agencies share data with each other and with the public. |
| <input type="checkbox"/> Everyone can easily select transportation choices and plan trips. | <input type="checkbox"/> Public agencies make decisions based on sound data. |
| <input type="checkbox"/> Public agencies get the best value out of our data, which is increasingly just as important as infrastructure is to the transportation system. | <input type="checkbox"/> Companies that operate emerging technologies share data so that agencies and the public can determine whether these technologies support our goals. |
| <input type="checkbox"/> Other (please specify) | |

* 9. Innovation (Select up to 3.)

- | | |
|--|--|
| <input type="checkbox"/> Public agencies take a nimble approach to planning and managing the transportation system so we can adapt to new developments in technology. | |
| <input type="checkbox"/> Public agencies collaborate with community groups, academics, private firms, and other partners to bring innovative new ideas to the transportation system. | |
| <input type="checkbox"/> Metro and our partners pilot test new technologies to better understand whether and how they can help us meet our goals. | |
| <input type="checkbox"/> The Portland region develops a reputation as a national leader in transportation innovation. | |
| <input type="checkbox"/> The Portland region becomes a hub for testing and deploying new technologies. | |
| <input type="checkbox"/> Other (please specify) | |

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, December 22, 2017
To: TPAC, MTAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: DRAFT 2018 Regional Travel Options Strategy

Purpose

Discuss the first draft of the 2018 Regional Travel Options (RTO) Strategy to TPAC and MTAC, and seek their input on the updated direction for the RTO program as defined in the Strategy.

Background

RTO is the region's transportation demand management program and is a component of the Congestion Management Process. The RTO program supports the land use and transportation policy framework envisioned in the 2040 Growth Concept, and further defined through the Regional Transportation Plan (RTP). RTO works to increase people's awareness of non-single occupant automobile options and to make it easier to use those options. The RTO program maximizes the return on the region's investments in transit service, sidewalks and bicycle facilities by encouraging travel using these modes through education of their personal and economic benefits. It also helps to reduce demand on the region's streets and roads, thus mitigating auto congestion and reducing greenhouse gas emissions.

Metro coordinates the work of cities, counties, transit agencies, non-profit community organizations and other partners that conduct a variety of efforts in support of the region's RTO policy, goals and objectives. RTO policy guidance is provided through a Strategic Plan that further defines the region's transportation demand management policy as laid out in the RTP.

Funding for the RTO program comes from two sources. The bulk of funding comes through a Step 1 Region-wide Investment allocation of Regional Flexible Funds (RFF). Additional funding for marketing and community outreach activities is provided through a grant from the Oregon Department of Transportation (ODOT). Funding levels for the Federal Fiscal Years (FFY) spanning from 2019-2021 are detailed below in Table 1.

Table 1 – Regional Travel Options funding (FFY 19-21)

Source	Federal amount
RTO – RFFA	\$7,789,811
RTO – SRTS	\$1,500,000
ODOT (estimated)	\$622,695
Total:	\$9,912,506

As part of the 2019-2021 RFF allocation process, JPACT and Metro Council made the policy decision to increase the amount of funding invested in the RTO program in order to respond to state and regional initiatives. To increase the region's ability to respond to the state mandate to reduce greenhouse gas emissions, as defined through the Climate Smart Strategies (CSS), the RFFA allocation was increased by \$250,000.

And, in response to input from a regional coalition of cities and community organizations, JPACT and Metro Council's RFFA decision included an additional \$1,500,000 for the implementation of a regional Safe Routes to School (SRTS) program to fund educational efforts at the region's public schools.

The RTO program has been guided by a Strategic Plan, developed in collaboration with the program's stakeholders and adopted by JPACT and Metro Council, since 2003. The 2018 RTO Strategy is the fourth iteration of the program policy, goals and objectives. It updates and refines these goals and objectives to better align the RTO program with new policy direction from Climate Smart Strategies, the 2014 and forthcoming 2018 editions of the Regional Transportation Plan and Metro's Regional Equity Strategy.

A key element of the updated Strategy is new direction for expanding the program through enhancing the capacity of the region's cities, counties, universities and not-for-profit community organizations to deliver RTO programs. It also provides the foundation for supporting communities and school districts with their local SRTS programs.

Plan Development Process

In March 2017, Metro staff provided TPAC with a preview of the proposed process and policy issues to be discussed in the update of the RTO Strategy. Prior to the TPAC discussion, staff identified five policy issues that were seen as critical to the continued success and relevance of the RTO program, and responded to new policy direction via CSS, the 2018 RTP, and JPACT/Metro Council direction related to the 2019-21 RFFA process. The five issues discussed were:

1. Growing the program's reach in Suburban Communities
2. Envisioning the role Technology should play
3. Developing a regional Safe Routes to School program
4. Enhancing and refining the regional Collaborative Marketing effort
5. Reaching out to new Community Partners to build more diverse means of reaching the public

TPAC affirmed these five policy areas, as well as the overall planning process and direction laid out by staff for the Strategy update.

Subsequently, Metro issued a RFP for qualified third-party contractors to conduct public outreach and research, and to write and produce the 2018 RTO Strategy. Alta Planning + Design was chosen and awarded a contract in May 2017.

During the summer of 2017, Alta gathered input through several methods aimed at capturing a broad and diverse range of opinions and insights from stakeholders regarding the RTO program. These methods included:

- Research of peer programs from outside the Portland region to gather insights and experience that could be useful in how Metro manages and evaluates the RTO program, and to help shape future program policy direction.
- Interviews with stakeholders who had current or past experience as RTO funding recipients, or who could likely be future RTO partners. These interviews were intended to listen to experiences from partners for their insights on what in the current RTO was working, and what were areas to improve upon, modify or expand.
- A series of public workshops focused on the five policy issues identified above to gather input from regional stakeholders. These workshops gave participants the opportunity to

provide their insights on how the program should respond and adapt to address these issues.

Changes from the 2012-17 RTO Strategic Plan

Based on input and feedback collected through the above means, the 2018 RTO Strategy recommends several changes or refinements to previous program direction as defined in the 2012-2017 RTO Strategic Plan.

1. Alignment with regional policy direction

The RTO program is a key strategy to implement the region's transportation and land use policy, and to respond to the state's mandate to reduce greenhouse gas emissions.

Goal 4, Objective 4.4 of the 2014 RTP directs the region to include investments in Demand Management as a means of more effectively and efficiently managing the transportation system. This goal specifically references telecommuting, walking, bicycling, transit, carpooling, and using techniques that encourage shifting automobile trips away from peak hours.

The Climate Smart Strategy, adopted by Metro Council in 2014, also includes investments in the RTO program among the actions Metro can take to reduce greenhouse gas emissions.

In June 2016 Metro adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The strategic plan focuses on removing barriers for people of color and improving equity outcomes for these communities by improving how Metro works internally and with partners around the Portland region.

The 2018 RTO Strategy addresses this policy direction through updated guidance to direct funding allocations to partners to support investments that improve overall program outcomes and increase outreach among communities of color.

2. Expanding the program and creating new partnerships

Two of the policy themes discussed in the initial phases of the Strategy development centered on how to reach new audiences. One method for this is to create new partners and local programs in those portions of the region where little or no RTO activity has occurred, or expand existing efforts where there is identified potential. Another is to build new partnerships with community organizations and other groups which share goals and objectives with the RTO program.

The 2018 RTO Strategy lays out a series of objectives focused on building new partners and encouraging innovation in partners' work, to allow for new methods of reaching the public to emerge that are responsive to local needs and circumstances, and that prioritize serving communities of color, older adults, youth, and people with disabilities.

Further, the Strategy provides further guidance to partners through a 0-5 scale called the Travel Options Capability Index (page 43). The Index illustrates how partners can begin and grow RTO local programs through a series of indicators that delineate the various components of successful efforts.

3. Regional Safe Routes to School program direction

Policy direction from the 2019-21 RFFA process allocated \$1,500,000 for the development and implementation of a Regional Safe Routes to School program. The intent behind this

funding was to support educational programs in the region's schools that teach and encourage children to walk, bicycle or skate to school.

Many similar regional SRTS programs exist around the country to serve as a model for Metro to follow. Key components of these program include training children on safe crossings of streets, events (such as Walk/Bike to School days) to raise awareness and interest among children and parents, organizing "walking school buses" (e.g. groups of children, led by parents, walking or cycling to school), and other educational and outreach efforts aimed at reducing auto trips to schools and improving student health.

While the RFFA policy direction did not provide specific, detailed direction on how Metro should develop a SRTS program, a general outline of what the program might entail was discussed during the RFFA process. Housing the SRTS program within the RTO program structure would enable Metro to leverage its existing grant-making capabilities to allocate funding to the region's school districts and local governments. In addition, Metro is in a position to provide regional coordination and technical assistance to help begin, grow and strengthen local efforts.

Participants at policy workshop #3, which focused on SRTS, were largely stakeholders working directly with SRTS programs. They were asked to look at five different program scenarios and discuss which one(s) would best support their needs and vision for SRTS, or if there were other models for program delivery that should be considered. (The scenarios are attached to this staff report.) Based on their insights, as well as experiences working with other regions on SRTS programs, Alta developed a framework for Metro's implementation and administration of the region's SRTS program.

The proposed SRTS implementation strategy is detailed within the draft 2018 RTO Strategy document, beginning on page 29. The implementation strategy defines Metro's role in coordinating and supporting partners' SRTS outreach programs. It recommends additional support staff at Metro as well as a third-party contractor to conduct coordination activities, develop implementation tools and templates, and provide technical assistance to local programs and practitioners.

4. Defined approach to using Technology

During the timespan of the 2011-17 RTO Strategic Plan, the number of Americans with smartphones more than doubled. Approximately 80 of US residents now use these devices, and combined with dwindling sales of desktop and laptop computers, it's clear that smart, mobile technology has forever changed the way we communicate and access information.

This development has had direct impacts on the RTO program. Technological developments have created new ways for people to access travel information, make travel choices, and accessing and paying for transportation. RTO partners have considered various means of using these tools to help reach additional people and further their work.

The Strategy outlines how the RTO program should support Metro's and our partner's work with emerging technologies, and identifies the types of projects that best align with the program's mission and goals. It also creates opportunities to learn from and deploy new technologies, with the goals of gaining information and improving the overall program.

5. Implementation and funding methodology

The Strategy defines an updated direction for the RTO program that builds on its historical success while recommending changes that can result in a growth in participation and a positive impact in helping the Portland region's residents' use of travel options.

Since its inception, the RTO program has been anchored by a number of key partners, committed to conducting programs aligned with the RTO mission. Over time, these partners have consistently engaged with the majority of residents served, delivered the bulk of the positive outcomes, and demonstrated innovation and excellence in their work.

The Strategy recommends changing the funding relationship with these key partners from one where funding is uncertain, due the nature of a competitive grantmaking process, which results in overall program outcomes are also uncertain, and replacing it with a system where funding is more certain, and grant agreements extend to three years, as opposed to the current two-year grant cycle.

Partners funded through such means would be subject to agreeing to higher standards of reporting and outcomes, with future funding being conditioned on their performance. In addition, they should have attained Level 3 or better status on the RTO Partners Capability Index. TPAC would take on an additional role to oversee the outcomes of these investments and make decisions on continuing partners' funding.

In addition to this funding allocation, a smaller amount of RTO funds would remain in a competitive pot, to create opportunities for new partners and innovative concepts to emerge.

Further staff and TPAC work is needed post adoption of this Strategy to refine and implement this proposed funding structure.

Proposed schedule and deliverables

January	TPAC/JPACT briefings on draft Strategy
February	Stakeholder comment opportunity on draft Strategy
March	Final draft Strategy released, requested TPAC recommendation to JPACT
April	JPACT action requested
May	Council action requested

Next steps

The adoption of this proposed Strategy will bring about a number of changes to the RTO program, primarily related to how funding is allocated to partners. The draft Strategy document creates a framework for how funding can be allocated to better achieve outcomes that are aligned with regional goals and objectives. But, as a strategic direction document, it does not provide specific implementation details for how exactly to do that.

Metro will work with TPAC to develop, consider and implement a funding strategy to accomplish these goals. This work will commence in the Spring of 2018 and be wrapped up in time to inform the funding allocation process for projects beginning July 1, 2019.

Over time, as experience is gained and results are evaluated from this new funding strategy, further work may be necessary to modify and improve it. The Strategy allows for flexibility over the 10-year life span of this plan for adjustments within the parameters of the goals and objectives.



Metro Regional Travel Options Strategy Update

DRAFT SRTS Scenarios

November 28, 2017

With newly dedicated funding to support Safe Routes to School (SRTS), Metro is considering scenarios for establishing and implementing a regional SRTS program that supports local efforts.

The following scenarios were developed as part of Metro's Regional Travel Options (RTO) Strategic Plan update. Each of the five scenarios considers potential funding and investment strategies Metro may consider moving forward. The scenarios describe Metro's role, in terms of a full-time employee's salary, plus staffing costs. Each scenario is ranked by effectiveness for VMT reduction, equity support, regional SRTS programming, and how well it aligns with the RTO program-wide goals. Each scenario also includes a detailed pros and cons list.

The scenarios were developed through best practices in regional SRTS programs, from stakeholder feedback at workshops and interviews, as well as by regional SRTS practitioners and key Metro RTO staff.

The Metro RTO Strategy Update project team recommends scenario 5, which includes both additional staff support at Metro as well as a third-party contractor that would conduct coordination activities, develop implementation tools and templates, and provide technical assistance to local programs and practitioners.

Attachment 1

* Note: All scenarios will involve some form of SRTS coordination at the County level, whether by supporting a County staff position, providing county-specific coordination and technical assistance based on the year-to-year needs at each County. Scenario 2 differs by housing the main SRTS coordinators at the Counties, rather than regionally.

Attachment 1

Description		Metro's Role	Reduce VMT via direct program delivery	Equity: Build Partners' capacity	Regional SRTS Program (coordination & support)	Evaluation toward RTO program- wide goals	Pros	Cons
Scenario 4	Local Implementation	0.25 FTE mgmt. of local project delivery	*	**	*	*	Local providers could collaborate via task force meeting or subcommittee of CMG Uses existing staffing & structure at Metro; no new programs More money available for sponsorship events and programs and pass through money Cities/districts/schools develop unique and context-sensitive programs based on their internal direction and interest	Limited ability to manage and coordinate to ensure regional outcomes are met Would continue to be an ad hoc process as cities/districts/schools became interested in implementation Would limit development of region wide resources Most susceptible to high turnover of local implementers
Scenario 5	Third-party contractor with Metro staff person (hybrid of Scenarios 1+3)	0.5 FTE contract mgmt; mgmt. of local project delivery	***	***	***	***	Good balance of regional knowledge & Metro support with technical assistance & local, practioner-level knowledge Flexible with program needs (i.e. early program development, later years primarily program delivery) Could hire new staff person ½ time on SRTS and ½ time on CMG and technical assistance for local providers	Potentially less effective for forming local relationships between cities & districts

2018 Regional Travel Options Strategy

DRAFT for public comment

DRAFT December 2017





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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/regional-travel-options-strategic-plan

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SECTION 1: INTRODUCTION

The Portland metro region's population is expected to grow dramatically over the next ten years. Maintaining a functioning transportation system requires new approaches to reduce the number of trips made driving alone. If we succeed, we will not only preserve mobility, but also reduce congestion, improve air quality, increase residents' access to travel options, and enable all community members to get to jobs and services. Infrastructure investments alone cannot meet the demand for new travel – we lack the land and the funding to build our way out of congestion. Metro recognizes that managing demand is an important complement to investing in infrastructure.

Metro's Regional Travel Options (RTO) program's charge is to reduce demand for driving alone. The RTO program connects people with the information and support they need to choose affordable, sustainable travel options, such as walking, biking, taking transit, or carpooling. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, event sponsorship, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.

Over that time, the RTO program has funded effective, community-oriented projects across Clackamas, Multnomah, and Washington counties. During the 2017-2019 grant cycle, 17 projects received \$2.5 million in competitive travel options grants. Nearly half the awarded project funds support work that makes it easier for children, families, and college students to walk and bike to school. Other funded projects inspire residents to reimagine the use of streets through community open streets events. Additional projects involve wayfinding, trail counts, employer programs, production of outreach videos, and more. These projects use creative, inexpensive methods to inspire more people to use travel options to get around the region, thereby reducing vehicle miles traveled.

After several decades of positive impacts in the region, the number of people switching to affordable, sustainable travel options has plateaued. The RTO Strategy must adopt new approaches to engage diverse audiences and help achieve ambitious Regional Transportation Plan (RTP) goals. Metro will continue to work with longstanding government, non-profit, and education colleagues and well as partnering with new groups to broaden RTO program's reach and impact. This 2018 RTO Strategy Update outlines this approach and includes a ten-year vision, goals, objectives, and actions.

The RTO program strives to create healthy, vibrant neighborhoods by:

- improving the quality of the air we breathe
- reducing car traffic
- creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool
- making the most of transportation investments by promoting their use

The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.



Changes from the 2012 Strategy

The 2018 RTO Strategy Update provides direction for the program into the next ten years. It builds on the historic success of the program, addresses challenges, and responds to community needs. This Strategy Update offers policy direction for establishing a new regional Safe Routes to School (SRTS) program, adapting to new technologies, and prioritizing projects and programs that address transportation system inequities faced by people of color, older adults, youth, and people with disabilities. It addresses the need for the RTO program to work with new partners to reach more residents throughout the region.

Specifically, the 2018 Strategy updates the RTO program by:

- Restructuring the competitive grant into a results and capability-based funding allocation, enabling Metro to provide more reliable funding to proven partners.
- Creating a fund for innovative projects that address transportation system inequities faced by people of color, older adults, youth, and people with disabilities or that test new technologies to provide greater access to travel options in the region.
- Actively developing deeper and additional relationships with community organizations to engage new audiences and expand program reach.
- Outlining a structure for the new regional SRTS program that involves coordination and collaboration, program development and technical assistance, and direct program delivery.
- Bolstering the Collaborative Marketing Group to serve as the outreach, technical assistance, and information sharing arm of the RTO program for all organizations conducting travel options work throughout the region.
- Creating funding opportunities for partners to conduct their own marketing campaigns and pilot projects.

Reading Guide

Search for these icons throughout the report to follow along with key themes:

Safe Routes to School



Equity



Technology



Look for this symbol to learn about key changes from the previous RTO Strategy:



Planning and Policy Context

The Metro RTO Strategy is an element of the Regional Transportation Plan (RTP). The 2018 RTO Strategy defines a ten-year mission, goals, and objectives to coordinate, implement, and evaluate local partners' efforts that help achieve regional air quality, transportation, equity, and livability goals. To assist in achieving these goals, the RTO program provides strategic funding, technical assistance, marketing support, and traveler information and services to governments and organizations. These partners run projects and programs intended to shift trips away from single-occupancy vehicles.

Commute Travel Trends in the Metro Region

The Portland Metro region has witnessed modest decreases in single-occupancy vehicle use (see sidebar). However, as the region continues to grow, increased overall auto trips have created congestion that results in regional challenges that the RTO program works to address:¹

- **Transit and carpool rates have declined.** Since 2008, transit mode share has declined by 2.7 percent, which may be due to a reduction in TriMet service hours following the Great Recession, lower gas prices, or the economic displacement of lower-income residents out of transit-friendly neighborhoods.² Carpool rates dropped by 1.6 percent over the same period.
- **The drive-alone rate has leveled off.** Drive-alone rates for employers involved in the RTO program have remained steady in recent years, with approximately two-thirds of trips to work made by driving alone. With more people moving to the region, an unchanged drive-alone rate means that more cars are crowding roadways.
- **Drive-alone rates vary widely across the region.** Employees in Gresham and in Downtown, Southwest, and North Portland have decreased their drive-alone rate the most. Forest Grove, areas along Powell Boulevard, Clackamas, and western Beaverton have seen increased drive-alone rates.

The RTO Program Contributes to Regional Shifts in Travel Modes

Regional successes in shifting trips away from single-occupancy vehicles include:

Portland metropolitan area residents are driving less.

BETWEEN 2005 AND 2015...



Commuting by travel options has increased.

SINCE 2009...

The overall rate of regional residents biking, walking, taking transit, and telecommuting

increased by **1.3%**



Working from home and bicycling have grown the most.

People are choosing active transportation for their trip to work.

SINCE 2008...

The share employees biking and walking to work has



¹ Metro RTO Program "Commute Options Report" (2017). <https://www.oregonmetro.gov/travel-options-research>

² "In Portland, Economic Displacement May be a Driver of Transit Ridership Loss" Transit Center. November, 14, 2017. <http://transitcenter.org/2017/11/14/in-portland-economic-displacement-may-be-a-driver-of-transit-ridership-loss/>.

With over 730,000 Portland Metro residents commuting to work daily, the growing region must rely not only on new infrastructure projects, but also on successfully promoting travel options, to help increase the efficiency of commuting.



Safe Routes to School in the Portland Region

Safe Routes to School (SRTS) is a national effort to encourage students and families to walk and bicycle to school. SRTS programs improve health and safety through infrastructure and non-infrastructure improvements. Infrastructure elements include walking and biking facilities, crosswalks, and bike parking. Non-infrastructure (programmatic) elements include traffic enforcement campaigns, walking and biking safety education, and encouragement programs. The most successful SRTS programs incorporate the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity.

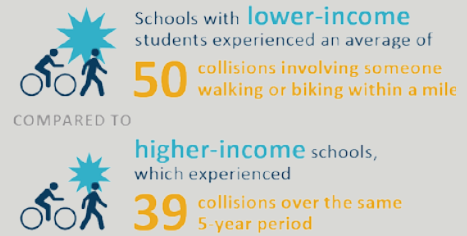
The Need for a Regional Approach to SRTS

In 1969, nearly 50 percent of all children in the U.S. (and nearly 90 percent of those living within a mile of school) walked or bicycled to school. Today, that number is less than 15 percent. This reduction in walking and bicycling can be attributed to traffic and personal safety concerns, poor infrastructure, lack of information about options, and the cultural prioritization of the personal vehicle. Safety concerns are particularly high for students of color, who experience disproportionate fatality rates compared to white students (see sidebar).

SRTS programs are a proven way of changing travel behaviors and effecting mode shift toward active transportation options. When designed well, SRTS programs increase physical activity, reduce congestion, boost academic performance, improve health, save families money, and provide environmental benefits in an equitable way. When implemented on a regional scale, they can help address these regional needs and outcomes through coordinated programs that provide support to cities, counties, and school districts.

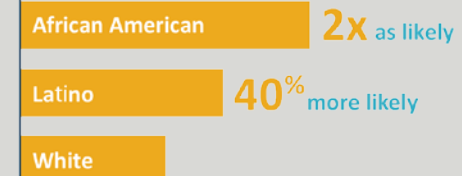
Communities in the Portland metro region use funds from multiple sources to launch SRTS education, promotion, and enforcement campaigns in elementary, middle, and high schools. At the local level, SRTS practitioners run education and encouragement programs with families and schools, while cities and counties work with schools to identify and fund infrastructure projects near schools. Municipalities support these efforts by hiring coordinators, developing pedestrian and bicycle facilities, and establishing policies to support safe walking and bicycling. Regional coordination is necessary to help cities and school districts coordinate across boundaries. SRTS

Regional Trends Highlight the Need for Safer Routes to Schools:



Nationally, rates for child fatalities vary by race:

Children Killed While Walking



Dangerous by Design, 2011
© 2015 Safe Routes to School National Partnership

requires participation from multiple agencies and departments from the county, city, school district, and community-based organizations so coordination improves communication and information sharing across the region.

School Travel and SRTS in the Portland Region

In the greater Portland region, cities and school districts have been independently involved in SRTS efforts for many years. Through the RTO program, Metro has funded SRTS projects around the region since the 2015-2017 grant cycle. With diminished federal funding for SRTS since 2012, local jurisdictions are increasingly seeking financial assistance for funding SRTS activities. However, Metro's previous level of funding was not enough to keep up with community demand for SRTS programs. In June 2016, in response to these dynamics and advocacy from the For Every Kid Coalition and SRTS National Partnership, Metro allocated \$1.5 million of regional flexible funds to be spent on SRTS programmatic initiatives through the RTO program. In October 2016, Metro released the *Regional Safe Routes to School Framework*, which provides data on current and historic funding and programming, identifies the schools with the greatest need for safety improvements, and proposes ways Metro can support local jurisdictions' efforts around SRTS and school transportation.

History of the RTO Program Structure

The RTO program, established in the 1990s, is primarily funded by Surface Transportation Block Grant Program (STBG), which is administered by the Federal Transit Administration (FTA). Additionally, the Oregon Department of Transportation funds marketing, community outreach, and SRTS via STBG funds administered by the Federal Highway Administration. The RTO program funding levels for 2019-2021 are approximately \$3 million annually.

Although the RTO program historically accounts for only one half of one percent of the region's transportation budget, its impacts are large and widespread. Since tracking of the program began in 1997, the use of walking, biking, transit and rideshare at businesses that work with the program's partners has risen from 19 percent to 39 percent, far above the national average. During the 2011-2013 grant cycle, more than 84,000 people from around the region reduced their driving by 47 million miles. That is the equivalent of 1.7 million trips from Beaverton to Gresham that did not happen thanks to help from RTO funding.

The RTO program has evolved over time. TriMet originally administered the program and focused on promoting transit use for commute trips. In 2006, as the program grew beyond its initial commuter outreach emphasis to include all trip purposes, TriMet and Metro agreed to transfer program oversight to Metro. Metro broadened the focus and incorporate residential outreach (individualized marketing or IM) to help people choose non-Single Occupancy Vehicle (SOV) travel options for different trip purposes. The first phase of Metro's program management included dedicated, performance-based grant funding for Transportation Management Agencies (TMAs), an IM grant, a small budget for competitive grants, and dedicated funding for the South Metro Area Regional Transit (SMART) commuter outreach, and TriMet's Employer Travel Options

Program. In 2012, Metro collapsed TMA and IM funding into a biannual competitive grant program. TriMet and PBOT continued to receive a set-aside to run their travel options programs. In 2019, the program will begin allocating dedicated funding for SRTS investments as well as implementing other recommendations in this Strategy. Figure 1 shows a timeline of the RTO structure and focus.



Figure 1. Timeline of RTO Structure and Focus

RTO Project Categories

The RTO program currently funds five main project categories:

- **Employer-based services** shift commute travel behaviors to non-SOV modes by marketing through employers. Employer-based outreach in the region has historically been focused on large employers (over 100 employees). However, Portland and other regional cities are increasingly working with mid-sized employers (20 to 100 employees) in order to reach more commuters. Figure 2 maps RTO-funded Commute Options Sites.
- **Community-based services** shift travel behaviors away from SOV use for non-commute travel through community-based events and activities. Community-based outreach programs address the more than 70 percent of non-commute trips taken in the Metro region. Most of these trips are under five miles, so walking, biking, or taking transit are good alternatives to driving. Figure 3 maps community-based outreach investments.
- **Safe Routes to School** programs seek to shift school travel to non-SOV modes for K-12 school schools through education, encouragement, enforcement, and engineering approaches. Figure 4 maps SRTS non-infrastructure investments funded through the RTO program and other sources.
- **Traveler information and services** create new sources of information to help people become aware of and use non-SOV modes. These include light infrastructure projects such as bike parking and wayfinding signage.
- **Planning** projects develop a local approach for implementing RTO programs. This type of project can be a component of a Transportation System Plan or other guiding policy document.

The **Collaborative Marketing Group** is the outreach and marketing assistance arm of the RTO program. It has evolved over the past decade from a subcommittee of Metro's Transportation Policy Alternatives Committee (TPAC) into a regional forum that brings partners together to share

information, collaborate on regional marketing projects, and learn best practices for conducting outreach, communicating messages, and evaluating programs.

DRAFT

RTO Employee Commute Options (ECO) Investments

Data Included:
Sites with Baseline Survey in Any Year
+ Follow-Up Survey Between 2013 - 2016

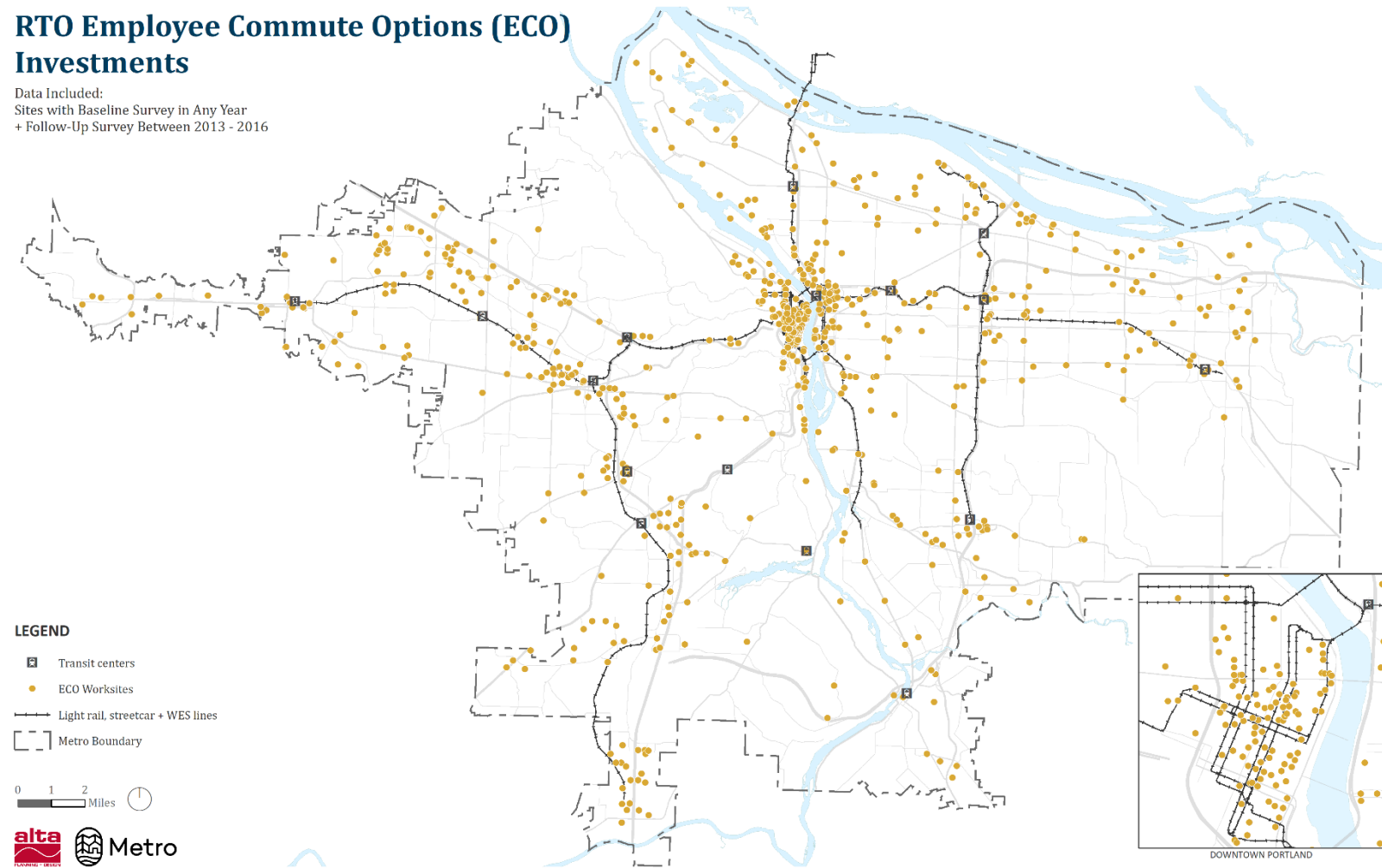


Figure 2. RTO-Funded Employer Commute Options Sites

Nighborhood Investments

Data Included:
 Projects in 2013-2016 Evaluation
 + 2015-2017 Grant Cycle
 + 2017-2019 Grant Cycle
 (SRTS & ECO Not Included)

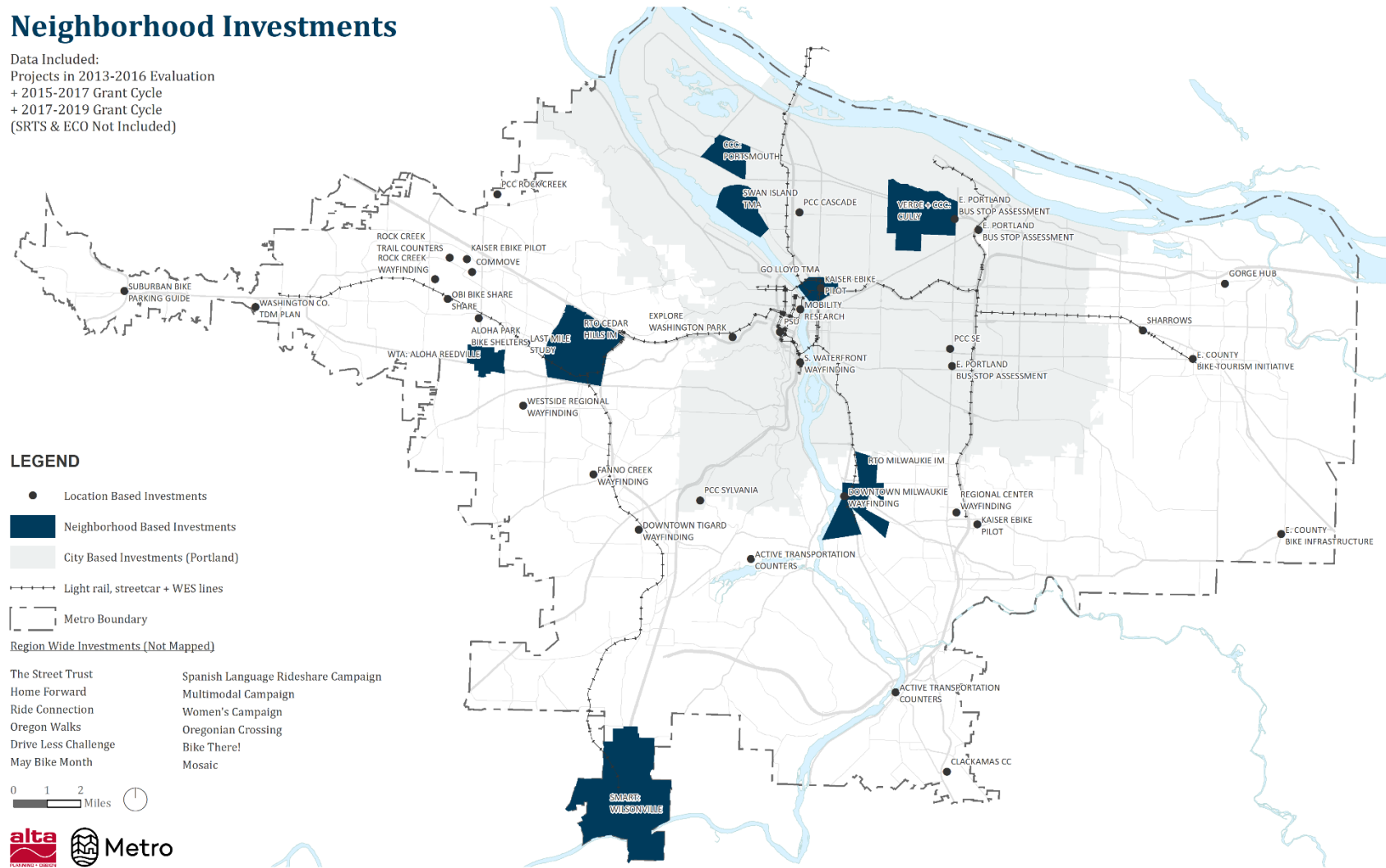


Figure 3. RTO-Funded Community-Focused Travel Options Investments

Current Safe Routes to School (SRTS) Investments

Data Included:
2015-2019 RTO Grants
Current ODOT SRTS Non-Infrastructure Grants

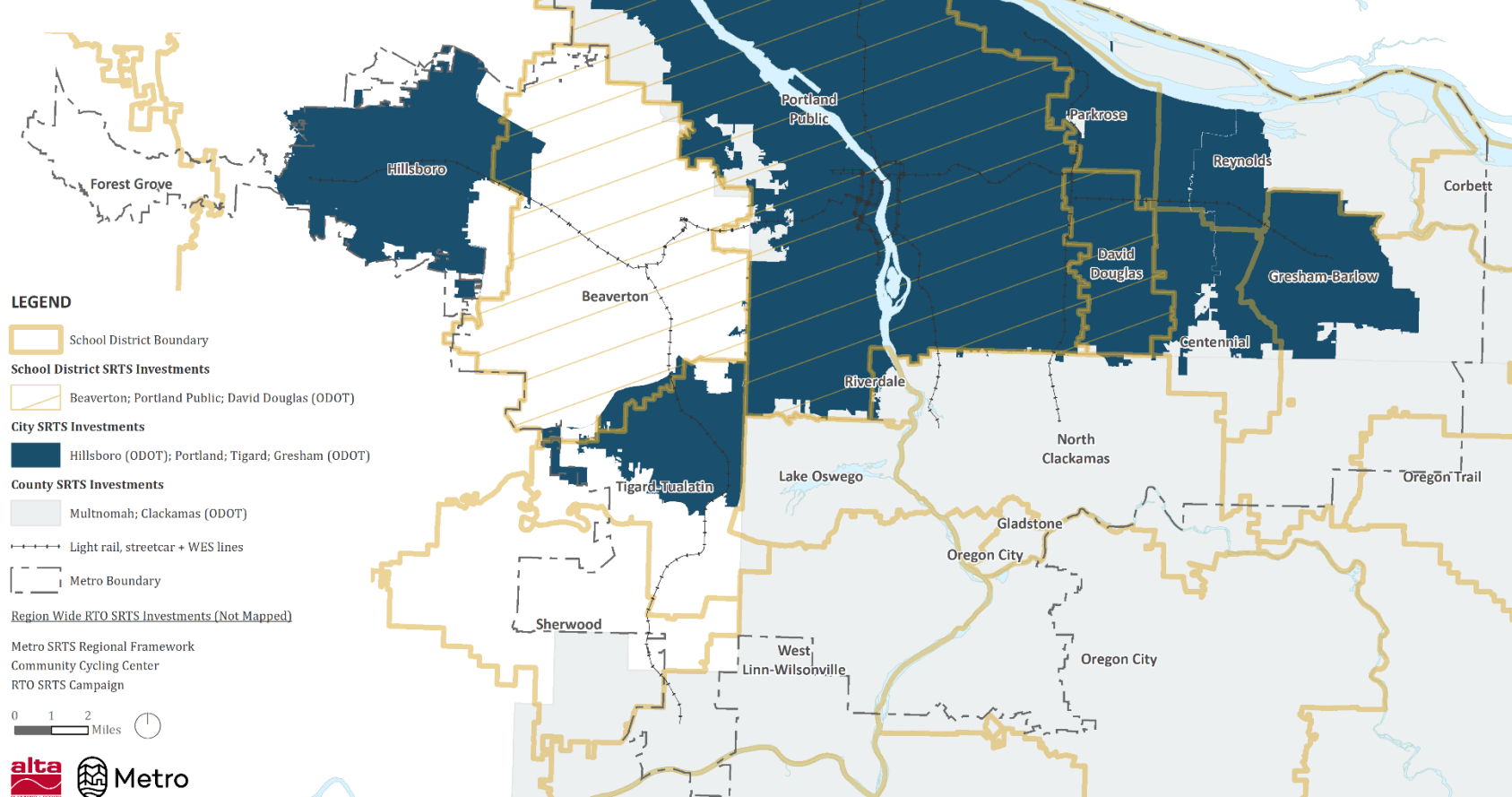


Figure 4. SRTS Non-Infrastructure Investments in the Portland Metro Area

Planning Process and Engagement

To create an RTO Strategy that furthers the goals and objectives of the RTP, while meeting the needs of different organizations and jurisdictions working in the region, Metro carried out a robust, dynamic public outreach process from August 2017 to February 2018. This process was designed to complement funding scenario planning, best practices research, and policy development. Figure 5 shows the full RTO Strategy Update process. The project outreach had three main components:

- Five workshops on key topic areas to understand partners' needs related to suburban communities, technology, SRTS, marketing and communications, and new partners
- 17 interviews with key stakeholders, including past and present partners, new partners who have not previously participated in the RTO program, and topic area experts
- Two opportunities for partners to comment on the draft RTO Strategy Update

Who Participated in the 2018 RTO Strategy Update Outreach Process

Project outreach focused on counties, cities, colleges/universities, school districts, and community-based organizations. These groups/partners were selected for engagement because they had managed or applied for a Metro RTO-funded project, because they work to encourage travel options through their work, and/or because they engage audiences that Metro would like to reach more effectively. The project team also engaged with private technology companies on a targeted basis as well as peer regional governments to learn from their topic area expertise. Selected organizations were invited to a phone interview, while all stakeholders were invited to attend workshops and review the Draft Strategy.



Figure 5. RTO Strategy Update Planning Process

The RTO Strategy Update process had strong participation from groups who had previously received RTO funding or were already familiar with RTO through their work. The project team did more targeted recruitment to identify and engage community-based organizations and other groups that may not have worked with the RTO program directly, but are doing relevant work or reaching communities of interest. In response to lower turnout for the Potential Partners workshop, the project team followed up with groups individually to conduct interviews and ensure a broader representation of voices and ideas.

Topic Area Workshops

Metro hosted five topic area workshops for current RTO partners and other interested groups, summarized in Table 1. The selected topics reflect Metro staff's recommendations and were approved by the TPAC and the Joint Policy Advisory Committee on Transportation (JPACT). These specific topics were chosen as priorities for the 2018 RTO Strategy to address flat-lined program results, Metro's Equity Strategy, planning direction from the RTP and Climate Smart Strategy, and alignment with Metro's emerging technology strategy. Each workshop featured an overview of the RTO program and RTO Strategy Update process, facilitated small and large group discussions on the specific topic area, and a report-back session to foster learning among participants and project team members.

Table 1. Summary of Topic Area Workshops

Topic Area	Date	Number of Attendees	Topic Area Presenters
Suburban Communities	August 14, 2017	21	Derek Hofbauer, Alta Planning + Design Hannah Day-Kapell, Alta Planning + Design
Technology & Public-Private Partnerships	August 25, 2017	32	Elliot Rose, Metro
Safe Routes to School	September 29, 2017	27	Hannah Day-Kapell, Alta Planning + Design Kari Schlosshauer, SRTS National Partnership
Collaborative Marketing Group	October 23, 2017	25	Marne Duke, Metro Chris Watchie, Cogito
Potential New Partnerships	October 23, 2017	10	Hannah Day-Kapell, Alta Planning + Design

Stakeholder Interviews

Through 17 interviews with organizations and jurisdictions, potential partners, and topic area experts, stakeholders provided insights on their experiences with the RTO and ideas for the future direction of the program. Some interviewees had received RTO funding in the past or were current partners; others had never received funding or had never applied for funding. Two unique groups were included in interviews: the Sacramento Area Council of Governments (SACOG) and Via Transportation. SACOG provided insights into how the agency has engaged with the private sector to promote travel options, based on recent investments in a new TDM strategy. Via Transportation is a ridesharing company that has experience partnering with local governments

to implement creative rideshare and transit models. Representatives from these two groups were interviewed to suggest best practices and ideas for the Metro RTO Strategy Update.

Interview questions were tailored to the type of stakeholder. Each interview with a current or historic grantee covered personal experiences with the RTO program, what is working well, challenges groups are facing, and ideas for moving RTO forward. Interviews included questions about both technical/administrative aspects, such as how funding is managed, and more thematic aspects, such as what type of projects the RTO Strategy prioritizes.

Table 2. Stakeholders Interviewed

Past/Current Partners	Potential New Partners	Others
Beaverton School District	AARP	Sacramento Area Council of Governments (SACOG)
City of Gresham	Asian Pacific American Network of Oregon	Via Transportation, Inc.
Clackamas County	Immigrant & Refugee Community Organization (IRCO)	
Community Cycling Center	Mercy Corps Northwest	
Ride Connection	OPAL Environmental Justice Oregon	
TriMet	Portland State University's Institute on Aging	
Washington County	Rosewood Initiative	

Comment Opportunity

[TO BE COMPLETED AFTER COMMENT PERIOD]

SECTION 2. REGIONAL TRAVEL OPTIONS POLICY



2018 RTO Strategy Vision, Goals, and Objectives

The RTO Program's vision is to make the Portland metro region a great place by working with local and regional partners to promote travel options that support economically vibrant communities, increase active transportation use, are environmentally sustainable, and benefit all greater Portland metro area residents.

The following goals support this vision by providing direction for the RTO Program. The objectives identify more specific steps with measurable outcomes, which guide future policy and investment decisions.

Goal 1. Reduce Vehicle Miles Traveled

Objective 1.1: Reduce the number of trips using personal, single-occupancy vehicles by educating and encouraging the public.

Goal 2: Expand the RTO Program to Effectively Reach Existing and New Audiences

Objective 2.1: Build and support partners' travel options capability and expertise.

Objective 2.2: Allocate RTO resources in a way that prioritizes communities of color, older adults, youth, and people with disabilities.

Objective 2.3: Encourage innovation and new technology to increase access to travel options.

Objective 2.4: Coordinate with state and local partners in planning for travel options work.

Goal 3: Implement a Regional Safe Routes to School Program

Objective 3.1: Provide regional coordination and program development to support Safe Routes to School efforts throughout the region.

Objective 3.2: Support local jurisdictions, school districts, and other partners in delivering Safe Routes to School programming.

Goal 4: Measure Program, Evaluate Impacts, and Continually Improve the Program

Objective 4.1: Evaluate RTO grants and funded programs to pursue a suite of RTO-funded activities that collectively achieve program-wide goals.

Goal 1. Reduce Vehicle Miles Traveled

Reducing vehicle miles traveled (VMT) and single occupancy vehicle (SOV) trips results in improved air and water quality, reduced congestion, and increased public health benefits.

Employee-focused programs can help reduce SOV trips. As of 2016, 6.6 percent of Metro area commuters walk or bike to work and another 13.3 percent take transit (Figure 6). Employees at surveyed employers have reduced over 58 million vehicle miles travelled each year, which saves 28,000 metric tons of greenhouse gas emissions. The RTO program builds on this regional momentum to shift commute trips away from SOV.

Non-commute trips are also important in reducing SOV trips, as more than 70 percent of the trips residents take in the Metro region are not for commuting. Most non-commute trips are less than five miles, meaning that many could be made by walking, transit, or bicycling.

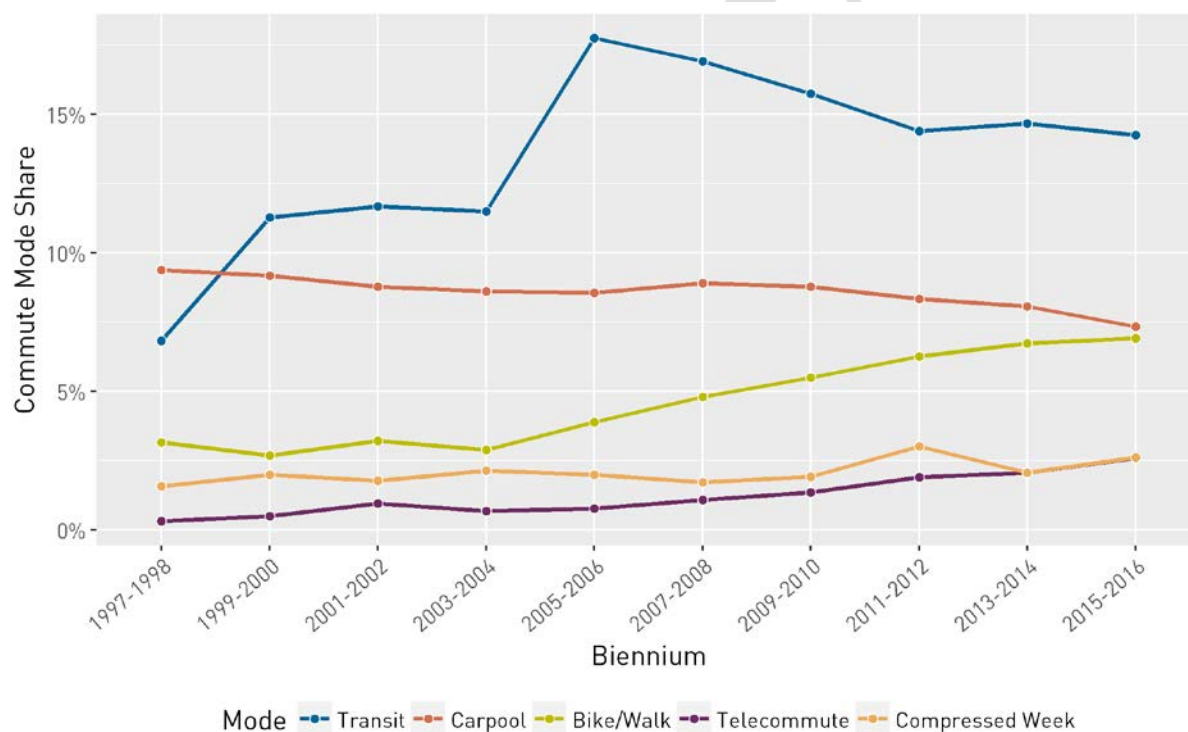


Figure 6: Non- SOV Commute Mode Shares Over Time (1998-2016)

Source: 2013-2016 RTO Program Evaluation

Goal 2: Expand the RTO Program to Effectively Reach Existing and New Audiences

RTO-funded programs help forge new relationships with community members and local organizations, reaching more people than they could have alone, and creating a ripple effect through their communities that continues to encourage the use of travel options long after the end of the funding cycle. Metro can partner with many organizations to implement the RTO Program, including transit agencies, cities, counties, colleges and universities, large employers, community-based organizations, advocacy groups, and others.



Prioritizing Equity in the 2018 RTO Strategy

People of color face distinct barriers to participating in travel options due to the pervasive and systemic nature of racism. In alignment with Metro's diversity, equity, and inclusion goals, and in response to extensive partner feedback, Metro recognizes the need for a focus on travel options services and information that serve communities of color, older adults, youth, and people with disabilities.

The RTO Program and its partners help communities of color, older adults, youth, and people with disabilities use travel options in their neighborhoods, and make using them easier and more comfortable. The region's affordable housing tends to be found in areas with fewer transportation options and higher transportation costs. On average, households in the Portland region spend \$11,683 on transportation costs per year, or about 20 percent of the median income. However, lower income households may spend up to 25 percent of their incomes on transportation.

Defining 'communities of color'

Metro's *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* (2016) defines communities of color as 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.

Previous Equity-Related RTO Grants



Verde's Living Cully project aimed to raise awareness of to natural areas in the Cully neighborhood and improve bicycle and pedestrian access to them.



Ride Connection's RideWise project provides travel training and travel options counseling to older adults and people with disabilities to encourage using fixed-route public transportation.



The Community Cycling Center's Building Momentum provided mechanic training, bike safety education, a bike repair center, and an earn-a-bike program to low-income communities in Portland.

It is important to prioritize equity across all RTO activities objectives to ensure that all Metro residents, regardless of race, ethnicity, age, income, or ability, are able to use safe, affordable, sustainable travel options. Though projects that address the needs of these groups may not create the largest reduction in VMT, eliminating disparities between the travel options available to different groups is critically important to the success of Metro's 2018 RTO Strategy.

Overall, the RTO Program decreases car-dependency and prioritizes lowest-cost transportation options. This is one strategy for fighting cycles of poverty, segregation, and displacement.³ RTO can help create a more equitable region by partnering with community partners to increase access to active modes for communities of color, older adults, youth, and people with disabilities.



Engaging with New Technologies

Technology has major implications for the RTO Program. On one hand, information about travel options is easier to access than ever before, and a growing number of ridesharing options give people access to a personal vehicle or flexibility to use other options. On the other hand, many emerging technologies and services are likely to increase driving at the expense of other options and are less accessible to communities of color, older adults, youth, and people with disabilities. It can also be challenging for Metro and partners to determine what technologies to invest in when the landscape is changing quickly.

The RTO program has funded numerous technology-related projects that provide better information to travelers and better data to partners. The 2018 RTO Strategy takes a more in-depth look at technology, outlining principles for Metro's work with emerging technologies and highlighting the types of projects that can best support the program's goals using newly-available technologies and services. These principles and projects are aligned with the Emerging Technologies Strategy that is also included in the RTP.

Partners' Technology-Related Work

Examples of technology-related projects implemented by RTO partners:

- The Westside Transportation Alliance (WTA) developed [Commmove](#), a mobile app that provides route finding, carpool and other mode matching, benefits tracking, and a competition element.
- Metro and the Oregon Department of Transportation supports [Drive Less Connect](#), which enables commuters to log trips, connect with shared ride options, and track benefits. During the Oregon Drive Less Challenge annual campaign, participants can win rewards for any transportation option used other than drive-alone.
- Ride Connection and TriMet developed the [One Call/One Click](#) program that uses new technology tools to better connect people with demand-responsive transit options.
- Several communities are using new bicycle and pedestrian counting devices, including the City of Lake Oswego, Explore Washington Park, and soon Clackamas County and the City of Hillsboro.
- [Parking Kitty](#) is a new mobile app that provides payment processing and time tracking for paid parking spaces, first deployed by RTO's partner Explore Washington Park.

³ Metro RTP Goal 9 (2014).

The RTO Strategy's focus on policy guidance for collaborating with new technology gives Metro's partners more clarity about how to best work with the opportunities and protect against the potential pitfalls.

It also provides Metro with learning opportunities about how to better deploy new technologies and services within the RTO program and throughout other work. The evaluation and performance measurement conducted through the RTO program is designed, in part, to give Metro the information needed to learn from how partners are applying new technologies.

Goal 3: Implement a Regional Safe Routes to School Program

The RTO program is integrating new dedicated funding for SRTS beginning in 2019, creating new opportunities for investment in active transportation programs, events, and marketing specifically aimed at schools and families. (See page 4 for more statistics about the need for and benefits of SRTS.) Regional coordination provides support for local practitioners with outreach materials, best practices for organizing events, and lessons learned from around the region.

Local SRTS practitioners provide on-the-ground assistance to individual schools and coordinate between school districts and local jurisdictions. See page 29 for more information about roles and responsibilities.

Goal 4: Measure Program, Evaluate Impacts, and Continually Improve the Program

Performance monitoring helps Metro track the results of transportation investments to understand how they perform. The RTO program provides evaluation guidance for funding recipients, and additionally collects substantial data and develops regular comprehensive reports.

Performance measures are a way to receive feedback about whether the RTO investments are resulting in progress towards the region's goals, performance targets, and expected resources, as established in the RTP. Regular evaluation indicates how the RTO program contributes to RTP performance measures and supports regional goals. Where possible, the RTO program evaluation should align with the Oregon Department of Transportation's Transportation Options Plan's identified program measures. These measures, tracked by the state-funded providers, will give a statewide snapshot of the performance of Oregon's transportation option programs.

Key 2014 RTP Goals that pertain to the RTO program include:

- Goal 3. Expand Transportation Choices
- Goal 4. Emphasize Effective and Efficient Management of the Transportation System
- Goal 6. Promote Environmental Stewardship
- Goal 7. Enhance Human Health
- Goal 8. Demonstrate Leadership on Reducing Greenhouse Gas Emissions
- Goal 9. Ensure Equity

2018 RTO Strategy Performance Measures and Targets

The following table outlines the 2018 RTO Strategy performance measures and targets, which provide an incremental approach for reaching regional goals. Each RTO program goal is divided into objectives. The objectives identify specific steps with measurable outcomes, which guide future policy and investment decisions. A rationale for each objective explains why this is an important part of the 2018 RTO Strategy. Each objective has targets and their corresponding performance measures. Performance measures track the progress toward meeting targets. As the program contributes to meeting each target, the region gets closer to realizing its long-term goals for equity, sustainability, economic vitality, and livability.

The RTO program conducts a program evaluation every two years to measure effectiveness of program investments and to track overall progress towards regional goals. The data for this analysis is collected through several survey instruments:

- The **Employee Commute Options (ECO) survey** is a state-mandated requirement for large employers (over 100 employees at a work site) to monitor the progress of commute options in encouraging employees to reduce their SOV trips to the work site.
- The **Oregon Department of Transportation (ODOT)'s annual participant survey** provides a snapshot of travel options participants by documenting mode split, travel options used, engagement, and satisfaction with travel options program services and interest in using travel options. The survey will also provide a "stage of change" analysis that gauges participants' stage of readiness. The survey can also be customized to each provider.
- The **State Travel Options (TO) Awareness Survey** is a statewide survey administered by ODOT via mail and online that studies the general population's attitudes towards travel options.
- Metro's **Regional Travel Options and Awareness Survey** tracks awareness of Metro's RTO programs, measures satisfaction with regional travel options, and examines traveler information tools, and commuter resources. The report also identifies key target audiences to help streamline RTO marketing efforts.
- **Metro RTO grantees survey** the populations reached through the grant activities and outreach, using measures from the Multiple Accounts Evaluation framework (see page 29).

The **Climate Smart Strategy** is a regional strategy that responds to a state mandate for a 29 percent reduction in per capita greenhouse gas (GHG) emissions from cars and small trucks by 2035. Key recommendations related to the RTO program include:

- Implement adopted local and regional land use plans
- Make transit convenient, frequent, accessible, and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable, and connected
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options

Table 3. Performance Measures and Targets**GOAL 1: Reduce Vehicle Miles Traveled**

Performance Measure	Baseline	2028 Target	Data Collection Method
Non-Single Occupancy Vehicle (SOV) commute rate for communities participating in RTO-funded activities	33.7% (2015-2016 biennium)	40% by 2028	ECO data, Individualized Marketing Campaign results, local implementation results
Vehicle Miles Reduced (VMR) for communities participating in RTO-funded activities	47 million vehicle miles traveled (VMT) reduced per year (2015-2016 biennium)	To be calculated	ECO data, Individualized Marketing Campaign results, local implementation results

GOAL 2: Expand the RTO Program to Effectively Reach Existing and New Audiences

Performance Measure	Baseline	2028 Target	Data Collection Method
Awareness of travel options and participation in RTO-funded activities	Commuter programs engage with 250,000 employees; other data to be calculated	To be calculated	ODOT Travel Options Needs and Issues survey (future), ODOT Annual Participant Survey, State TO Awareness Survey, RTO Travel and Awareness Survey
Partners' placement on the Capability Matrix	Partner assessment to be developed using the Capability Matrix	To be calculated	RTO partners reporting
Percent of RTO investments targeted to communities of color, older adults, and/or people with disabilities	To be collected	To be calculated	RTO records
Identified barriers for communities of color, older adults, and/or people with disabilities reduced	To be collected	3-5 targets identified and reduced	ODOT Travel Options Needs and Issues survey (future), ODOT Annual Participant Survey, State TO Awareness Survey

GOAL 3: Implement a Regional Safe Routes to School Program

Performance Measure	Baseline	2028 Target	Data Collection Method
Non-SOV school commute mode share for schools participating in RTO-funded activities	To be collected	To be calculated	Parent surveys and student hand tallies collected by local partners
Number of jurisdictions or school districts with formalized SRTS programs	8 jurisdictions or school districts have a SRTS coordinator	All jurisdictions or school districts have or work with a SRTS coordinator	Local SRTS Coordinator reporting

Number of SRTS Coordinator positions in the region	8 SRTS coordinators in 2017	All districts have access to a coordinator (may not be housed at the district)	SRTS Coordinator reporting
Reach of SRTS programming (number of students involved in SRTS activities)	To be collected	To be calculated	SRTS Coordinator or grantee reporting

GOAL 4: Measure Progress, Evaluate Impacts, and Continually Improve the Program

Performance Measure	Baseline	2028 Target	Data Collection Method
Metro, or Metro and grantee, agree to measure one or more indicators per project in context of project goals and funding	26 grantees (70%) collect measurable data that addresses goals	All projects include measures that address goals	Measures and indicators defined in RTO Multiple Accounts Evaluation
Measure context and trends to inform strategic approaches for the RTO program	Survey a regionally-representative sample every two years	Survey a regionally-representative sample every two years to track increase in the percentage of grants used to mature the capability of partners based on previous evaluation	Survey of regional population with context data

SECTION 3. PROGRAM STRUCTURE

The RTO program reaches individuals throughout the Portland metro region through Metro and partner efforts, including counties, cities, Transportation Management Associations (TMAs), colleges, and universities, school districts, community-based organizations, TriMet, and others.

Fiscal Management

Historically, about half of the total RTO program funds were made available to local partners as competitive grants or small sponsorships to implement specific programs and projects. Almost a quarter of the budget had been set aside for employer-based outreach, via TriMet and SMART, and about a quarter had been budgeted for staffing the planning, evaluation, and grant program support, including managing the Collaborative Marketing Group, partner sponsorships, purchasing materials, and services (see Figure 7).

The RTO Strategy Update recommends altering Metro's existing method of allocating RTO funding to partners since adoption of the 2012-17 RTO Strategic Plan, as outlined in this section.



What we heard from partners:

- Metro staff support and technical assistance were vital for partners' ability to deliver successful projects
- The biennial grant timeline hindered partners' ability to develop and establish long-term, comprehensive programs
- The competitive grant structure made partners' fiscal planning and staff hiring difficult

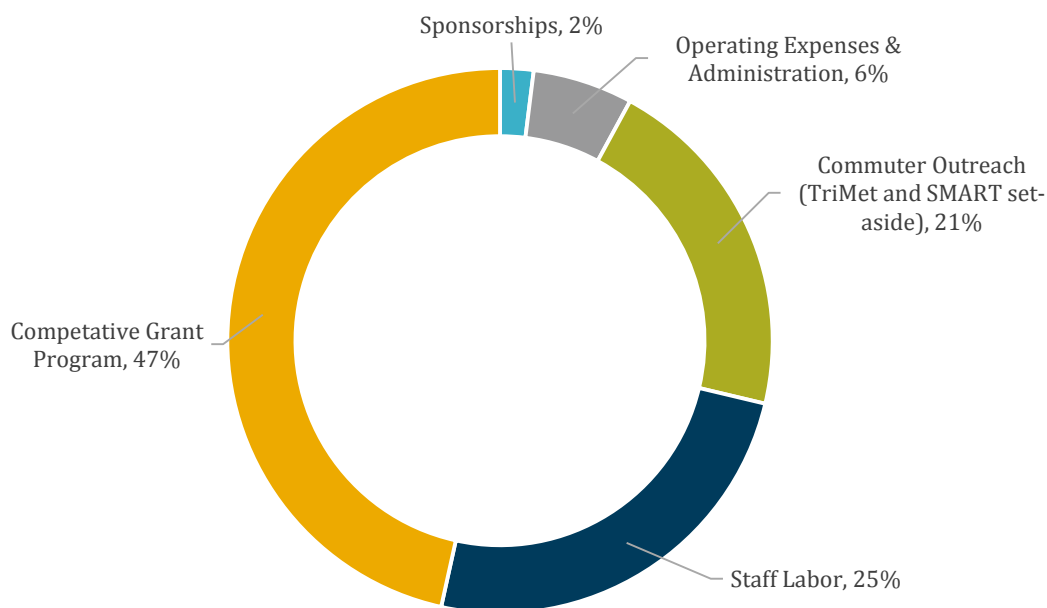


Figure 7. Breakdown of RTO Costs, 2017-2018 Fiscal Year

Metro's Program Management and Oversight

The RTO program has historically operated with minimal staff support for the many activities delivered and supported throughout the region, with 3.75 full-time equivalent staff (divided among seven individuals).

Metro will continue to support partners and work towards RTO program goals by:

- Coordinating RTO activities, including grant management, project scope of work and Request for Proposal development, project management, troubleshooting, reporting, survey research, and evaluation
- Regularly conducting a Strategy update
- Providing education and support for partners through the Collaborative Marketing Group regular meetings, special workshops and opportunities, sponsorships, and regular communications
- Developing and implementing marketing programs with partners
- Conducting a biannual evaluation of the overall RTO program and the individual grantees' projects.



Based on stakeholder feedback and the recommendations in this Strategy, expanded Metro staff capacity could better support existing and new partners and help achieve targeted outcomes.

Project Implementation

The RTO program supports a variety of projects that seek to shift trips away from driving alone and that support travel options including walking, biking, transit use, and carpooling, as summarized in Table 4. Metro supports these types of projects through grant funding, as well as through sponsorships and technical assistance. This categorization is a slightly modified way of defining the types of projects eligible for funding, but it does not change the specific types of projects that are eligible or likely to be funded.



What we heard from partners:

Key takeaways from the stakeholder engagement related to administration and oversight include:

- The RTO program is well-known among partners who work on transportation issues
- The RTO supports diverse projects that serve many communities and needs throughout the region
- It can be hard for partners to know how to engage with the RTO program efficiently and effectively
- Communities outside the city centers do not always feel included, including smaller and more suburban communities
- Communities of color, older adults, youth, and people with disabilities are less aware of RTO resources

Table 4. 2018 RTO Project Categories

Category	Likely partners	Needs addressed
Commuter-based services: Programs that shift commute travel behaviors to non-single occupancy vehicles (SOV) modes through direct marketing and educational outreach to employees or through employers	<ul style="list-style-type: none"> • Transit operators • Transportation Management Associations (TMAs) • Colleges & universities • Cities with large employment bases • Business organizations • Private sector partners (working with eligible partners) 	<ul style="list-style-type: none"> • Congestion • Air quality • Parking shortages • Access to jobs • Lack of transit • Last-mile connectivity • Cost of driving
Community-based services: Programs that shift travel behaviors away from SOV use for non-commute travel through community-based programs, events and activities	<ul style="list-style-type: none"> • Cities • CBOs • Counties • TMAs 	<ul style="list-style-type: none"> • Safety • Health • Air quality • Land use • Active Transportation • Equity reach
Safe Routes to School: Programs that shift school travel to non-SOV trips to K-12 school schools	<ul style="list-style-type: none"> • School districts • Cities • Counties • CBOs 	<ul style="list-style-type: none"> • Safety • Health • Air quality • Land use • Active Transportation • Equity reach
Traveler information & services: Programs/projects that create new sources of information to help people become aware of and use non-SOV modes (includes light infrastructure such as bike parking and wayfinding signage)	<ul style="list-style-type: none"> • TriMet (technology, bike parking) • SMART • Cities • Counties • TMAs • Colleges/universities • Private sector partners 	<ul style="list-style-type: none"> • Wayfinding • End-of-trip/bike parking • Incentives • Innovations that improve access & reach
Planning: Development of local approach to implementing RTO programs. Can be component of a Transportation System Plan, or provide further strategic guidance	<ul style="list-style-type: none"> • Cities • Counties 	<ul style="list-style-type: none"> • Defines a specific approach to how to implement RTO programs. Unique to local needs/priorities



Based on feedback and public comment, and a shift in policy direction to reach communities of color, older adults, youth, and people with disabilities, starting in the 2019 RTO cycle, the Metro RTO program will move away from the competitive grant model that has been the means of funding distribution to program partners, in favor of a distribution methodology intended to achieve the updated goals and objectives of the 2018 RTO Strategy.

This change will enable Metro to curate RTO activities, enabling staff to work directly with partners and craft activities to achieve the RTO Strategy. It also can help leverage and build on relationships between current and new partners, to reach new audiences.

Local Implementation

For the past several Metro RTO funding cycles, most of the money awarded has gone to a core group of partner organizations, which engage with the RTO over multiple years. These partners generally consider RTO work as being central to their mission and are highly experienced and successful at delivering RTO programs. As such, their work provides the majority of the regional program's VMT reduction and other program metrics.

Metro's current system of funding its partners presents several challenges to program performance. The existing project selection criteria do not recognize past performance and outcomes in determining future funding awards. This results in uncertainty for partners with regards to funding availability and can result in good efforts not being sustained. The current two-year funding cycle often does not allow for sufficient time to develop, grow and measure project success and staff institutional memory before the time to apply for new funding has arrived. Also, there are certain historical precedents whereby transit partners (TriMet and SMART) receive annual funding allocations outside the competitive process.



The next phase of the RTO program will shift away from strictly awarding competitive grants, which have served a limited number of recurring partners and communities that already engage in travel options work.

In order to engage with new and different audiences, Metro will begin directly providing resources to communities, agencies, and partners based on need, previous successful history with the RTO program, potential outcomes, and alignment with Metro's equity goals.

Local implementation funding provides more flexibility to communities and partners to implement programs and projects that meet the RTO program objectives. This enables Metro to assist partners with scope of work development and refinement, focus on tactics with proven effectiveness, and further invest in successful strategies. Local implementation funding can serve more communities by requiring a local match or gap funding to fully support a paid position. Metro will allocate this funding according to factors laid out in Section 5 Implementation.

Metro is also proposing a shift to a three-year funding cycle, as opposed to the current two-year model. Partners will benefit from expanded funding commitments that allow them to make

longer-term commitments to staffing and budgets. This change also reduces the workload on Metro staff by lengthening the amount of time between funding allocation processes.

With the implementation of these recommendations, TPAC should take on a more significant oversight role with regards to funding allocated to core partners to ensure program performance goals are being met and continued funding allocations are warranted, and to evaluate whether or not this method of funding allocation is meeting the region's goals and objectives.

Further work to identify core partners and establish an updated funding allocation methodology will be necessary upon adoption of the 2018 RTO Strategy. Staff will work with TPAC to develop an updated methodology.



Innovation Support

While local implementation funding has a clear focus on activities with proven effectiveness, measuring, and reporting outcomes, it is also important to offer an avenue to test new ideas and technologies. Innovation support will focus on technology partnerships, equity outreach, and new techniques for marketing travel options for adults and youth. This support could take the form of discretionary spending, a competitive process, or pilot projects.

Innovation support will enable Metro to support technology-based public-private partnerships. With fast-changing technology, urban growth, and increase in travel demands, Metro will seek new ways of investing in technology that supports the RTO goals. Innovation support promotes new technologies by testing new innovations, exploring partnerships, developing business models, and investigating new technical capabilities, while also evaluating projects.

Planning Support

As a key step in implementing RTO programs around the region, planning activities will continue to be supported with RTO funding. Identifying a local strategy that reflects community needs regarding travel options provides a foundation for developing local programs to meet those needs. Local RTO plans can take several forms as warranted, ranging from enhanced guidance within a jurisdiction's Transportation System Plan (TSP), to creating a separate, more detailed topic plan.



Sponsorships

RTO sponsorships provide ancillary support to events, initiatives, and programs, and provide Metro and partners with strategic marketing or outreach opportunities. Sponsorships provide small funding to partner organizations for specific activities or events. Eligible organizations include non-profits, local governments, and educational institutions within the Metro boundary.

Past sponsorship awards have funded:

- Events that promote or educate residents about travel options
- Printing support for maps and educational materials

- Transportation safety tools, such as lights, helmets, and bike locks
- Light infrastructure, such as bike shelters, bike fix it stations, or bike parking



Scholarships

The new RTO scholarship program will provide small funding awards to community organizations staff members to attend state and national professional development opportunities to build capacity and deepen partners' ability to conduct outreach. Scholarship awards will be based on need and available budget.

Travel Options Marketing Coordination

The Collaborative Marketing Group (CMG) is the marketing, outreach, professional development, and research group for the RTO program. The group started as a subcommittee of Metro's TPAC over a decade ago. Since then, the group has expanded its focus from reducing commute trips to reducing single-occupancy-vehicle travel across many different types of trips. The group now serves as a regional forum to provide partners with marketing tools for communicating travel options messages and evaluating programs. Regular meetings bring partners together to learn from each other, access resources, and grow the regional RTO network.

The group focuses on and provides support for the following marketing tactics:

- Marketing support, including individualized marketing campaigns
- Advertising
- Written and visual online content
- Shared travel resources
- Contests and challenges
- Printed marketing materials

Based on workshop feedback, current participants in the CMG value the opportunities and materials that the CMG provides. Organizations and jurisdictions currently managing an RTO grant are the most frequent participants. Interviews with partners indicated that community-based groups and jurisdictions need additional support and resources in order to participate in CMG activities and work on travel options projects.



What we heard from partners:

The key strengths of the Collaborative Marketing Group (CMG) are:

- Its ability to reach a wide audience with marketing campaigns and boost partner communications to reach a wider network
- Its role to curate research and best practices so that partners can easily adopt cutting-edge marketing strategies with a proven behavior change track record

The CMG could further support partners by:

- Providing data, maps, translation services, graphic design support, material templates, and additional trainings
- Facilitating partnerships and relationships throughout the region

As the CMG evolves, the group will further expand to include other regional community-based organizations and groups for travel options promotion. As shown in Figure 8, organizations and groups can participate on many levels to effectively build capacity build to change regional travel behaviors.

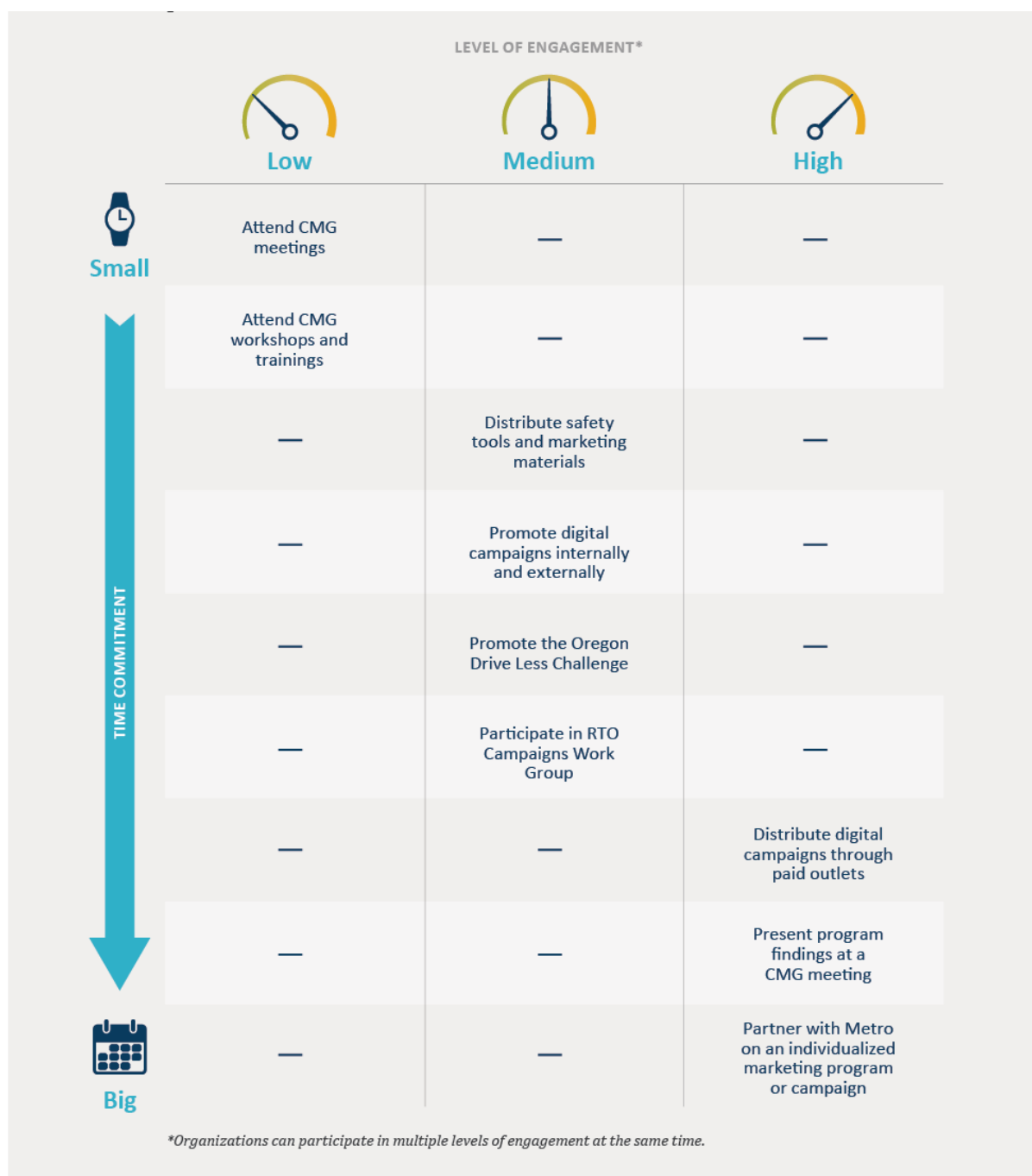


Figure 8. CMG Participation Levels

Evaluation and Measurement

RTO program staff uses the holistic Multiple Account Evaluation (MAE) Framework biennially to evaluate the RTO program as a whole. The MAE is a partner organization-informed evaluation tool that is customized to align with the RTO program's goals and objectives, as well as regional policy objectives. The MAE was an expansion of the evaluation process to include broader and longer-term changes enabled by RTO strategic planning, such as equity benefits, in addition to direct operational elements of the program, such as auto trips reduced.

The MAE process evaluates each project based on 18 indicators across five accounts:

- **Environment-** The project aids in enhancing and protecting the natural assets and environment of the region by reducing pollutants and consumption of energy and non-renewable resources.
- **Equity and Health-** The project promotes equity and health benefits by creating opportunities for greater accessibility and use of healthier travel options for communities of color.
- **Economy-** The project contributes to the region's economic vitality by promoting low cost travel options and the efficient use of land.
- **Efficiency-** The project enables the transportation system to be used more efficiently through increased use of travel options and is run in an effective and efficient manner.
- **Engagement-** The project raises awareness of, and participation in travel options resources and events among residents, employers, and other community members to use travel options and travel options resources and services more frequently.

The MAE is a way of collecting all applicable data from all organizations funded through RTO to indicate the project successes and evaluating the RTO program as a whole. Instead of relying exclusively on measured vehicle miles reduced, the MAE highlights a variety of types of project success. Organizations select which indicators and accounts apply to their project and report on those outcomes. Levels of available data vary between different projects, based on the partner's capability and level of funding provided.



Safe Routes to School Implementation

Regional coordination of SRTS programs will leverage local SRTS work around the region by providing opportunities for practitioners, school districts, public health officials, city staff, and transportation agencies to learn from each other and build on each other's experiences.



Regional SRTS Coordination

RTO provides a space, structure, and support for an ongoing SRTS Task Force, which brings SRTS practitioners together on a regular basis to share their experiences, talk through challenges, celebrate successes, and discuss opportunities for expanding the reach of SRTS.

Elements of regional SRTS coordination include:

- Hire a SRTS staff person at Metro (0.5 FTE) with third-party contracted support to coordinate SRTS work in the region, support local efforts, and represent the region at the state level
- Host region-wide meetings to bring together practitioners and potentially students to learn from each other, and to identify opportunities for partnering through shared resources, regionally coordinated programs or events, or other opportunities to make the best use of SRTS funding
- Provide technical assistance for local efforts (see following section).

The combination of Metro staff and a third-party contractor provides the ideal balancing of regional knowledge and Metro-based support with technical expertise and local, practitioner-level knowledge. This provides the flexibility to develop program materials and implementation guidance in the early years, and focus on local program delivery (via counties, cities, and school districts) in later years. The outreach via region-wide meetings and other opportunities is crucial for a successful program, to facilitate local relationships between cities and school districts that have overlapping boundaries.

Program Development and Regional Technical Assistance

Regional technical assistance includes work with local jurisdictions and community-based organizations to help prepare funding applications to fund planning efforts, walk audits, infrastructure improvements, and non-infrastructure programs and coordinators. Technical assistance also includes training materials and hosted trainings to build local capacity for administering programs, support for data collection and evaluation, and marketing and communications support.

Build Local Capacity

A regional SRTS program can create template materials, including curriculum, outreach materials, and guidebooks, and can provide trainings to help local programs understand the toolkit of SRTS activities. A website of existing local and best practice SRTS resources could be shared among local jurisdictions and organizations seeking to develop a SRTS plan, conduct walk audits, seek guidance on liability concerns, or establish a SRTS program.

Prioritize Equity in Programs and Funding

Metro should establish and prioritize equity-focused criteria in Metro funding requirements and program outreach activities to ensure the program reaches youth from communities of color and who have disabilities. Metro can provide data and work with local jurisdictions and community-based organizations to help prepare funding applications to fund planning efforts, walk audits, coordinator positions, infrastructure improvements and non-infrastructure programs. Assistance should be focused on schools with an identified equity need to promote a fairer distribution of resources.

Translation and Interpretation

SRTS concepts should be translated accurately, consistently, and culturally (rather than word-for-word) throughout the region, which can be achieved by having a central resource providing these translations. Interpretation services should be provided to all programs and outreach events.

Evaluation, Data, and GIS

With the new dedicated funding for SRTS, the RTO program will expand the MAE Framework with metrics that specifically address school travel, outreach, and program development. Evaluation of SRTS projects typically rely on parent surveys and student hand tallies that collect data about families' travel modes as well as parent's concerns about walking and biking. Metro should provide guidance for consistent SRTS data collection and reporting throughout the region, enabling local programs to quickly and efficiently collect data, adapt their programs, and report back to the public. A regional SRTS program could also provide support to jurisdictions to collect data or coordinate travel surveys. SRTS program evaluation should take into consideration slower, more incremental mode shift changes, and where possible integrate qualitative data and success stories about building momentum, establishing relationships and partnerships, and developing a network of school, parent, and community partners who will support and host events.

A regional SRTS program should provide centralized data collection resources, such as materials and training for administering hand tallies and parent surveys, as well as a methodology for tracking events and participation in activities at schools. This would also include an online repository and interactive mapping of the GIS, demographic, and school participation data collected in the SRTS Framework, and would provide support for grant-writing and reporting needs. A regional SRTS program could also provide support to jurisdictions, schools, and organizations to create GIS-based maps for use in SRTS outreach and program initiatives.

Outreach, Leadership, and Storytelling

Metro should provide support for marketing, outreach, and communications to tell the story of SRTS successes in the region, ensuring audiences include media, elected officials, and the broader public. This could include producing an annual or bi-annual report on the status of SRTS in the region, which would provide background about SRTS resources and progress of the regional program, and promote the program to elected officials and the general public. A greater emphasis should be placed on the development of stories from those affected by the Metro funding program. A youth leadership/ambassador program could be established as an element of the program (e.g., JPACT student presentation).

Provide Access to Regional Materials

A regional SRTS program could provide access to infrequently needed materials, equipment, and opportunities. On-bike education requires equipment and space for a small portion of the year. To ensure all students can participate, acknowledging many youth do not own bicycles, Metro could make bike fleets and trailers available, or establish a mini-grant program for these types of

program resources. Other resources such as a traffic garden or incentives for implementation could be made available to regional partners.

Direct Program Delivery

Direct program delivery by local agencies and organizations builds partners' capacity to conduct travel options work can be structured in a way that allocates RTO resources to prioritize programs that benefit youth from communities of color and who have disabilities and encourages innovation and new technologies to increase access to travel options. Through a simplified competitive process, direct program delivery will provide resources to communities, agencies, and partners based on need, potential outcomes, and alignment with equity goals.

Contracted technical assistance with community-based organizations will allow for support of funding via one-stop access to resources such as pedestrian/bicycle traffic safety educators and grant-writing assistance for projects that address equity needs.

There are three types of direct program delivery categories for SRTS funding:

- **Local Pass-Through Funding** (SRTS program funding): This funding supports community-based activities that connect youth to education and encouragement opportunities related to school travel. This funding supports those communities already committed to investing in SRTS programs and/or infrastructure projects at schools, based on equity need, past performance, and demonstrated capability.
- **Innovation Funding** (SRTS establishment and innovation): This funding supports small-scale, innovative, or early-stage concepts. Categories include technology, new partners, pilot ideas, and those project ideas with a high potential equity impact. This funding may be requested by partners or Metro staff and will offer a smaller funding amount with additional technical assistance and support. In this category, it is likely projects will not initially obtain similar VMT reductions, as other fully funded programs, but they provide the opportunity to test ideas, bring on new partners not already working on SRTS and to generate potential greater future ROI.
- **School Site Improvements** (SRTS enhancement funding): This funding supports current or past program grants, providing funding for items that assist youth traveling by transit, foot, or bicycle to and from school, such as bicycle parking, wayfinding signage, and street markings at or near schools.

Roles of Metro, Counties, Cities, Districts, and others in Safe Routes to School Programs

A coordinated, comprehensive SRTS strategy for the region contributes to the region's desired livability, equity, economic, safety, and sustainability outcomes, as well as public health goals. While ongoing SRTS efforts focus on transportation and behaviors at individual schools and school districts, a regional approach for SRTS can better coordinate efforts, establish best practices, and reduce administration and program development costs.

Metro can support SRTS by:

Regional SRTS Coordination

- Hire SRTS staff
- Host region-wide meetings
- Coordinate efforts between jurisdictions and school districts

Program Development and Regional Technical Assistance

- Build local capacity
- Prioritize equity in programs and funding
- Offer translation and interpretation
- Support evaluation, data, and GIS
- Provide assistance and resources for outreach, leadership, and storytelling
- Provide access to regional materials and equipment

Direct Program Delivery

- Local pass-through funding to counties, cities, school districts, health departments, or CBOs
- Innovation funding
- School site improvements

Counties and Cities can support SRTS by:

SRTS Coordination

- Adding a SRTS coordinator staff position
- Provide matching funds for SRTS coordinators working at a city, county, school district, or CBO
- Be an active participant or a convener of a SRTS Task Force
- Notify schools when a transportation project is in within ½ mile of an elementary school or one mile of a middle school

Program Development and Technical Assistance

- Seek funding and prioritize infrastructure projects around schools with a high percentage of students from communities of color or who have a disability
- Facilitate surveys and data collection and interpretation
- Generate projects for city, state, and federal SRTS infrastructure projects
- Develop a pilot program to promote safety and increase compliance with traffic laws near schools
- Direct program delivery
- Provide pass-through funding to schools and CBOs

School Districts can support SRTS by:

SRTS Coordination

- House a SRTS coordinator on staff
- Be an active participant in or convene a SRTS Task Force

Program Development and Technical Assistance

- Provide information to cities or counties about infrastructure safety needs around schools
- Encourage teachers to walk and bike for field trips and provide teachers and staff with a how-to guide for holding this type of field trip
- Direct program delivery
- Implement school district-wide SRTS activities and support individual school's efforts

Other community-based organizations can support SRTS by:

SRTS Coordination

- Work with school districts and cities/counties and house a SRTS coordinator on staff
- Be an active participant or a convener of a SRTS Task Force

Program Development and Technical Assistance

- Support SRTS efforts by contributing data, translation/interpretation, communications, community outreach expertise, or other specialties
- Direct program delivery
- Implement SRTS activities and support individual school's efforts

SECTION 4. STRATEGIES AND ACTIONS

Goals and Actions

The following goals, objectives, and actions guide Metro for the next ten years. RTO will follow future RTP policy during the ten-year timeframe of this RTO Strategy, which may result in changes to some of the goals and implementation efforts.

Table 5 lists goals, objectives, and actions that guide the Metro RTO program to make progress toward the established vision.

Table 5. RTO Program Actions

Action			
Item #	Actions	Lead	Partners
GOAL 1: REDUCE VEHICLE MILES TRAVELED			
Objective 1.1: Shift trips to non-single-occupancy vehicle modes.			
a.	Invest in employer-based outreach projects in proportion to potential for reducing VMT, partners' capacity and readiness, and equity considerations.	Partners	Transit operators Transportation Management Associations Colleges & universities Cities with large employment bases Private sector partners
b.	Invest in community-based outreach projects in proportion to partners' capacity, past performance in reducing VMT, readiness for project delivery, and community need.	Metro	Cities Counties Colleges & universities Large employers
c.	Provide funding for new travel options in the form of small infrastructure projects that promote and support multi-modal trips.	Metro	Cities Counties Colleges & universities Large employers
GOAL 2: BUILD PARTNERS' CAPACITY TO CONDUCT TRAVEL OPTIONS WORK			
Objective 2.1: Build partners' travel options capacity and expertise regionally.			
a.	Continue hosting the RTO Collaborative Marketing Group to share best practices and lessons learned between practitioners.	RTO Collaborative Marketing Group	All partners

Action Item #	Actions	Lead	Partners
b.	Develop marketing and outreach materials targeted to employers (making the business case) and employees for partners to use to promote non-single-occupancy vehicle modes.	Metro Collaborative Marketing Group Contractors	Transit operators Transportation Management Agencies Colleges & universities Cities with large employment bases
c.	Develop marketing and outreach campaigns, including individualized marketing, in partnership with communities, targeted at community-based travel option education, new residents, or other identified transition (such as retirement or other life-stages).	RTO Collaborative Marketing Group Contractors	Cities Counties Colleges & universities Large employers Community-Based Organizations
d.	Support partners attending and participating in the RTO Collaborative Marketing Group, including encouraging participation from new partners, providing onboarding support, offering scholarships for training opportunities and supporting partner marketing efforts.	RTO Collaborative Marketing Group Contractors	Cities, counties, and community-based organizations with little previous travel options experience or capacity
e.	Provide technical assistance and resources to assist partners in advancing along the capability index.	Metro Contractors	All partners
Objective 2.2: Allocate RTO resources in a way that prioritizes communities of color, older adults, youth, and people with disabilities.			
a.	Strategically invest in partners, programs, and continuing education to reach communities of color and other new audiences including people with lower incomes, older adults, youths and people with disabilities, and other historically-marginalized communities.	Metro	Cities Counties Transportation Management Agencies Colleges & universities Community-Based Organizations Contractors
b.	Support small innovative projects to test new ideas for reaching communities of color and other historically-marginalized communities with travel options marketing and information.	Metro	Community-Based Organizations Transportation Management Agencies
c.	Provide information about ways to get involved in the RTO program targeted towards organizations that focus on reaching target communities, regardless of whether they have a transportation focus.	Metro	Community-Based Organizations
d.	Provide translation and interpretation services to partners for use in their program, and advise on culturally-competent outreach.	Metro	Community-Based Organizations

Action			
Item #	Actions	Lead	Partners
Objective 2.3: Encourage innovation and new technology to increase access to travel options.			
a.	Increase access to and awareness of new technologies by hosting forums for private sector potential partners to showcase opportunities in the region and make connections between groups.	RTO Collaborative Marketing Group	Cities Counties Transportation Management Agencies Colleges & universities Technology companies
b.	Make traveler information available to encourage private companies to better integrate travel options for users.	Metro	Cities Counties Transportation Management Agencies Colleges & universities Technology companies
c.	Pilot applications of new technologies for modes that reduce VMT (e.g., dynamic routing or enhanced traveler information capabilities for shuttles).	Metro	Transit operators Technology companies Ride share companies
Objective 2.4: Coordinate with State and local partners in planning for travel options work.			
a.	Link RTO efforts to goals outlined in the Metro Regional Transportation Plan (RTP).	Metro	RTO staff
b.	Coordinate with ODOT on commute option programs.	Metro	ODOT
c.	Support local planning work to better integrate travel options into Transportation System Plans, policies, and other local transportation decision-making.	Metro	Cities Counties
d.	Work with local jurisdictions, businesses, and partners to build local political and staff support and understanding for transportation demand management.	Metro	Cities Counties Transit operators Transportation Management Agencies Colleges & universities Private sector partners

Action			
Item #	Actions	Lead	Partners
GOAL 3: IMPLEMENT A REGIONAL SAFE ROUTES TO SCHOOL PROGRAM			
Objective 3.1: Provide regional coordination and program development to support Safe Routes to School efforts throughout the region.			
a.	Provide technical assistance such as program development and strategy, interjurisdictional coordination, and other resources to assist county, city, school district, and other partners conducting local Safe Routes to School activities.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations
b.	Host periodic Safe Routes to School meetings to share resources, information about policies and funding opportunities, and best practices with practitioners.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations
c.	Use the Metro Safe Routes to School Framework equity analysis to prioritize funding, technical assistance, and other resource to identified underserved schools.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations Metro GIS staff
d.	Provide regional mapping and GIS support for local Safe Routes to School efforts, such as mapping previously-identified school projects, identifying high crash corridors and other barriers near schools, and designating recommended walking and biking routes to schools.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations Metro GIS staff
e.	Provide planning support to integrate education work into engineering and planning activities to leverage outreach opportunities.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts
f.	Establish a consistent data collection strategy for Safe Routes to School throughout the region, develop resources to easily collect needed data, and train practitioners on data collection and evaluation.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations
Objective 3.2: Support local jurisdictions, school districts, and other partners in delivering Safe Routes to School programming.			
a.	Work with County and City partners to plan for Safe Routes to School programs and coordinate across jurisdictional and school district boundaries.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts SRTS coordinators
b.	Allocate funding to local partners based on capability and the established need for Safe Routes to School services, based on the Metro Safe Routes to School Framework equity analysis.	Metro	Cities Counties School Districts Community-Based Organizations

Action Item #	Actions	Lead	Partners
c.	Support small innovative projects to test new ideas for shifting school commute modes.	Metro	Cities Counties School Districts Community-Based Organizations
d.	Support small on-site school improvements, such as signage, striping, and bike parking.	Metro	School Districts Cities Safe Routes to School coordinators
e.	Develop implementation resources such as guidebooks, templates, curriculum, outreach materials, and trainings for partners to use.	Metro Safe Routes to School coordinator Contractors	Cities Counties School Districts Community-Based Organizations
f.	Offer translation support for locally-produced materials and interpretation for events.	Metro	Cities Counties School Districts Community-Based Organizations
g.	Develop toolkits and purchase incentives to support local partners' hosting Safe Routes to School activities and education/encouragement events.	Metro Safe Routes to School coordinator	Cities Counties School Districts Community-Based Organizations
GOAL 4: MEASURE PROGRESS, EVALUATE IMPACTS, AND CONTINUALLY IMPROVE THE PROGRAM			
Objective 4.1: Evaluate RTO grants and funded programs to pursue a suite of RTO-funded activities that collectively achieve program-wide goals.			
a.	Continue using a variety of approved data to evaluate how individual program components contribute to overall program goals.	Metro RTO evaluation team	Funded partners
b.	Provide increased technical assistance, templates, and other support for data collection and reporting to partner projects.	Metro RTO evaluation team Contractors	Funded partners
c.	Continue the development of the MAE framework to allow ongoing adaptation and alignment with regional issues and opportunities.	Metro RTO evaluation team Contractors	Funded partners
d.	Pursue new technologies to collect better data on how funded projects perform.	Metro RTO evaluation team	Funded partners Technology companies

SECTION 5. IMPLEMENTATION

In spring 2018, Metro staff will work with TPAC to develop a funding allocation methodology and work plans based on the direction provided in this Strategy update. The following principles provide guidance for finalizing funding levels and for selecting partner projects.



Funding Principles

Funding allocations should be based on the potential for reducing vehicle miles traveled, partners' capability and readiness, equity needs in the community served, and partner readiness for implementing the activities. Projects that meet multiple of these criteria (i.e. projects in an area with high potential for VMT reduction and that serve equity needs) should be prioritized for funding.

Potential for Reducing Vehicle Miles Traveled

As VMT reduction is the primary goal of the RTO program, funding should be prioritized to projects with the greatest likelihood of reducing SOV trips. Travel options programs have proven the most successful in locations that have good access to travel options, such as high-frequency transit and developed and well-connected pedestrian and bicycle networks. Figure 9 shows the existing drive-alone rate compared to access to transportation options. Focusing RTO investments on areas with high drive alone rates as well as high access to transportation options has the most potential for reducing SOV trips.

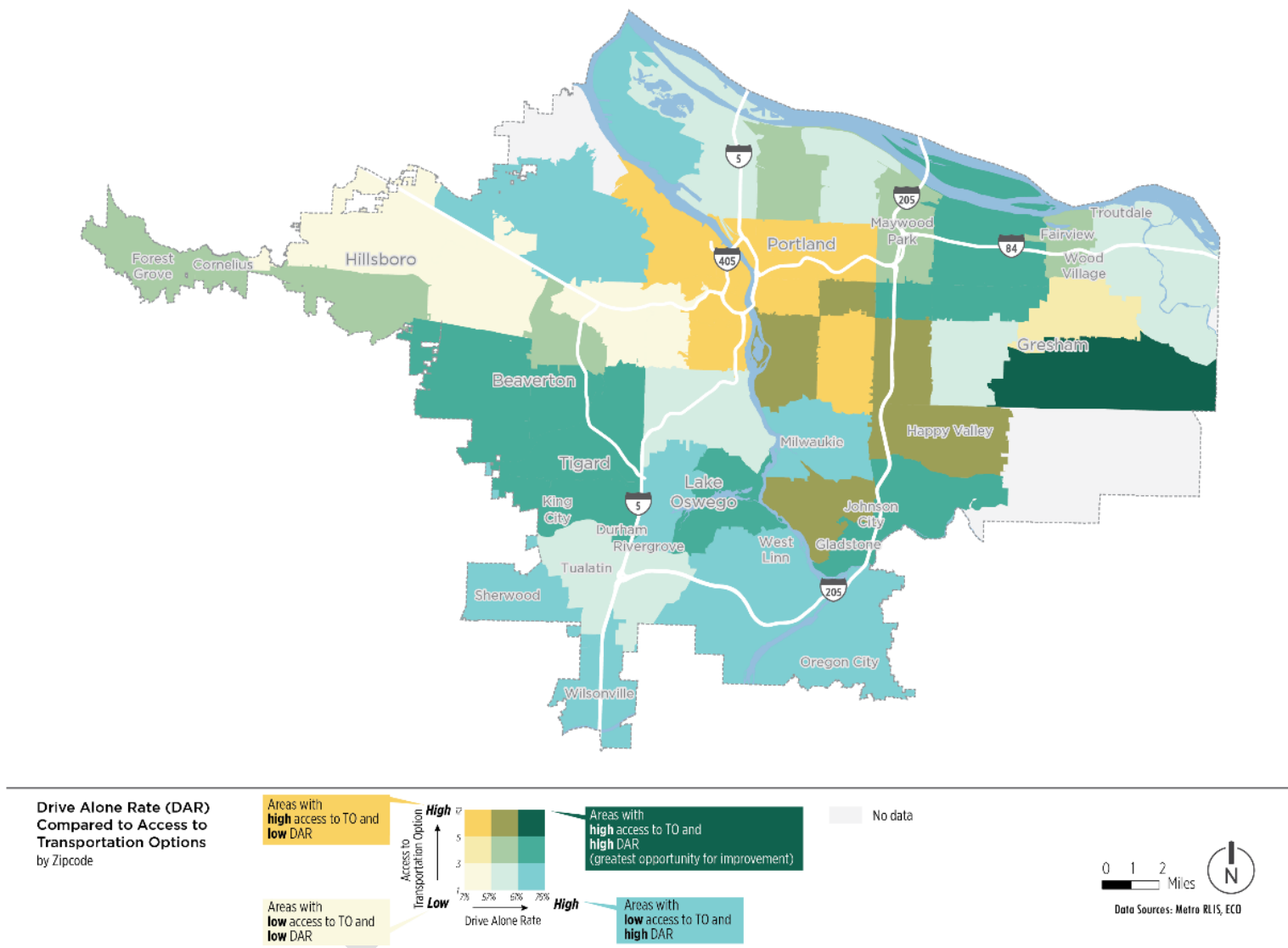


Figure 9. Drive Alone Rate Compared to Access to Transportation Options in the Metro Region

Partners' Capability and Readiness for Implementing Travel Options

Metro strives to support partner agencies' capacity and growth through the RTO program. This Strategy recognizes that there is no "one size fits all" solution to integrating transportation demand management tools into an agency's practices and culture. However, best practices have been established to promote travel options as part of agencies' standard operating procedures, budgeting, and staffing plans.

Table 6 provides an index that partners can use to self-evaluate their capability and integration with regards to travel options work. A capability index brings together an approach to review common barriers to adoption. The frameworks allow for a rigorous common understanding and improvement of institutional issues that an agency faces on a continual and consistent basis.

A proposed alternative funding structure addresses past issues by providing funding to designated core RTO partners through a non-competitive basis. These core partners would be identified using the Travel Options Capability Index, a matrix partners can use to self-evaluate their capability and integration with regards to travel options work. Partners should be at Level 4 or above. For partners at Level 3 or below, a smaller pot of competitive funding would continue to be available to support their work and to potentially build their efforts to Level 4 standards and enable them to receive non-competitive funding.

Note that some communities experience funding and institutional barriers that may prohibit moving up along this index. Metro's role will be to assist partners and communities in deepening their work to support moving between levels.

In addition, this capability matrix may be less relevant to some partners, such as community-based organizations and school districts. When allocating funding and resources, Metro should also consider the organization's staffing capacity, prior obligations, relationships with the target community, and historic performance.

RTO Requirements for Public Agencies

Public agencies operate under the policies of their respective Transportation System Plans (TSPs). City and county TSPs are required to include Transportation System Management and Operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county.

A TSMO plan must include transportation demand management (TDM) investments, such as individualized marketing programs, rideshare programs, and employer transportation programs. The RTO program provides support and funding to agencies so they can more fully plan and implement TDM programs.

Table 6. Travel Options Capability Index

	1 – Unaware Few or no RTO activities	2 – Exploratory Occasional, ad-hoc RTO activities	3 – Defined Basic level of RTO activities	4 – Adoptive Advanced level of RTO activities	5 – Optimized High level of RTO activities
Maturity level	Partner has no awareness or understanding of RTO, or has no plans to begin local program. Efforts to reduce auto trips are not a part of their business model.	Local program is in exploratory stage. Partner is aware of RTO, and sees value in program engagement, but has not yet committed to ongoing efforts. Is interested in or may have already participated in RTO events primarily led by others.	Initial level of program development & implementation. Partner has made an ongoing commitment to conducting one or two RTO program activities annually.	Further level of program development & implementation. Partner has partially operationalized RTO activities. Has dedicated staff responsible for conducting multiple ongoing RTO program activities.	Fully developed and mature program. Partner has fully operationalized RTO activities. Has dedicated manager + staff supporting an array of RTO program activities.
Staffing level	0.00 FTE No staff time dedicated to RTO activities	0.10-0.25 FTE RTO activities are one of several duties performed by staff (in-house or contracted).	0.25-0.50 FTE RTO activities comprise a significant portion of a staff person's time; is considered an important function of organization.	0.50-3.00 FTE RTO activities comprise most or all of one or more staff person's time; is considered a core function of organization.	3.00 + FTE RTO activities comprise all of multiple staff person's duties, including; has dedicated organizational unit and manager
Local funding	No local or regional funding	Minimal level of local funding, required to pay staff and provide marketing and support event(s) or project.	Local funds provide match for RTO funds (~\$50K/yr), or RTO activities are 100% locally funded	Local funds provide match for RTO funds (\$50-100K/yr)	Local funds provide match for RTO funds (>\$100K/yr), plus additional local funding dedicated to program activities

	1 – Unaware Few or no RTO activities	2 – Exploratory Occasional, ad-hoc RTO activities	3 – Defined Basic level of RTO activities	4 – Adoptive Advanced level of RTO activities	5 – Optimized High level of RTO activities
Partnerships	No agency or NGO partners	Collaboration with partners is informal and predominantly ad hoc	Staff collaborate with key partners focused on transportation issues	Staff collaborate with a variety of partners, including non-transportation-focused NGOs	Multiple agency & NGO partnerships
Goals & objectives	None	Activities are informal, reactive, and not integrated into planning policy.	Official policy supports TO work but lacks specific details on implementation.	Policies support TO work with specific goals and actions.	Specific, documented strategic direction, aligned with local TSP, regional & state plans.
Evaluation & measurement	None	Minimal data collected, mainly qualitative	Qualitative & some quantitative data collected on most activities	Qualitative & quantitative data collected on all activities	Qualitative & quantitative data collected, analyzed and evaluated for all program activities
RTO partner status	None	May apply for sponsorship, attend CMG or other events occasionally	RTO funding recipient – applies for competitive funding on periodic basis	Core RTO partner – has agreed to performance metrics and other conditions in exchange for dedicated funding	Core RTO partner – has agreed to performance metrics and other conditions in exchange for dedicated funding. Amount may be greater than Level 4 due to greater potential for ROI



Equity Considerations

In addition to VMT reduction, Metro should focus funding on projects that address the barriers faced by communities of color, older adults, youth, and people with a disability. This Strategy identifies ways of making the program structure and resources more useful for community-based organizations, many of whom represent or work directly with communities of color, older adults, youth, and people with a disability. Some of these changes include the following:

- Create a specific, significant fund for projects that fulfill the equity goals and objectives, with options for smaller grants and a reduced administrative burden.
- Offer resources tailored for community-based organizations through the CMG, such as behavior change best practices, professional development opportunities, and outreach templates.
- Offer ways to participate in CMG and other RTO related meetings and workshops remotely.
- Continue the sponsorship program for non-profit organized events and activities that address Metro's RTO goals and objectives.
- Provide translation and interpretation to partners and advise on culturally-competent outreach.



Technology Principles

Metro should create an innovation grant program in order to test partnerships with technology providers that have the potential for supporting travel options work throughout the region. The RTO program should use the following principles to promote technological innovation:

- **Fund deployment rather than development:** Focus on funding projects that encourage widespread use of helpful technologies. Development of new technology will be left to the private sector.
- **Provide data** so the RTO program can learn and adapt to changing circumstances.
- **Foster competition:** Projects should avoid giving preferential treatment to specific platforms and companies, unless through an open competitive process.

Public agencies and non-profits should lead the way for deploying technology around the region. The RTO program will support those groups and establish a way for them to partner with private companies.

Collaborative Marketing Group

While the CMG plays an important role in the RTO program, there are opportunities to modify the existing structure to better meet the needs of a growing and changing region. Through the public engagement process included in the update of the RTO Strategy, partners provided ideas for potential improvements to the CMG.



Potential tactics to expand participation and encourage deeper partner involvement include:

- **Re-name** to more approachable, clear name
- Offer opportunities for partner organizations to conduct their own marketing campaigns and pilot projects with Metro support.
- Provide **onboarding support** for new members and information for why and how new organizations should get involved
- Offer a **variety of engagement options** particularly focused on organizations that serve target communities, but may lack a transportation-specific mission
- **Focus campaigns and resources on reaching target audiences:** communities of color, youth, older adults, and people with disabilities
- Look for opportunities to **link marketing campaigns with infrastructure improvements**
- Create a **Scholarship Fund** to support organizations with capacity challenges to attend professional development events such as conferences and workshops
- **Provide planning support** for developing TO strategies or integrating TO work into local TSPs.



Transition Plan

The changes recommended in this strategy will require local partners to make adjustments to their existing programs and initiatives in order to implement the new RTO plan. New or revised elements of the Strategic Plan will be phased in over the next year, in order to make the transition as easy as possible for partners.

Next steps over the next one to three years of the RTO program include:

Coordination and the Collaborative Marketing Group

- Consider renaming the CMG to more clearly state the purpose of the group for new participants, which is to provide travel options education and resources to residents in the greater Portland metro region by building partners' capability and expertise.
- Pursue ways of encouraging new partners to engage with the CMG, such as new participant orientation, online webinars, professional development trainings, and promotional materials explaining the benefits of participation.

- Work with partners to determine where they are on the capability matrix and where they aspire to be, and to develop next steps for deepening partners' involvement in travel options work.

Local Implementation Support

- Developing updated funding methodology and allocation process with TPAC.
- Host training and workshops to engage existing and new partners in revised local implementation funding process.
- Provide additional support to help partners develop scopes of work and project evaluation plans.



Implementing a Regional SRTS Program

- Hire SRTS support staff or contractors to coordinate the regional program and develop program materials and resources.
- Convene a regional SRTS group, building off of the National Partnership for SRTS's bi-monthly Portland Regional Practitioner's meeting, which will provide guidance and local examples for regional program materials and resources development, as well as coordinating between cities and school districts that share boundaries.
- Provide technical assistance and support for consistent data collection and baseline measurement of school travel patterns and attitudes.
- Conduct outreach to school districts by highlighting local successes and explaining the benefits of getting involved in SRTS programming.
- Focus technical assistance in communities of color directly or through local programs.

Conclusion

The 2018 RTO Strategy defines a ten-year mission, goals, and objectives to coordinate, implement, and evaluate local partners' efforts that help achieve regional air quality, transportation, equity, and livability goals. To overcome challenges experienced in the past, and to form new partnerships to better reach new audiences, this Strategy re-envisioned an RTO program that works collaboratively with local government agencies, school districts, community-based organizations, and the private sector.

This Strategy provides the guidance and approach to help Metro staff work with TPAC to define a program that is flexible and forward-thinking while attuned to the community's needs. Over the next ten years, this Strategy will guide Metro in working with community partners to create a more healthy and livable Portland region.

ATTACHEMENT A. GLOSSARY

CMAQ	Congestion Mitigation and Air Quality
CMG	Collaborative Marketing Group
ECO	Employee Commute Options
FTA	Federal Transit Administration
IM	Individualized Marketing
JPACT	Joint Policy Advisory Committee on Transportation
MAE	Multiple Account Evaluation
RFF	Regional Flexible Funds
RTP	Regional Transportation Plan
RTO	Regional Travel Options
SOV	Single Occupancy Vehicle
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
TDM	Transportation Demand Management
TPAC	Transportation Policy Alternatives Committee
TMA	Transportation Management Association
TO	Travel Options
TSP	Transportation System Plan
VMT	Vehicle Miles Traveled

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues, and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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December 28, 2017

Memo

Date: December 27, 2017
To: Metro Technical Advisory Committee (MTAC), Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Tim Collins, Senior Transportation Planner
Subject: Overview of technical review draft 2018 Regional Freight Strategy

Purpose

The purpose of this memorandum and associated materials and presentation is to provide MTAC and TPAC with an overview of the technical review draft of the 2018 Regional Freight Strategy developed by the Technical Work Group (refer to **Attachment 1**). Chapter 3, Chapter 8 and Chapter 9 are sections of the strategy that will be highlighted for discussion in the presentation.

Action Requested

No formal action is requested. This is an opportunity for MTAC and TPAC to ask questions and provide input on the technical review draft of the 2018 Regional Freight Strategy (available at the January 3 workshop) and understand next steps moving forward.

Background

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. Metro is updating the 2010 Regional Freight Plan as part of the update of the 2018 Regional Transportation Plan. Metro has been working with the Port of Portland, Oregon Department of Transportation (ODOT), local government partners, and a Technical Work Group on the update since January 2016. The work group provided guidance on the technical review draft 2018 Regional Freight Strategy at their October and November 2017 meetings.

MTAC last provided input on the 2018 Regional Freight Strategy at the March 15, 2017 meeting. TPAC last provided input on the 2018 Regional Freight Strategy at the May 26, 2017 meeting. At those meeting, MTAC and TPAC expressed their support for moving forward with the technical review draft 2018 Regional Freight Strategy.

On May 9, 2017, the Metro Council added a seventh regional freight policy that addresses the issue of freight safety regarding the interaction of different freight modes (trucks, railroad trains, etc.) with passenger cars, bicyclist, and pedestrians; and expressed their support for moving forward with the technical review draft 2018 Regional Freight Strategy.

With this policy direction, Metro staff and the Technical Work Group prepared the technical review draft 2018 Regional Freight Strategy which will be presented at the joint MTAC and TPAC workshop on January 3, 2018.

Overview – Technical review draft 2018 Regional Freight Strategy

The technical review draft 2018 Regional Freight Strategy includes the following elements (either updating the 2010 plan or providing new sections of information):

- Introduction (Chapter 1)
- Trends for regional freight and goods movement (Chapter 2)

- A revised regional freight vision (Chapter 3)
- Regional freight needs and issues (Chapter 4)
- Freight generation and goods movement in the region (Chapter 5)
- Technology for sustainable freight transportation (Chapter 6)
- Funding freight transportation (Chapter 7)
- Freight strategies and actions (Chapter 8)
- New chapter on implementation (Chapter 9)
- New freight monitoring measures and system evaluation measures (Chapter 10)

The 2018 Regional Freight Strategy updates the 2010 Regional Freight Plan with the following new or revised freight information or items:

- Regional freight network map with new classification for regional intermodal connectors (**Attachment 2**).
- Regional freight network policies, with a new policy on freight safety.
- Key freight issues that have been addressed since 2010.
- Innovation and technology in freight transportation.
- New freight funding sources.
- Revised freight action plan.
- RTP freight projects and programs (**Attachment 3**).
- Information on the Commodities Flow Forecast, new Economic Value Atlas and new Regional Freight Model.
- New freight monitoring measures and system evaluation measures

Next Steps

The final meeting of the Technical Work Group will occur in March of 2018. Refinement and finalization of the 2018 Regional Freight Strategy will be guided by the Metro Council, Metro's technical and policy advisory committees TPAC, MTAC, JPACT and MPAC, and public comment. The Metro Council will consider adoption of the final strategy in December 2018. Schedule of upcoming discussions and actions in 2018:

- **January 17 - MTAC:** Overview of Technical Review Draft of Freight Strategy
- **February 13 - Metro Council:** Draft regional freight strategy
- **April 19 - JPACT:** Draft regional freight strategy
- **April 25 - MPAC:** Draft regional freight strategy
- **June 29 - August 13 - Public comment period:** Public review draft of 2018 Regional Freight Strategy
- **September - MTAC and TPAC:** Adoption draft 2018 Regional Freight Strategy – recommendation to MPAC and JPACT
- **December - Metro Council:** Adoption draft 2018 Regional Freight Strategy – final action (by Metro Resolution)

Attachments

1. List of Regional Freight Work Group members and alternates
2. Regional Freight Network map (draft)
3. RTP freight projects and programs

Regional Freight Work Group Members

<u>Name</u>	<u>Affiliation</u>
1. Nathaniel Brown	Portland Business Alliance
2. William Burgel	Burgel Rail Group
3. Gary Cardwell	NW Container Services, Inc.
4. Tim Collins	Metro, Regional Freight Work Group Lead
5. Lynda David	Regional Transportation Council, Washington State
6. Kate Dreyfus	City of Gresham
7. Nicholas Fortey	Federal Highway Administration
8. Jerry Grossnickle	Bernert Barge Lines
9. Jim Hagar	Port of Vancouver
10. Brendon Haggerty	Multnomah County – Public Health
11. Phil Healy	Port of Portland
12. Robert Hillier	City of Portland – Bureau of Transportation
13. Jana Jarvis	Oregon Trucking Association
14. Todd Juhasz	City of Beaverton
15. Steve Kountz	City of Portland – Bureau of Planning & Sustainability
16. Kathleen Lee	Greater Portland, Inc.
17. Jon Makler	Oregon Department of Transportation
18. Kate McQuillan	Multnomah County – Planning
19. Zoe Monahan	City of Tualatin
20. Joel Much	Sunlight Supply, Inc.
21. Don Odermott	City of Hillsboro
22. Carly E. Riter	Intel
23. Patrick Sweeney	City of Vancouver
24. Erin Wardell	Washington County
25. Pia Welch	FedEx Express
26. Steve Williams	Clackamas County
27. Katherine Kelly	City of Gresham

Regional Freight Work Group Alternates

1. Steve Kelley	Washington County
2. Gregg Snyder	City of Hillsboro
3. Joanna Valencia	Multnomah County
4. Rebecca Kennedy	City of Vancouver

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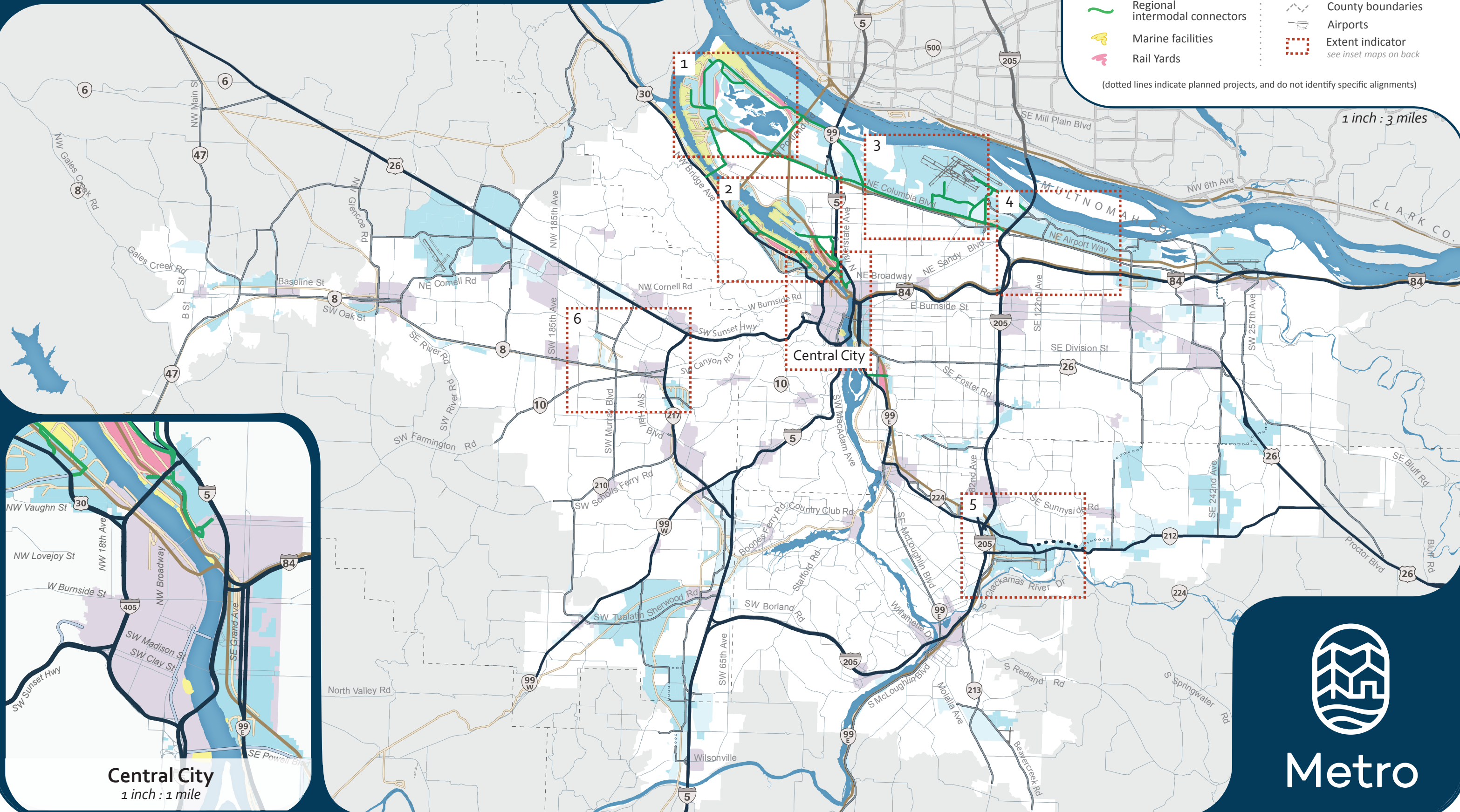
Regional Freight Network [DRAFT]

December 19, 2017

- Main rail lines
- Branch rail lines
- Main roadway routes
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- Regional intermodal connectors
- Marine facilities
- Rail Yards
- Employment
- Industry
- Urban centers
- Metropolitan planning area
- County boundaries
- Airports
- Extent indicator
see inset maps on back

(dotted lines indicate planned projects, and do not identify specific alignments)

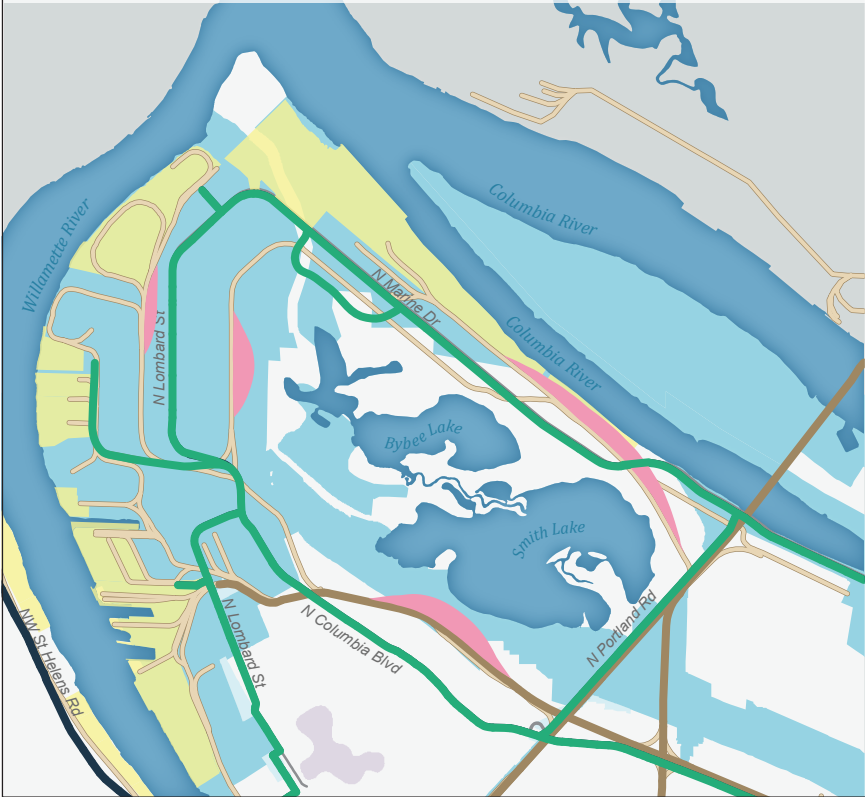
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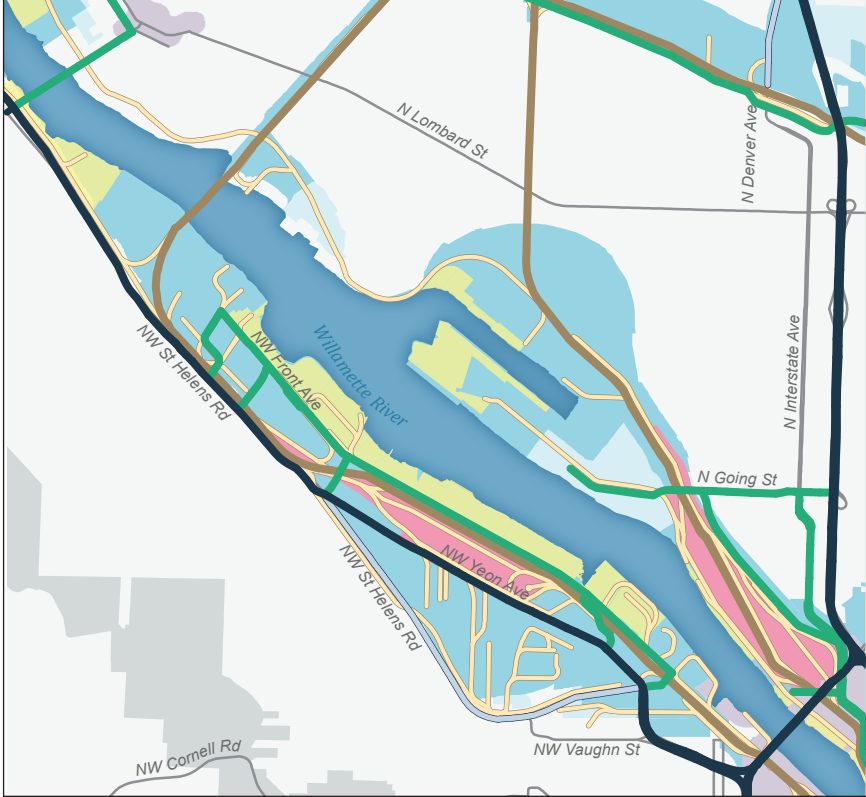
Central City
1 inch : 1 mile



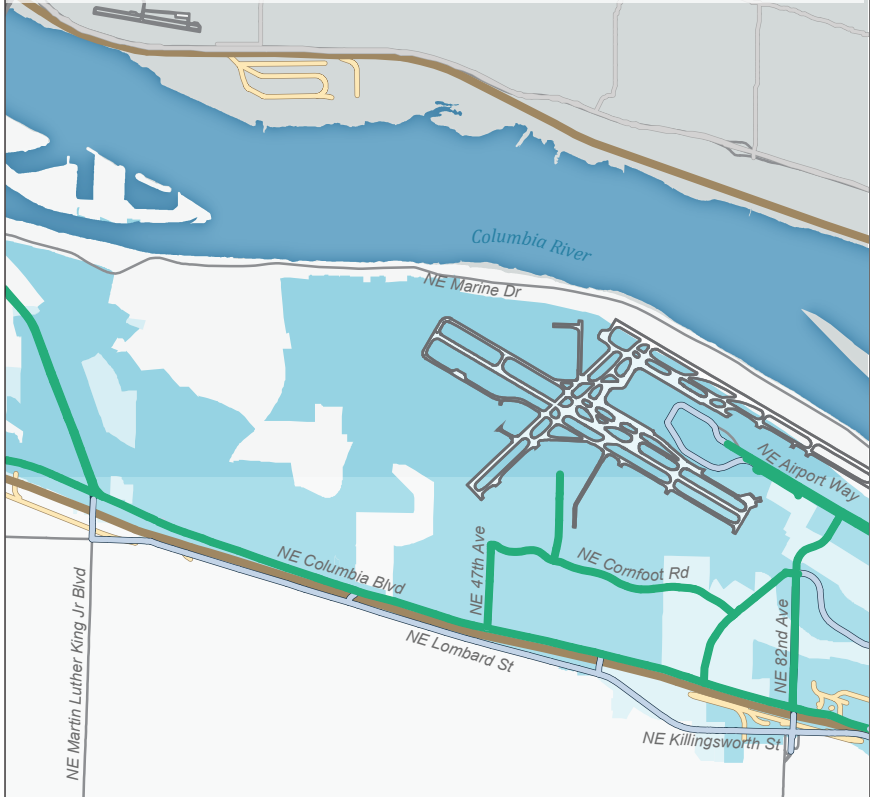
1. North Portland Marine Terminals



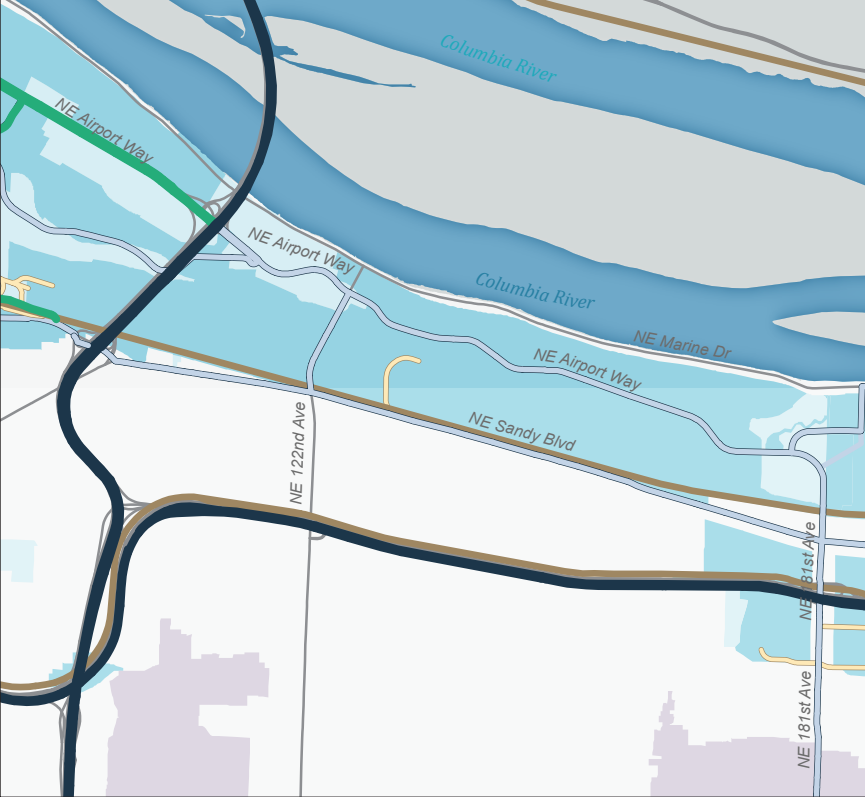
2. NW Industrial and Swan Island Areas



3. Portland International Airport + Airfreight



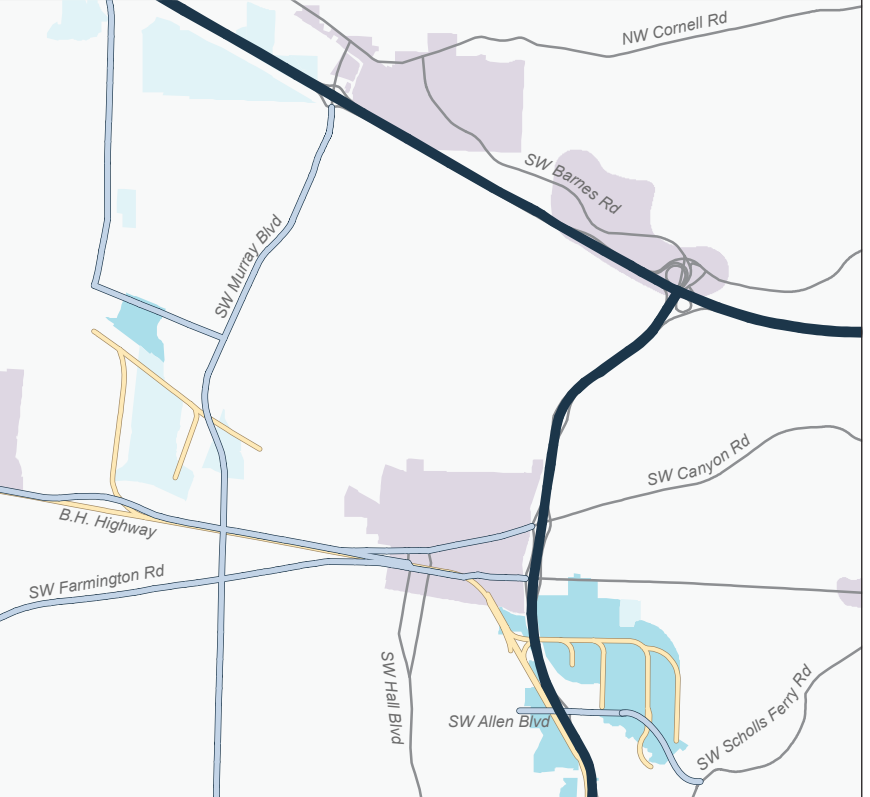
4. Kenton Rail Line / Columbia Corridor



5. Clackamas Industrial Area



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Legend

(dotted lines indicate planned projects, and do not identify specific alignments)

- Main rail lines
- Branch rail lines
- Main roadway routes
- Roadway connectors
- Regional intermodal connectors
- Marine facilities
- Rail Yards
- Employment
- Industry
- Urban Centers
- Urban Growth Boundary
- County Boundaries
- Airports

All insets adhere to the following scale:

1 inch : 1 mile

October 18, 2017

2040 RTP Freight Projects and Programs (final draft) - Attachment 3

RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Freight	Clackamas County	Milwaukie	11624	Local Street Improvements in Tacoma Station Area	Location-specific	Location-specific	Increase freight access to indust & intermodal fac	Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr, and Mailwell Dr. (TSAP)	\$ 5,600,000	2028-2040	No
Freight	Clackamas County	Wilsonville	11764	Boones Ferry Road Extension	Commerce Circle	Ridder Road	Increase freight access to indust & intermodal fac	Construct 3-lane section with bike lanes and sidewalk	\$ 2,100,000	2028-2040	Yes
Freight	Multnomah County	Gresham	10446	181st: at Burnside	181st/Burnside	181st/Burnside	Increase system efficiency	Optimize intersection operation. Transit/Enhanced Transit Corridor supportive project.	\$ 1,000,000	2028-2040	Yes
Freight	Multnomah County	Gresham	10495	181st: at Halsey	Halsey St.	Halsey St.	Relieve current congestion	add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	\$ 1,089,615	2028-2040	Yes
Freight	Multnomah County	Gresham	10496	181st: at I-84	181st/I-84	181st/I-84	Increase freight access to indust & intermodal fac	Freight mobility improvements subject to refinement study. Transit/Enhanced Transit Corridor supportive project.	\$ 1,000,000	2028-2040	Yes
Freight	Multnomah County	Multnomah County	11600	Marine Drive at 223rd	Marine Drive at 223rd	Marine Drive at 223rd	Increase freight access to indust & intermodal fac	Widen to accommodate freight traffic and provide bike/ped facilities	\$ 10,630,000	2028-2040	No
Freight	Multnomah County	Port of Portland	10363	SW Quad Access	NE 33rd Ave.	SW Quad	Increase freight access to indust & intermodal fac	Provide street access from 33rd Ave. into SW Quad.	\$ 6,290,303	2018-2027	Yes
Freight	Multnomah County	Port of Portland	10379	Marine Dr. Improvement Phase 2	BNSF grade crossing on Marine Drive	BNSF grade crossing on Marine Drive	Increase freight access to indust & intermodal fac	Construct rail overcrossing on Marine Dr.	\$ 14,503,785	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11207	T6 Modernization	Terminal 6	Terminal 6	Increase freight access to indust & intermodal fac	Provide improvements to container terminal including crane electronics and stormwater improvements.	\$ 8,504,000	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11208	T4 Modernization	Terminal 4		Increase freight access to indust & intermodal fac	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal	\$ 15,845,078	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11306	T6 Second Entrance from Marine Drive	N. Bybee Lake Rd.	N. Pacific Gateway	Increase freight access to indust & intermodal fac	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. i.	\$ 12,756,000	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11307	T6 Suttle Road entrance	Terminus of N. Suttle Road	Terminal 6	Increase freight access to indust & intermodal fac	Access to the east end of Terminal 6 off the terminus of Suttle Road.	\$ 3,189,000	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11309	Cully Blvd. Grade separation	Columbia	Lombard	Increase system efficiency	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	\$ 37,205,000	2028-2040	No
Freight	Multnomah County	Port of Portland	11353	West Hayden Island Rail Access	BNSF Rail Bridge	West Hayden Island	Increase freight access to indust & intermodal fac	Advance rail-dependent development.	\$ 3,189,000	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11354	West Hayden Island Rail Yard	West Hayden Island	West Hayden Island	Increase freight access to indust & intermodal fac	Advance rail development on West Hayden Island.	\$ 10,098,500	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11355	Barnes to Terminal 4 Rail	Terminal 4	Barnes Yard	Increase freight access to indust & intermodal fac	Improve Rail Access to Terminal 4.	\$ 4,543,000	2018-2027	Yes

2040 RTP Freight Projects and Programs (final draft) - Attachment 3

RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Freight	Multnomah County	Port of Portland	11357	Terminal 6 Rail Support Yard Improvements	Terminal 6	Terminal 6	Increase freight access to indust & intermodal fac	Increase Terminal 6 rail capacity.	\$ 10,630,000	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11649	T2 Redevelopment	Terminal 2	Terminal 2	Increase freight access to indust & intermodal fac	Construct rail, rail scale, and crane modernization.	\$ 4,783,500	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11651	T2 Track Reconfiguration and Siding	Terminal 2	Terminal 2	Increase freight access to indust & intermodal fac	Construct rail loops and support siding.	\$ 9,460,700	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11652	Bonneville Rail Yard Build Out	Bonneville Rail Yard	Bonneville Rail Yard	Increase freight access to indust & intermodal fac	Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard.	\$ 3,826,800	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11653	Ramsey Yard Utilization	Columbia Slough	Bonneville Yard	Increase freight access to indust & intermodal fac	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	\$ 1,807,100	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11654	Time Oil Road Reconstruction	Lombard	Rivergate Boulevard	Increase freight access to indust & intermodal fac	Reconstruct Time Oil Road	\$ 9,567,000	2028-2040	Yes
Freight	Multnomah County	Port of Portland	11659	Rivergate Blvd. Overcrossing	N. Lombard	Time Oil Road	Relieve current congestion	Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5.	\$ 22,263,790	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11743	Troutdale Airport Master Plan Transportation Improvements	Sundial Road	Swigert Way/Graham Road	Increase freight access to indust & intermodal fac	Implement transporation improvements developed as part of the Troutdale Airport Master Plan	\$ 5,000,000	2018-2027	Yes
Freight	Multnomah County	Port of Portland	11949	North Portland Junction: Undoing the "X"	UPRR Peninsula Junction	North Portland Junction	Increase freight access to indust & intermodal fac	Eliminate the at-grade crossing of UPRR and BNSF tracks at North Portland Junction.	\$ 33,598,000	2028-2040	No
Freight	Multnomah County	Port of Portland	11953	Six mph Curves Railroad Improvements	Steel Bridge	Just north of Steel Bridge	Increase system efficiency	Realign the curves just north of the Steel Bridge to improve rail speed and capacity.	\$ 23,600,000	2028-2040	No
Freight	Multnomah County	Port of Portland	11955	Railroad Bridge and Track Improvements	Columbia Slough Rail Bridge	Columbia River Rail Bridge	Increase system efficiency	Improve rail track conditions on approaches to Willamette River and Columbia Rive bridges to increase railroad speed and capacity.	\$ 10,751,000	2028-2040	No
Freight	Multnomah County	Port of Portland	11956	Rivergate Columbia Slough Rail Bridge	Terminal 6	Terminal 5	Increase freight access to indust & intermodal fac	Construct a rail bridge across Columbia Slough to provide rail connection to South Rivergate from Terminal 6.	\$ 10,840,000	2028-2040	No
Freight	Multnomah County	Portland	10218	Burgard-Lombard Street Improvements	N Burgard St & Columbia Blvd	Burgard Viaduct	Increase freight access to indust & intermodal fac	Construct roadway improvements, including pedestrian and bicycle facilities.	\$ 2,635,000	2018-2027	Yes
Freight	Multnomah County	Portland	10331	Columbia Blvd / Railroad Bridge Replacement	N Columbia Blvd over BNSF railroad	N Columbia Blvd over BNSF railroad	Keep system in good repair	Replace the existing fracture critical Columbia Blvd bridge (#078) over railroad tracks with a new structure, and perform seismic upgrades on parallel bridge (#078A).	\$ 4,000,000	2028-2040	Yes
Freight	Multnomah County	Portland	10337	Marine Dr & 33rd Intersection Improvements	Marine Dr & 33rd Ave, NE	Marine Dr & 33rd Ave, NE	Increase freight access to indust & intermodal fac	Signalize intersection to improve freight operations.	\$ 1,000,000	2018-2027	Yes

2040 RTP Freight Projects and Programs (final draft) - Attachment 3

RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Freight	Multnomah County	Portland	10340	Cornfoot Rd Corridor Improvements	NE 47th Ave	NE Alderwood Rd	Increase freight access to indust & intermodal fac	Improve roadway and intersections to improve freight operations. Construct a multi-use path on the north side of Cornfoot Rd to separate pedestrians and bicyclists from motor vehicle traffic. Install guardrails where needed.	\$ 7,000,000	2018-2027	Yes
Freight	Multnomah County	Portland	10376	Columbia Blvd Freight Improvements: Design/Construction	NE 60th Ave.	NE 82nd Ave.	Increase system efficiency	Construct street and intersection modifications to improve freight reliability and access to industrial properties.	\$ 14,000,000	2028-2040	No
Freight	Multnomah County	Portland	11570	Columbia/Alderwood Intersection Improvements	NE Columbia Blvd & Alderwood Rd	Columbia/Alderwood	Increase system efficiency	Improve intersection and install traffic signal at Columbia & Alderwood.	\$ 5,050,654	2018-2027	Yes
Freight	Multnomah County	Portland	11796	Going St Connected/Automated Vehicle Connection	Swan Island Industrial Area	I-5	Increase system efficiency	Design and construct a Connected/Automated Vehicle connection between Swan Island and I-5.	\$ 5,000,000	2028-2040	Yes
Freight	Multnomah County	Portland	11799	Suttle Rd Freight Street Improvements	N Portland Rd	T6	Increase freight access to indust & intermodal fac	Improve Suttle Rd to meet Freight District Street standards, separate rail and truck movements, provide pedestrian access to nearby bus line, and enable future T6 entrance Port project.	\$ 9,000,000	2028-2040	Yes
Freight	Multnomah County	Portland	11800	Columbia Blvd Pedestrian Overpass Replacement	N Columbia Blvd west of N Midway Ave	N Columbia Blvd west of N Midway Ave	Increase freight access to indust & intermodal fac	Replace the pedestrian overpass near George Middle School with either an at-grade crossing or a higher overpass to enable the use of Columbia Blvd as an over-dimensional freight route.	\$ 3,000,000	2018-2027	Yes
Freight	Multnomah County	Portland	11801	Columbia Blvd Railroad Undercrossing Improvement	N Columbia Blvd at railroad bridge near I-5	N Columbia Blvd at railroad bridge near I-5	Increase freight access to indust & intermodal fac	Lower the Columbia Blvd undercrossing at the UP Railroad Bridge just west of I-5 to enable the use of Columbia Blvd as an over-dimensional freight route.	\$ 3,000,000	2028-2040	Yes
Freight	Multnomah County	Portland	11802	N Portland Rd over Columbia Slough Bridge Replacement	N. Portland Rd at Columbia Slough	N. Portland Rd at Columbia Slough	Increase freight access to indust & intermodal fac	Replace the weight-restricted N. Portland Road bridge over the Columbia Slough to enable the use of N. Portland Road as an over-dimensional freight route and include a connection for the Columbia Slough Trail.	\$ 7,500,000	2028-2040	Yes
Freight	Multnomah County	Portland	11841	Central Eastside Access and Circulation Improvements	Central Eastside	Central Eastside	Increase freight access to indust & intermodal fac	Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & MLK, Ankeny & Sandy, 16th & Irving, and modifying signals at Stark & Grand, Clay & Grand, and Mill & MLK. Improve Clay Street from Water to Grand and add multimodal safety improvements.	\$ 5,205,879	2018-2027	Yes
Freight	Multnomah County	Portland	11871	Going/Greeley Interchange Improvements	N Going/Greeley	N Going/Greeley	Increase freight access to indust & intermodal fac	Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5.	\$ 16,750,000	2028-2040	No
Freight	Multnomah County	Portland	11880	Cully Blvd Rail Overcrossing	NE Cully Blvd (over Kenton line)	NE Cully Blvd (over Kenton line)	Increase freight access to indust & intermodal fac	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	\$ 35,000,000	2028-2040	No

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Freight	Multnomah County	Portland	12004	Columbia Blvd Freight Improvements: Project Development	NE 60th Ave	NE 82nd Ave	Increase freight access to indust & intermodal fac	Alternatives analysis and project development to identify preferred street and intersection modifications to improve freight reliability and access to industrial properties.	\$ 1,000,000	2018-2027	Yes
Freight	Washington County	Wilsonville	10588	Grahams Ferry Road Improvements	Day Road	Washington/ Clackamas County line	Increase freight access to indust & intermodal fac	Widen Grahams Ferry Road to 3 lanes, add bike/pedestrian connections to regional trail system and fix (project development only) undersized railroad overcrossing.	\$ 13,200,000	2028-2040	Yes
Roads and Bridges	Clackamas County	Clackamas County	10002	Johnson Creek Blvd. Improvements	55th Ave	82nd Ave.	Increase freight access to indust & intermodal fac	Widen to 3 lanes with bikeways and pedestrian facilities from 55th Ave to 82nd Ave improving freight access to industrial area and increasing accessibility for historically marginalized communities.	\$ 14,237,510	2028-2040	Yes
Roads and Bridges	Clackamas County	Clackamas County	10023	82nd Dr. Improvements	Hwy 212	Strawberry Lane Intersection	Relieve current congestion	Widen to a consistent 4 lane cross section and include bike/ped improvement and ADA accessibility improvements as necessary. Not including intersection improvements at Strawberry Lane.	\$ 18,521,712	2028-2040	No
Roads and Bridges	Clackamas County	Clackamas County	11514	82nd Drive/Strawberry Lane Intersection	82nd Dr/Strawberry Lane intersection	N/A	Relieve current congestion	Install traffic signal and turn lanes on eastbound and northbound approaches, improve ADA accessibility as necessary.	\$ 1,520,870	2028-2040	Yes
Roads and Bridges	Clackamas County	Happy Valley	10033	172nd Ave & 190th Connector	Clatsop	Sunnyside Rd.	Relieve current congestion	Widen 172nd to 5 lanes; construct connector between 172nd and 190th Ave using adopted alignment; project includes bike lanes, sidewalks and continuous left turn lane; last connector in n/s freight route alternative to I-205 between I-84 and Hwy-212.	\$ 39,841,240	2028-2040	Yes
Roads and Bridges	Clackamas County	Happy Valley	10041	162nd Ave. Extension South Phase 1	Rock Creek Blvd.	Hwy. 212	Relieve current congestion	Extend 162nd Ave from Rock Creek Blvd to Hwy-212; construct new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, intersection improvements at Hwy. 212/162nd on all four approaches. Project terminates at industrial employment sector.	\$ 5,315,000	2018-2027	Yes
Roads and Bridges	Clackamas County	Happy Valley	11135	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange)	177th Ave.	Increase freight access to indust & intermodal fac	Construct new 5 lane road from Sunrise Corridor Rock Creek interchange to 162nd Ave; Widen existing alignment of Rock Creek Blvd to five lanes from 162nd to 177th Ave. Facility improvements include continuous left turn lane, sidewalks, bike lanes and traffic signals.	\$ 23,673,010	2018-2027	Yes
Roads and Bridges	Clackamas County	Milwaukie	10000	Linwood/Harmony Rd./ Lake Rd. Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Relieve current congestion	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County	\$ 21,300,000	2028-2040	Yes

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Roads and Bridges	Clackamas County	Milwaukie	11537	Group 4--Pedestrian Improvements at Hwy 224	Harrison St	Freeman Way	Relieve current congestion	Intersection Improvements at Hwy 224 and 37th Ave = Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St = Add left-turn lanes and protected signal phasing on Oak St approaches. Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way). Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. Hwy 224 Crossing Improvements at Oak and Washington St = Improve intersection crossing safety for bicyclists at Washington St and Oak St. Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and Harrison St = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and Monroe St = Improve pedestrian crossing. Intersection Improvements at Harrison St and Hwy 224 = Add left-turn lanes and protected signal phasing on Harrison St approaches.	\$ 3,100,000	2028-2040	Yes
Roads and Bridges	Clackamas County	Milwaukie	11623	Group 11--Intersection Improvements in North Industrial Area	Ochoco St	Harrison St	Relieve current congestion	Signage and Intersection Improvements at McLoughlin Blvd and Ochoco St = Establish signage for trucks and improve intersection. (TSAP) Intersection Improvements at McLoughlin Blvd and 17th Ave = Prohibit left-turn movement from 17th Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan. Intersection Improvements at Main St and Mailwell Dr = Upgrade intersection turning radii to better accommodate freight movements.	\$ 2,300,000	2028-2040	No
Roads and Bridges	Clackamas County	Oregon City	10119	OR 213 & Redland, Phase 2	Redland Road	Redland Road Undercrossing	Relieve current congestion	Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79)	\$ 9,800,000	2028-2040	Yes
Roads and Bridges	Clackamas County	Oregon City	10140	OR 213 Widening	Clackamas Community College	Conway Drive	Relieve current congestion	Add one Southbound through lane and one Northbound through lane, bike lanes, and sidewalks. (TSP D77, W31)	\$ 5,200,000	2028-2040	Yes
Roads and Bridges	Clackamas County	Oregon City	10144	Hwy 99E & I-205 SB Interchange Access	Dunes Drive	I-205 SB Ramp Terminus	Relieve current congestion	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects)	\$ 3,000,000	2028-2040	No
Roads and Bridges	Clackamas County	Oregon City	11544	Meyers Road Extension (West)	OR 213	High School Avenue	Relieve current congestion	Construct new 3 lane roadway, sidewalks, buffered bike lanes, WB right turn lane and center turn lanes to serve adjacent Clackamas Community College & underdeveloped industrial properties. (TSP D46)	\$ 4,500,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10416	Hogan Corridor Improvements	Stark	Burnside	Increase system efficiency	Interim capacity improvements and access controls.	\$ 20,346,310	2028-2040	No

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Roads and Bridges	Multnomah County	Gresham	10417	Hogan: Palmquist to Rugg - New Arterial Connection	Palmquist	Rugg Rd.	Relieve future congestion	Complete project development and construct new principal arterial connection with multi-use path.	\$ 36,152,117	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10430	Orient: South City limits to Kane Dr. widening	South City Limits	Kane Dr	Build complete street	Upgrades to arterial 4 lane standards.	\$ 9,567,000	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10434	Burnside: 212th to Hogan Road	Wallula	Hogan	Build complete street	Complete boulevard design improvements on Burnside from Wallula/212 to Hogan. Improve intersection of Burnside at Division by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan.	\$ 34,595,974	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10443	Sandy: 181st to 202nd Widening	181st Ave.	202nd	Relieve current congestion	Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave.	\$ 5,000,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10445	181st at Glisan: Intersection Improvements	181st/Glisan	181st/Glisan	Relieve current congestion	Improve Intersection.	\$ 1,107,505	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10493	181st: I-84 to Sandy Widening	Sandy	I-84	Relieve current congestion	Add southbound aux lane & widen RR overcrossing.	\$ 1,000,000	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10497	181st: at Stark and Sandy Intersections	Sandy	Stark	Increase system efficiency	At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	\$ 2,003,107	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10503	Burnside at Powell	Powell	Powell	Increase system efficiency	At Powell: eliminate EB and WB left turn lanes.	\$ 1,000,000	2028-2040	Yes
Roads and Bridges	Multnomah County	Gresham	10511	Hogan at Stark: Turn Lane Additions	Stark	Stark	Relieve future congestion	Add right turn lanes on all approaches and second northbound and southbound left turns.	\$ 3,500,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10512	Hogan: Powell to Burnside Blvd. Design and Intersection Improvements	Powell	Burnside	Relieve current congestion	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	\$ 9,289,906	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10527	Hogan: Powell to Palmquist Widening	Powell	Palmquist	Build complete street	Improve to arterial standards.	\$ 13,228,630	2028-2040	No
Roads and Bridges	Multnomah County	Gresham	10533	190th: 30th to Cheldelin	30th	Cheldelin	Serve new urban area	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	\$ 30,448,832	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	11261	181st/182nd: ACM with Transit Priority Treatment	Glisan	Powell	Relieve current congestion	Includes the ACM project with transit signal priority added to traffic signals along a facility.	\$ 4,252,000	2028-2040	Yes
Roads and Bridges	Multnomah County	Gresham	11262	181st: ACM with Adaptive Signal Timing and Transit Priority Treatment	I-84	Glisan	Increase system efficiency	Provide real time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.Transit/Enhanced Transit Corridor supportive project.	\$ 3,933,100	2028-2040	Yes
Roads and Bridges	Multnomah County	Gresham	11264	US 26: Portland to Gresham Roadside Travel Time Information	Portland	Gresham	Increase system efficiency	Provide real time traveler information on westbound US 26 for different routes (arterial and freeway) between Portland and Gresham. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$ 1,169,300	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	11682	181st: Stark to I-84 Rockwood Safety Corridor	I-84	Stark	Reduce crashes	Safety corridor: 181st/Rockwood {I-84 - Stark}	\$ 2,019,700	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	11687	Powell at Eastman: Left Turn Lane Addition	Powell at Eastman	Powell at Eastman	Relieve current congestion	Powell and Eastman {additional southbound left turn}	\$ 1,000,000	2028-2040	Yes

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Roads and Bridges	Multnomah County	Gresham	10431	190th/Highland: 11th to 30th Widening	200' south of SW 11th	30th	Build complete street	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave.	\$ 20,884,252	2028-2040	Yes
Roads and Bridges	Multnomah County	Gresham	10454	181st: Glisan to Yamhill Boulevard Improvements	Glisan	Yamhill	Build complete street	Complete boulevard design improvements.	\$ 12,160,785	2028-2040	Yes
Roads and Bridges	Multnomah County	Gresham	10473	223rd at Stark: Lane Additions	223rd at Stark	223rd at Stark	Increase system efficiency	Add EB and NB RT lanes and 2nd NB and SB LT lanes.	\$ 5,500,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Gresham	10498	182nd: Powell and Division Intersections	181st at Division	181st at Powell	Relieve current congestion	At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes. Transit/Enhanced Transit Corridor supportive project.	\$ 1,788,678	2028-2040	Yes
Roads and Bridges	Multnomah County	Multnomah County	10386	Glisan Street Multi-Modal Improvements	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Build complete street	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes in each direction, and on-street parking. 4 lanes. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview.	\$ 12,224,500	2028-2040	No
Roads and Bridges	Multnomah County	Multnomah County	10399	Reconstruct Sandy Blvd.	201st Ave.	230th	Increase system efficiency	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	\$ 7,906,594	2018-2027	Yes
Roads and Bridges	Multnomah County	Multnomah County	10401	Reconstuct Marine Drive	Interlachen	I-84	Increase system efficiency	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	\$ 14,882,000	2028-2040	No
Roads and Bridges	Multnomah County	Multnomah County	11297	NE 207th Ave. ACM	Sandy	Glisan	Increase system efficiency	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$ 1,647,650	2028-2040	No
Roads and Bridges	Multnomah County	Multnomah County	11300	238th/ 242nd/ Hogan Drive ACM	Sandy	Palmquist	Increase system efficiency	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	\$ 4,889,800	2028-2040	Yes
Roads and Bridges	Multnomah County	Multnomah County	11373	NE 238th Drive Freight and Multimodal Improvements	Halsey St.	Glisan St	Increase freight access to indust & intermodal fac	Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides.	\$ 9,567,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Port of Portland	11951	Columbia Boulevard Rail Overcrossing	Columbia Boulevard at Penn Junction	Columbia Boulevard at Penn Junction	Relieve future congestion	Grade separate Columbia Blvd. at Penn Junction to eliminate three at-grade crossings.	\$ 28,935,000	2028-2040	No
Roads and Bridges	Multnomah County	Portland	10237	Southern Triangle Access Improvements	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)	Increase access to jobs	Improve vehicle access to the Southern Triangle district from eastbound Powell Blvd, and improve vehicle access from CEID to westbound Powell and southbound I-5.	\$ 4,000,000	2028-2040	Yes

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Roads and Bridges	Multnomah County	Portland	10242	Interstate-Larrabee Overpass	N Interstate/Larrabee Bridge	N Interstate/Larrabee Bridge	Keep system in good repair	Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153) and replace with a new overpass including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. Assess the costs and benefits of providing vehicle access on the new structure as part of project development.	\$ 5,000,000	2028-2040	Yes
Roads and Bridges	Multnomah County	Portland	10334	11th/13th Ave Rail Overcrossing	NE 11th Ave & NE Lombard Pl	NE 11th Ave & NE Lombard Pl	Increase system efficiency	Construct roadway overcrossing at NE 11th/13th over Kenton line.	\$ 35,000,000	2028-2040	No
Roads and Bridges	Multnomah County	Portland	10335	NE 42nd/47th Ave Bridge & Corridor Improvements	NE Killingsworth St	NE Columbia Blvd	Keep system in good repair	Replace the weight-restricted NE 42nd Ave Bridge (#075) over NE Portland Hwy and the adjacent railway, and add pedestrian and bicycle facilities to the bridge and the roadway from Killingsworth to Columbia. This project will remove the weight restriction, improve vertical clearance for over-dimensional freight, and provide pedestrian and bicycle facilities.	\$ 12,000,000	2018-2027	Yes
Roads and Bridges	Multnomah County	Portland	10336	Columbia & Cully Intersection Improvements	NE Cully Blvd & Columbia Blvd	NE Cully Blvd & Columbia Blvd	Increase freight access to indust & intermodal fac	Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$ 5,000,000	2028-2040	Yes
Roads and Bridges	Multnomah County	Portland	11117	Willbridge Industrial Area Rail Overcrossing	NW Balboa	NW St Helens Rd	Increase system efficiency	Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.	\$ 23,113,022	2028-2040	No
Roads and Bridges	Multnomah County	Portland	11793	SE Yamhill /Taylor Couplet	SE Water	SE Grand	Increase system efficiency	Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK.	\$ 3,000,000	2028-2040	Yes
Roads and Bridges	Multnomah County	Portland	11807	NE 33rd Ave Bridge Replacement	33rd Ave, NE (over railroad tracks and Columbia Blvd)	33rd Ave, NE (over railroad tracks and Columbia Blvd)	Keep system in good repair	Replace the existing seismically vulnerable 33rd Ave bridge (#009) over railroad tracks and provide pedestrian and bicycle facilities on the new structure. Improve and signalize the intersection of 33rd & Columbia, and remove the seismically vulnerable, fracture critical ramp over Columbia (#009A). Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 9,200,433	2028-2040	Yes
Roads and Bridges	Washington County	Cornelius	10798	Davis Street Extension - West	4th Ave	7th Ave	Increase system efficiency	Construct new collector.	\$ 4,130,629	2028-2040	No
Roads and Bridges	Washington County	Cornelius	10795	Holladay Street Extension - West	4th Ave	Yew St.	Increase freight access to indust & intermodal fac	Construct new collector.	\$ 2,657,500	2028-2040	Yes
Roads and Bridges	Washington County	Cornelius	10802	29th Avenue Traffic Signals and Crossing Gates	TV Hwy (OR 8)	S. Alpine St.	Relieve future congestion	Install traffic signals at intersection of Hwy 8 and 29th Avenue and install crossing gates and signals at S. 29th railroad crossing between Baseline and Alpine Streets.	\$ 2,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Forest Grove	10774	OR 47/23rd Ave Extension	OR HWY 47	24th Avenue	Increase access to jobs	Intersection improvement with connections to Martin Road intersection improvement.	\$ 4,000,000	2028-2040	Yes

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Roads and Bridges	Washington County	Forest Grove	11661	Hwy 47/ Martin Road Intersection	OR 47	Martin Road	Relieve current congestion	Construct improvement (e.g. roundabout) at Highway 47 intersection with Holladay Street extension, Martin Road and 23rd Avenue extension.	\$ 5,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Forest Grove	11950	Hwy 47/ Purdin Rd./Verboort Intersection	HWY 47	Purdin Road	Relieve future congestion	Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn slip lane on the south leg of the roundabout to the overall roundabout intersection.	\$ 4,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Forest Grove	10780	OR 47/ Pacific Avenue Intersection Improvements	OR 47	OR 8	Relieve future congestion	Construct intersection improvement to add a west-bound left turn lane.	\$ 4,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	10817	Aloclek Dr Gap Completion	Cornelius Pass Rd	Amberwood Dr	Build complete street	Complete missing segment of Aloclek Dr between Cornelius Pass Rd and Amberwood Dr as three-lane road with bike lanes and sidewalks	\$ 2,126,000	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	10824	Cornell Rd Turn Lanes and Bike/Ped Improvements (Main to Arrington)	Main St	Arrington Rd	Build complete street	Widen roadway from four to five lanes with bike/ped facilites	\$ 9,830,624	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	10831	Century Blvd Extension and Over-Crossing (North Hillsboro)	Bennett St	Wagon Wy	Relieve future congestion	Construct three-lane road including US 26 overpass with bike/ped facilites; connect existing segments to provide new north-south connectivity	\$ 13,733,960	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11140	Brookwood Pkwy Widening	Ihly Wy	Cornell Rd	Relieve future congestion	Widen roadway to five lanes (two through lanes in each direction with left-turn lane at intersections) with bike/ped facilities	\$ 9,567,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11145	Airport Rd Bike/Ped Gaps	Brookwood Pkwy	48th Ave	Build complete street	Complete missing bike lanes and sidewalk	\$ 1,594,500	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11169	Cornell Rd & 25th Ave Intersection Improvements	N/A	N/A	Relieve future congestion	Widen 25th Ave to provide double southbound left-turn lanes and second northbound through lane	\$ 6,378,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11170	Cornell Rd & Brookwood Pkwy and Cornell & 48th Ave Intersection Improvements	N/A	N/A	Relieve future congestion	Widen Cornell to provide double left-turn lanes in both eastbound and westbound at Brookwood intersection; and double eastbound left-turn lanes at 48th	\$ 4,704,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11280	Ronler Dr Extension	Cornelius Pass Rd	215th Ave	Increase system efficiency	Construct three-lane extension with bike/ped facilities	\$ 1,000,000	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11284	Farmington Rd Widening and Bike/Ped Improvements, Phase 1	185th Ave	198th Ave	Serve new urban area	Widen roadway from two to five lanes with bike/ped facilities	\$ 8,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11285	Farmington Rd Widening and Bike/Ped Improvements, Phase 2	198th Ave	209th Ave	Serve new urban area	Widen roadway to five lanes with bike/ped facilities; new signal at 209th Ave	\$ 7,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11392	TV Hwy & River Rd Intersection Improvements	N/A	N/A	Relieve future congestion	Construct eastbound right-turn lane and second northbound left-turn lane; modify traffic signal; improve bike and ped crossing of TV Hwy	\$ 2,126,000	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11905	25th Ave Turn Lanes and Bike/Ped Improvements	Cornell Rd	Griffin Oaks St	Build complete street	Widen roadway from two to three lanes (one through lane in each direction and center turn lane) with bike/ped facilities	\$ 4,000,000	2028-2040	Yes

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Roads and Bridges	Washington County	Hillsboro	10553	209th Ave Widening and Improvements, Phase 1	TV Hwy	Kinnaman Rd	Serve new urban area	Widen roadway from two/three lanes to five lanes; improve from rural to urban standard with bike facilities and sidewalks; improve intersections and railroad crossing; new signals at Blanton and Kinnaman; project to serve South Hillsboro UGB area	\$ 22,327,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	10821	Huffman St Extension, Phase 1	Brookwood Pkwy	Sewell Rd	Serve new urban area	Construct five-lane road with bike/ped facilites	\$ 8,387,070	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	10822	Starr Blvd Reconstruction and Improvements, Phase 1	Evergreen Rd	Huffman St (future extension)	Serve new urban area	Construct three-lane road with bike/ped facilities	\$ 5,315,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	10836	Evergreen Rd Widening and Bike/Ped Improvements	Glencoe Rd	15th Ave	Serve new urban area	Widen roadway from three to five lanes, complete missing sidewalks, and upgrade to buffered bike lanes	\$ 5,782,720	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11147	Schaaf Rd Reconstruction	Helvetia Rd	New north-south collector	Serve new urban area	Reconstruct rural gravel road to three-lane roadway with bike/ped facilities	\$ 4,252,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11149	Helvetia Rd Turn Lanes and Bike/Ped Improvements	Schaaf Rd	West Union Rd	Serve new urban area	Widen roadway to three lanes (one through lane in each direction and center turn lane) with bike/ped facilities	\$ 4,252,000	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11150	Jacobson Rd Turn Lanes and Bike/Ped Improvements	Helvetia Rd	Century Blvd	Increase freight access to indust & intermodal fac	Widen roadway from two to three lanes (add center turn lane); complete bike/ped facilities; reconfigure intersection with Helvetia Rd to right-in, right-out only	\$ 2,657,500	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11341	West Union Rd Widening and Improvements	Helvetia Rd	Cornelius Pass Rd	Serve new urban area	Widen to three lanes from Helvetia to Century, and five lanes from Century to Cornelius Pass, including bike/ped facilities along entire length	\$ 12,000,000	2028-2040	No
Roads and Bridges	Washington County	Hillsboro	11364	Starr Blvd Reconstruction and Improvements, Phase 2	Huffman St (future extension)	Meek Rd	Serve new urban area	Construct three-lane road with bike/ped facilities	\$ 4,252,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11383	New North-South Collector (North Hillsboro)	Jacobsen Rd	Schaaf Rd	Serve new urban area	Construct three-lane roadway with bike/ped facilities	\$ 2,657,500	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11387	Meek Rd Improvements, Phase 1	Sewell Rd	Starr Blvd	Serve new urban area	Widen and improve roadway to three lanes with bike/ped facilities	\$ 6,909,500	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11388	30th Ave Construction	Evergreen Rd	Meek Rd	Serve new urban area	Construct three-lane industrial collector with bike/ped facilities	\$ 10,500,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11890	Huffman St Extension, Phase 2	Sewell Rd	Jackson School Rd	Serve new urban area	Construct five-lane road with bike/ped facilites	\$ 6,500,000	2018-2027	Yes
Roads and Bridges	Washington County	Hillsboro	11906	25th Ave Extension	Evergreen Rd	Huffman St	Serve new urban area	Construct three-lane roadway with bike/ped facilities; realign intersection at Evergreen to avoid airport clear zone	\$ 4,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11907	Jackson School Rd Improvements	Evergreen Rd	Storey Creek (UGB)	Serve new urban area	Improve roadway from rural to urban standard and widen to three lanes with bike/ped facilities	\$ 11,400,000	2028-2040	Yes
Roads and Bridges	Washington County	Hillsboro	11910	Meek Rd Improvements, Phase 2	Jackson School Rd	Sewell Rd	Increase freight access to indust & intermodal fac	Improve Meek Rd to address safety for industrial access to/from Jackson School Rd	\$ 3,000,000	2028-2040	Yes

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Roads and Bridges	Washington County	Sherwood	10674	Oregon-Tonquin Roundabout	SW Oregon Street	SW Tonquin Rd	Relieve future congestion	Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction. Potential for signal in-lieu of dual-roundabout system if better for development and once SW 124th Ave project is completed. If roundabout, project will include rapid flashing beacons at new roundabout and retrofit of adjacent roundabout to meet MUTCD suggestions for pedestrian crossings at roundabouts. This is currently a Washington County facility but would likely become Sherwood's upon completion of project to TSP standards.	\$ 2,400,000	2018-2027	Yes
Roads and Bridges	Washington County	Sherwood	10699	Oregon Street	SW Murdock Rd	SW Langer Farms Pkwy	Build complete street	Widen existing substandard 2-lane road (no sidewalks, no median) to a 3-lane collector meeting current TSP standards (8' sidewalks, 5' landscape strip, 12' travel, 14' median, 12' travel, 5' landscape, 8' sidewalks, plus 2 on-street bike lanes or 4' added to each 8' sidewalk). On-street bike lanes vs. 2 multi-use paths TBD with future development.	\$ 5,700,000	2018-2027	Yes
Roads and Bridges	Washington County	Sherwood	10700	Arrow St	SW Langer Farms Parkway	SW Gerda Lane	Link land use with transportation investments	Construct 3-lane collector street to TSP standards between SW Langer Farms Parkway and SW Gerda Lane.	\$ 8,200,000	2028-2040	No
Roads and Bridges	Washington County	Sherwood	11404	Baler Way Extension	SW Langer Farms Parkway	SW Tualatin-Sherwood Road	Link land use with transportation investments	Extend SW Baler Way (3-lane collector) between SW Tualatin-Sherwood Road and SW Langer Farms Parkway, possibly SW Pacific Highway depending upon results of widening of SW Tualatin-Sherwood Road project by Washington County.	\$ 3,800,000	2018-2027	Yes
Roads and Bridges	Washington County	Sherwood	12046	Tonquin Area East-West Collector	SW 124th Avenue	SW Tonquin Road	Relieve future congestion	Construct 3-lane collector status road between SW 124th Avenue and SW Tonquin Road through the Tonquin employment area to serve recent UGB annexation area.	\$ 10,500,000	2028-2040	Yes
Roads and Bridges	Washington County	Sherwood	12047	Brookman Road Intersection Realignment	SW Pacific Highway	SW Brookman Road	Relieve future congestion	Realigns and relocates the SW Brookman Road intersection with SW Pacific Highway (OR 99W) to accommodate the expansion of SW Brookman Road for future development	\$ 15,500,000	2028-2040	Yes
Roads and Bridges	Washington County	Tigard	10751	Hwy. 217 Overcrossing	Hunziker Road	Beveland	Relieve current congestion	Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refined based on SW Corridor High Capacity Transit recommendations.	\$ 30,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Tigard	10755	72nd Ave. Improvements - 99W to Hunziker	99W	Hunziker Road	Build complete street	Improve as determined by study, with bikeways and sidewalks.	\$ 14,400,000	2018-2027	Yes
Roads and Bridges	Washington County	Tigard	10768	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	Relieve current congestion	Construct intersection improvements at Durham Road and Upper Boones Ferry Road to provide dual southbound right-turns, dual eastbound left-turns, eastbound right-turns, existing and improve signal timing. Install bike lanes on both sides of the streets from just south of Durham Rd to just north of Durham Rd.	\$ 5,000,000	2028-2040	No

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Roads and Bridges	Washington County	Tigard	10770	OR 99W Intersection Improvements (PE)	64th Ave.	Durham Rd.	Increase system efficiency	Project development phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	\$ 5,000,000	2028-2040	No
Roads and Bridges	Washington County	Tigard	11995	Hunziker Core Industrial Street	Hunziker Road	Tech Center Drive	Increase freight access to indust & intermodal fac	Construct new street with sidewalks and bike lanes from Hunziker Road (along Wall Street) to Tech Center Drive to improve freight access and connectivity to Tigard Triangle	\$ 8,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Tualatin	10715	Herman	124th	Tualatin	Reduce crashes	Upgrade to standards. Improve the intersection of 118th and Herman Road.	\$ 5,300,000	2018-2027	Yes
Roads and Bridges	Washington County	Tualatin	10738	Teton	Tualatin	Avery	Relieve current congestion	Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd. Right Turn Lane from Teton (N) to Tualatin-Sherwood Road (W). Signalize the intersection of Teton at Tualatin. Add southbound turn pocket on Teton to Avery and signalize intersection.	\$ 5,151,298	2028-2040	Yes
Roads and Bridges	Washington County	Tualatin	11417	Blake Street Extension	115th	124th Ave	Increase access to jobs	Build the roadways from from the SW Concept Plan including; Extend Blake Street to create an east - west connection between 115th and 124th. Install signal at Blake and 124th. Extend 120th south to 124th.	\$ 11,161,500	2018-2027	Yes
Roads and Bridges	Washington County	Tualatin	11420	Nyberg	I-5 on-ramp	I-5 on-ramp	Relieve current congestion	Add an additional on-ramp lane for vehicles traveling westbound on SW Nyberg Street to I-5 northbound (northeast quadrant of the Nyberg Interchange). Reduce the pedestrian island and improve illumination to enhance safety.	\$ 1,138,473	2028-2040	No
Roads and Bridges	Washington County	Tualatin	11423	Avery	Teton	Tualatin-Sherwood	Build complete street	Widen to 3-lanes	\$ 3,826,800	2028-2040	Yes
Roads and Bridges	Washington County	Tualatin	10716	Myslony	112th	124th Ave	Increase access to jobs	Reconstruct/widen from 112th to 124th to fill system, includes bridge. Improve the intersection of 124th and Myslony.	\$ 10,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Tualatin	10717	Cipole Street Reconstruction	OR 99W	Tualatin-Sherwood	Increase access to jobs	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include shared-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$ 21,291,890	2028-2040	No
Roads and Bridges	Washington County	Tualatin	10718	Herman	Cipole	124th Ave	Increase access to jobs	Reconstruction/ widen to 3-lanes from Cipole to 124th.	\$ 2,736,162	2028-2040	Yes
Roads and Bridges	Washington County	Washington County	10560	Farmington Rd. Improvements	185th	Kinnaman Rd.	Relieve current congestion	Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	\$ 29,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Washington County	10561	Jenkins Rd. Improvements	158th Ave.	Murray	Relieve current congestion	Widen roadway from three to five lanes with bike lanes and sidewalks.	\$ 7,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	10575	West Union Rd.	Cornelius Pass Rd.	185th Ave.	Relieve current congestion	Widen from two to five lanes with bike lanes and sidewalks.	\$ 22,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	10578	Merlo/158th Improvements	170th Ave.	Walker Rd.	Relieve current congestion	Widen roadway to five lanes with bike lanes and sidewalks	\$ 13,000,000	2028-2040	Yes

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Roads and Bridges	Washington County	Washington County	10587	Cornelius Pass Rd. Improvements	Frances St.	T.V. Hwy.	Relieve current congestion	Widen to five lanes with bike lanes and sidewalks	\$ 16,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	10590	Tonquin Rd. Improvements	Grahams Ferry Rd.	124th	Build complete street	Realign and widen to three lanes with bike lanes and sidewalks and street lighting.	\$ 11,400,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	10591	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Increase travel options/alt. to driving alone	Widen to three lanes with bike lanes and sidewalks.	\$ 27,700,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11452	Scholls Ferry Rd. Improvements	West of Tile Flat Rd.		Reduce crashes	Realign Curves to Improve Safety.	\$ 4,600,000	2028-2040	Yes
Roads and Bridges	Washington County	Washington County	11486	Roy Rogers Rd.	Scholls Ferry Rd.	UGB	Relieve current congestion	Widen to five lanes with bike lanes and sidewalks	\$ 21,300,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	11487	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd.	Relieve future congestion	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	\$ 1,200,000	2028-2040	Yes
Roads and Bridges	Washington County	Washington County	11490	Day Rd Overcrossing	Boones Ferry Rd	Elligsen Rd	Relieve future congestion	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Elligsen Rd.	\$ 46,900,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11914	Roy Rogers Rd	UGB	Chicken Creek Bridge	Relieve current congestion	Widen roadway to 4-5 lanes, includes sidewalks and bike lanes	\$ 25,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	11915	Scholls Ferry Rd	Tile Flat Rd.	Roy Rogers Rd.	Relieve future congestion	Widen roadway to 5 lanes, includes sidewalks and bike lanes	\$ 8,300,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	11924	Grahams Ferry Road (Tonquin to Day)	Tonquin Rd.	Day Rd.	Relieve future congestion	Widen roadway to 5 lanes, includes sidewalks and bike lanes	\$ 6,000,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	10557	Murray/TV Hwy. Intersection	Farmington Rd.	TV Hwy.	Relieve current congestion	Intersection improvement at TV Hwy. and Farmington with Murray Blvd.	\$ 26,600,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	10559	Cornell Improvements	Hwy. 26	Murray Blvd.	Relieve current congestion	Widen Cornell from three to five lanes with bike lanes and sidewalks.	\$ 25,000,000	2028-2040	Yes
Roads and Bridges	Washington County	Washington County	10568	Tualatin-Sherwood Rd. Improvements	Langer Farms Pkwy.	Teton Ave.	Relieve current congestion	Widen from three to five lanes with bike lanes and sidewalks.	\$ 35,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	10596	Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Relieve current congestion	Widen to seven lanes with bike lanes and sidewalks.	\$ 21,000,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	10598	Southern Arterial	Hwy. 99W	I-5	Relieve future congestion	Purchase ROW. Construct 2/3 lane arterial with bike lanes and sidewalks.	\$ 116,000,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11436	East-West Arterial Overcrossing	Boones Ferry Rd	East of I-5	Relieve future congestion	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd.	\$ 40,400,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11469	124th Ave Improvements	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Relieve future congestion	Widen 124th from 2 lanes to 5 lanes with bike lanes and sidewalks	\$ 14,900,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11470	Basalt Creek Parkway	Grahams Ferry Rd.	Boones Ferry Rd	Increase access to jobs	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	\$ 31,700,000	2028-2040	Yes

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Roads and Bridges	Washington County	Washington County	11737	Cornell @ 185th Intersection Improvements	185th Ave.	Cornell Rd	Relieve future congestion	Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows. If, after such improvements have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other improvements to meet travel needs.	\$ 22,300,000	2028-2040	No
Roads and Bridges	Washington County	Washington County	11903	Roy Rogers Rd.	Chicken Creek Bridge	Borchers Rd	Relieve current congestion	Widen roadway to 5 lanes, includes sidewalks and bike lanes	\$ 11,000,000	2018-2027	Yes
Roads and Bridges	Washington County	Washington County	11923	Grahams Ferry Road (Helenius to Tonquin)	Helenius St	Tonquin Rd	Build complete street	Widen roadway to 3 lanes, includes sidewalks and bike lanes	\$ 4,000,000	2028-2040	No
Roads and Bridges	Washington County	Wilsonville	11489	Boones Ferry / I-5 off ramp improvements	SB I-5 off ramp	Boones Ferry Rd	Relieve current congestion	construct second right-turn lane	\$ 1,063,000	2028-2040	Yes
Roads and Bridges	Washington County	Wilsonville	11798	Elligsen Road Urban Upgrade	Parkway Center Drive	65th	Build complete street	Reconstruct street to 3 lanes with buffered bike lanes and sidewalks. (TSP project UU-P3)	\$ 6,000,000	2028-2040	No
Roads and Bridges	Washington County	Wilsonville	10853	Garden Acres Road Extension	Day Road	Ridder Road	Increase freight access to indust & intermodal fac	Construct three lane road extension with sidewalks and bike lanes and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection.	\$ 14,260,000	2018-2027	Yes
Roads and Bridges	Washington County	Wilsonville	11243	Day Road Improvements	Grahams Ferry Rd.	Boones Ferry Rd.	Relieve future congestion	Widen street from 3 to 5 lanes with bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief.	\$ 10,560,000	2018-2027	Yes
Roads and Bridges	Washington County	Wilsonville	11809	Java Road Connection and Signal	Grahams Ferry Road	Garden Acres Road	Increase access to jobs	Construct new Java Road with buffered bike lanes and sidewalks, disconnect Clutter Street from Grahams Ferry Road, and install traffic signal at Grahams Ferry Road.	\$ 1,500,000	2028-2040	No
Throughways	Clackamas County	ODOT	10890	OR 212/224 Sunrise Hwy Phase 2: I-205 to SE 172nd (PE, ROW)	I-205	172nd Ave.	Relieve current congestion	Conduct preliminary engineering (PE) and acquire right-of-way (ROW) on the OR 212/224 Sunrise Corridor from I-205 to SE 172nd Ave consistent with the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD).	\$ 70,000,000	2018-2027	Yes
Throughways	Clackamas County	ODOT	11301	OR 212/224 Sunrise Hwy Phase 2: I-205 to SE 172nd (CON)	I-205	172nd Ave.	Relieve current congestion	Construction (CON) improvements on the OR 212/224 Sunrise corridor from I-205 to SE 172nd Ave consistent with the FEIS/ROD.	\$ 100,000,000	2028-2040	Yes
Throughways	Clackamas County	ODOT	11350	OR 224 Milwaukie Expressway improvements	I-205	Rusk Rd	Increase system efficiency	Construct a third westbound lane on Milwaukie Expressway (Hwy-224) from I-205 to Rusk Rd	\$ 12,000,000	2018-2027	Yes
Throughways	Clackamas County	ODOT	11585	I-205 Abernethy Bridge (PE and ROW)	OR99E Interchange	Oswego Hwy (OR 43) Interchange	Relieve current congestion	Widen bridge to address recurring bottlenecks on the bridge.	\$ 8,000,000	2018-2027	Yes
Throughways	Clackamas County	ODOT	11969	I-205 Abernethy Bridge (CON)	OR99E Interchange	Oswego Hwy (OR 43) Interchange	Relieve current congestion	Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. Preliminary Engineering (PE) and Right-of-Way (ROW) phase.	\$ 200,000,000	2028-2040	Yes

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Throughways	Clackamas County	ODOT	11981	I-205 Northbound Auxiliary Lane, Sunrise Expressway Entrance to Sunnybrook	Sunrise Expressway Entrance	Sunnyside/Sunnybrook Exit	Increase system efficiency	Provide I-205 NB auxiliary lane between Sunrise Expressway entrance ramp and the Sunnyside Road/Sunnybrook Blvd interchange exit ramp.	\$ 7,000,000	2018-2027	Yes
Throughways	Clackamas County	ODOT	11990	I-5 Southbound: Wilsonville Rd to Wilsonville-Hubbard Hwy	Wilsonville Rd	Wilsonville-Hubbard Hwy	Increase system efficiency	Add an auxiliary lane on I-5 from Wilsonville Road to the Wislonville-Hubbard Highway, including improvements to the Boone Bridge. PE, ROW and Construction Phases.	\$ 80,000,000	2028-2040	Yes
Throughways	Clackamas County	ODOT	11992	I-205 Operational Improvements	Columbia River	I-5	Increase system efficiency	Construct improvements to address bottlenecks and improve safety on I-205. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning.	\$ 20,000,000	2028-2040	No
Throughways	Clackamas County, Multnomah County	ODOT	11305	I-205 Active Traffic Management	Columbia River	I-5	Increase system efficiency	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.	\$ 15,000,000	2018-2027	Yes
Throughways	Multnomah County	ODOT	10893	I-5 Columbia River Bridge	Victory Blvd.	Washington state line	Relieve current congestion	Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension.	\$ 3,169,866,000	2028-2040	Yes
Throughways	Multnomah County	ODOT	11304	I-5 South Operational Improvements	Marquam Bridge	Region Boundary	Increase system efficiency	Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.	\$ 15,000,000	2018-2027	Yes
Throughways	Multnomah County	ODOT	11370	I-205 Northbound Auxiliary Lane Powell to I-84	Powell Entrance Ramp	I-84	Increase system efficiency	Design and construct an auxiliary lane on northbound I-205 from Powell Blvd to the I-84 interchange.	\$ 15,000,000	2018-2027	Yes
Throughways	Multnomah County	ODOT	11583	I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension	Lower Boones Ferry Rd. Interchange	Carman Dr. Interchange	Increase system efficiency	Extend existing auxiliary lane between the Lower Boones Ferry Road interchange and the Carman Drive interchange.	\$ 22,500,000	2028-2040	No
Throughways	Multnomah County	ODOT	11974	I-405 Operational Improvements	Fremont Bridge	I-5	Increase system efficiency	Construct operational improvements to address bottlenecks and improve safety on I-405. Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning	\$ 50,000,000	2028-2040	No
Throughways	Multnomah County	ODOT	11993	I-84 Operational Improvements	I-5	Troutdale	Increase system efficiency	Construct improvements to address bottlenecks and improve safety on I-84. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning	\$ 20,000,000	2028-2040	No
Throughways	Multnomah County, Washington County	ODOT	11971	US 26 (Sunset Highway) Operational Improvements	I-405	West MPO Boundary	Increase system efficiency	Construct Improvements to address bottlenecks and improve safety on US 26 (Sunset Highway) Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning	\$ 50,000,000	2028-2040	No
Throughways	Region-wide	ODOT	11991	I-5 Freight Operational Improvements	Columbia River	South MPO Boundary	Increase system efficiency	Construct improvements to address bottlenecks and improve safety on I-5. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning.	\$ 200,000,000	2028-2040	No
Throughways	Washington County	Hillsboro	11279	US 26 & 185th Ave Interchange Refinement Study and Implementation	N/A	N/A	Relieve future congestion	Conduct interchange refinement study and implementation	\$ 26,575,000	2028-2040	No

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RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?	
Throughways	Washington County	Hillsboro	11393	US 26 Widening - Brookwood to Cornelius Pass	Brookwood Pkwy/Helvetia Rd	Cornelius Pass Rd	Relieve future congestion	Widen US 26 from four to six lanes	\$ 26,575,000	2028-2040	Yes	
Throughways	Washington County	ODOT	11302	I-5/OR 217 Interchange Phase 2	I-5/OR 217 Interchange	N/A	Relieve current congestion	I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp.	\$ 53,000,000	2028-2040	No	
Throughways	Washington County	ODOT	11402	I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry	Nyberg Rd. Interchange	Lower Boones Ferry Rd. Interchange	Increase system efficiency	Extend existing auxiliary lane.	\$ 13,500,000	2028-2040	Yes	
Throughways	Washington County	ODOT	11582	OR 217 Capacity Improvements	US 26 (Sunset Hwy)	I-5	Relieve current congestion	Construct as a 6-lane freeway, adding 3rd through lane in each direction, and complete interchange reconstruction with ramp and overcrossing improvements	\$ 398,500,000	2028-2040	No	
Throughways	Washington County	ODOT	11976	OR 217 Northbound Auxiliary Lane Extension Scholls Ferry to Allen/Denney	Scholls Ferry Road	Allen/Denney Interchange	Increase system efficiency	Extend OR 217 auxiliary lane from Scholls Ferry to Allen/Denney interchange by filling in the existing auxiliary lane and modifying related ramp connections	\$ 50,000,000	2028-2040	No	
Throughways	Washington County	ODOT	11978	OR 217 Interchange, Safety, and Operational Improvements	US 26 (Sunset Highway)	I-5	Increase system efficiency	Design and construct improvements to OR 217 between US 26 and Allen/Denney interchange to improve safety, reliability and mobility	\$ 75,000,000	2028-2040	No	
Throughways	Washington County	ODOT	11986	OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)	99W	Scholls Ferry	Increase system efficiency	Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase	\$ 50,000,000	2018-2027	Yes	
Throughways	Washington County	ODOT	11987	OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)	Beaverton-Hillsdale Hwy	OR99W	Increase system efficiency	Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. Construction Phase	\$ 45,000,000	2018-2027	Yes	
Throughways	Washington County	ODOT	11988	OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd	Beaverton-Hillsdale Hwy	Allen Blvd	Increase system efficiency	Design and construct braided ramps on southbound OR 217 at Canyon Rd and Beaverton Hillsdale Hwy.	\$ 50,000,000	2028-2040	Yes	
Throughways	Washington County	ODOT	12019	OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (PE, ROW)	OR99W	Scholls Ferry Interchange	Increase system efficiency	Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. ROW and PE phase	\$ 7,500,000	2018-2027	Yes	
Throughways	Washington County	Washington County	10599	Hwy. 217/72nd Ave. Interchange Improvements	OR 217/72nd Avenue	OR 217/72nd Avenue	Relieve future congestion	Complete interchange reconstruction with additional ramps and bridge structure replacement	\$ 21,300,000	2028-2040	No	

Total Cost of Financially Constrained RTP Freight Projects and Programs	\$ 5,003,880,251
Total Cost of Strategic (non-Financilly Constrained) RTP Freight Projects and Programs	\$ 1,831,900,616
Total Cost of "Freight" Investment Category	\$ 416,012,704
Total Cost of "Roads and Bridges " Investment Category	\$ 1,548,452,163

2040 RTP Freight Projects and Programs (final draft) - Attachment 3

RTP Investment Category	County	Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Primary Purpose	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained?
Total Cost of "Throughways" Investment Category									\$ 4,871,316,000		
Grand Total Cost of all 2018 RTP Freight Projects and Programs									\$ 6,835,780,867		
									\$ 6,835,780,867		

Emerging Technology Strategy: Policy Development Workshop

Joint TPAC/MTAC workshop,
January 3rd, 2018

Agenda

- Presentation: key terms and trends
- Breakout exercise: technology and our regional goals
- Presentation: key work areas
- Survey: defining priorities
- Next steps

“Emerging technologies”



Automated and connected vehicles (CVs)



Connected vehicle infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)



AV/EV transit vehicles



Microtransit



Car share



Bike share



Travel information and payment



New data sources

Some are **services** (aka “new mobility”)



Automated and connected vehicles (CVs)



CV infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)



AV/EV transit vehicles



Microtransit



Car share



Bike share



Travel information and payment



New data sources

Some are shared



Automated and connected vehicles (CVs)



Connected vehicle infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)*



AV/EV transit vehicles



Microtransit



Car share*



Bike share



Travel information and payment

...and don't forget transit, carpooling, vanpools, and taxis.

Smart cities focus on public-sector tech



Automated and connected vehicles (CVs)



CV infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)



AV/EV transit vehicles



Microtransit



Car share



Bike share



Travel information and payment



New data sources

Pre-survey results

- Technology is a hot topic, but we're still learning how to address it.
- The majority of respondents are somewhat optimistic about emerging technologies.
- There is a strong focus on AVs, CVs, and EVs.
- There's a lot Metro can do to support our partners. Research and convening lead the list.
- Congestion (and pricing it), fiscal stewardship, safety, transportation choices, and equity are big concerns.

Shared AVs will hit our streets



People will use TNCs more—and there will be more TNCs



Congestion will get worse



Disadvantaged people will fall farther behind



Technology will advance without much public participation



It doesn't have to be this way.

**We can take an active role in shaping
how the transportation system evolves.**

New technologies can complement existing options

SEPTA is now connecting to Uber

40% off your Uber ride to and from this station all summer long*

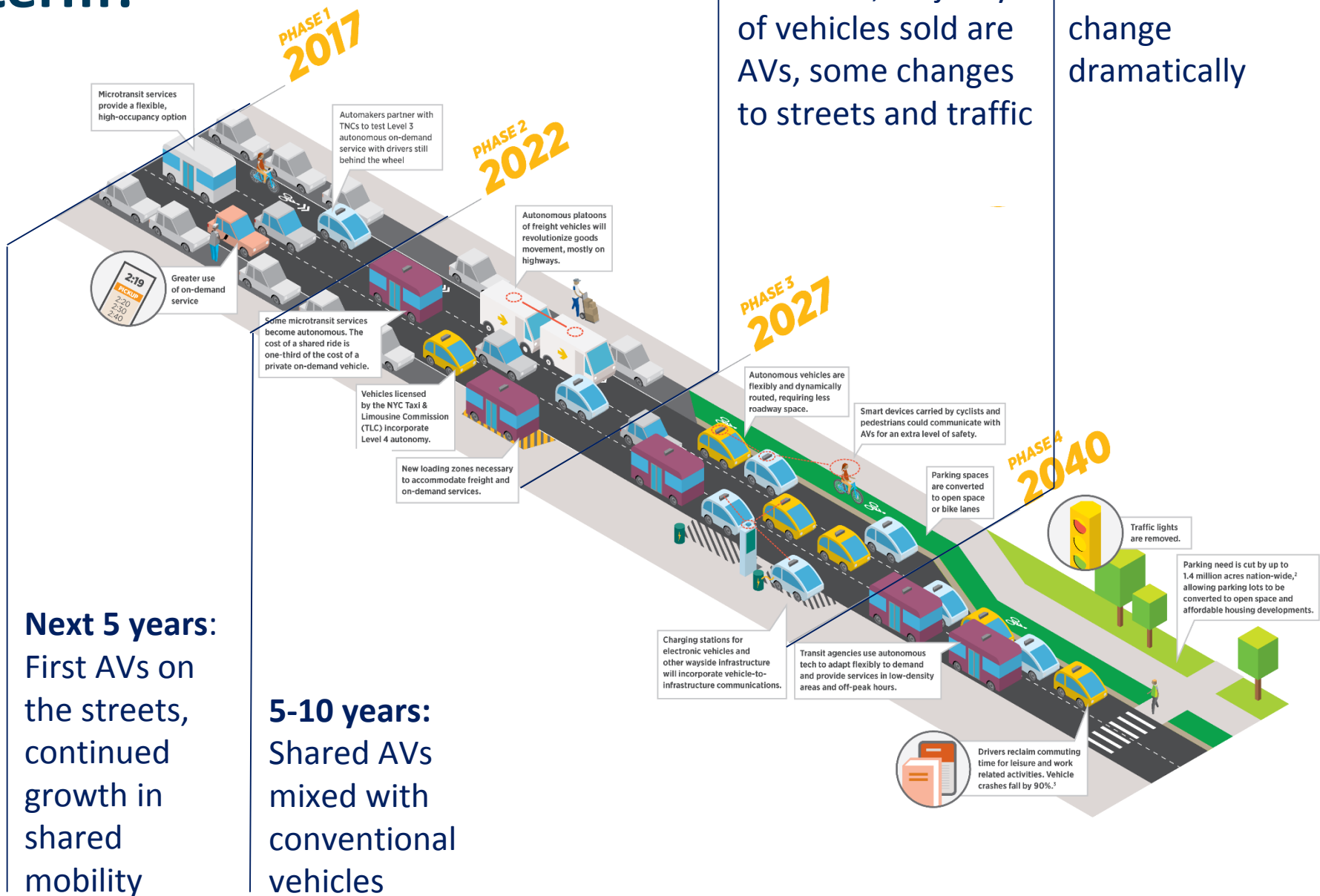
In partnership with



We can use technology to create a more fair and just transportation system



What about the longer term?



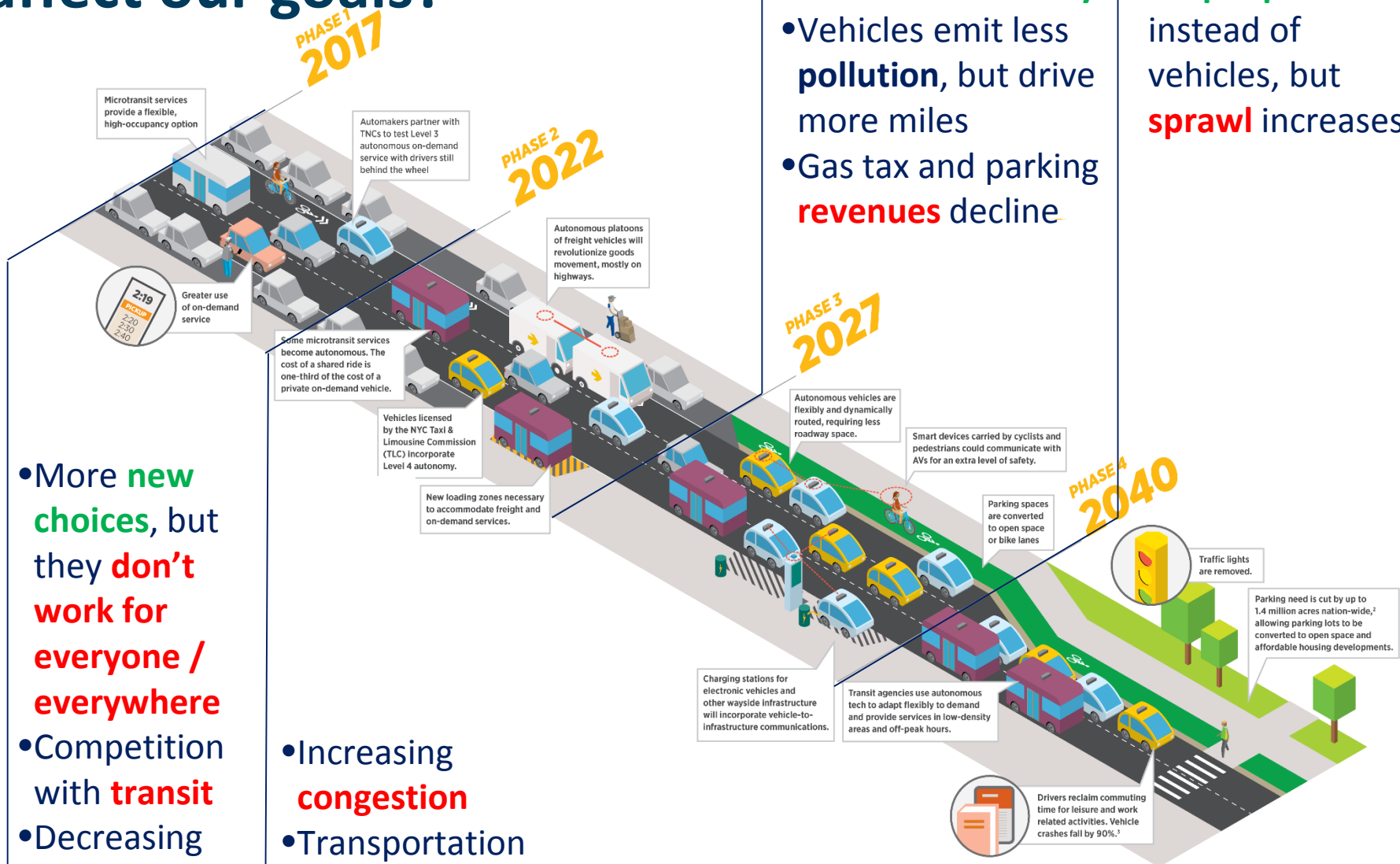
How will technology affect our goals?

- **Congestion** might increase or decline
- AVs increase **safety**
- Vehicles emit less **pollution**, but drive more miles
- Gas tax and parking **revenues** decline

- Communities have more **space** for **people** instead of vehicles, but **sprawl** increases

- More **new choices**, but they **don't work** for **everyone / everywhere**
- Competition with **transit**
- Decreasing **accountability**

- Increasing **congestion**
- Transportation **jobs** are eliminated



Policy framework



Principles

- Apply to **public agencies and private transportation companies**
- Outline a **long-term vision** for achieving our 11 regional goals

Policies & strategies

- Apply to **public agencies**
- Focus on key areas where we need to act in the **next 5-10 years**

Actions

- Apply to **Metro**
- Describe critical steps we need to take in the next **2 years** to support our policies in the midst of major changes

Breakout exercise: Draft technology principles

See the handout. Form small groups of 2-4 and review/edit the technology principles. Feel free to wordsmith the draft language or propose new ideas that you think are missing. For reference, descriptions of the 11 regional goals from the 2014 RTP are also included in the handout.

Key policy areas

Transportation
choices

Data

Equity

Economic
prosperity

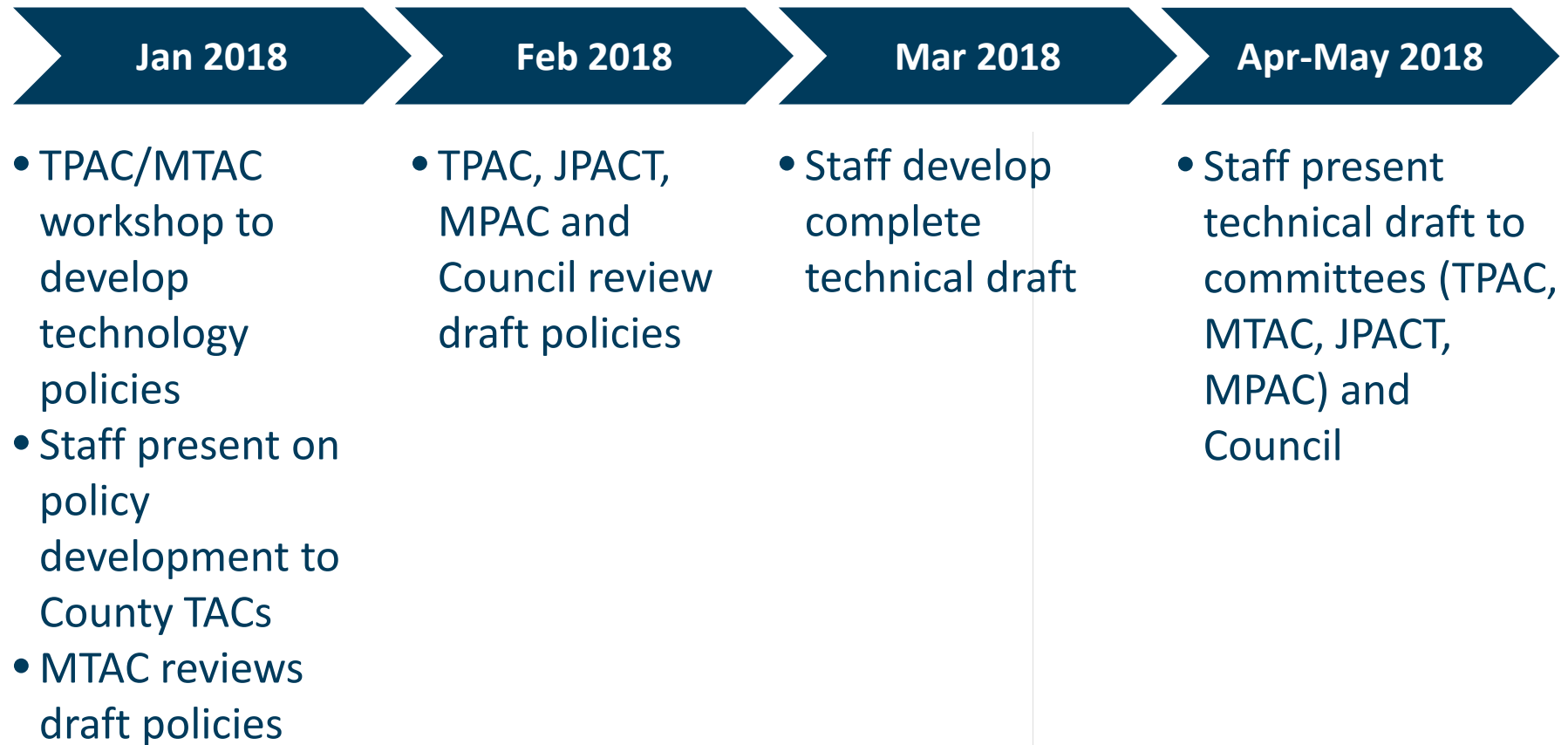
Innovation



Survey: Defining priorities

Please complete the online survey, available at www.surveymonkey.com/r/NLR6QWT. You can take the survey on your laptop, tablet, or smartphone, or complete the paper version of the survey in the accompanying handout.

Here are some reliable predictions about the near-term future





Metro

2018 DRAFT Regional Travel Options Strategy

MTAC/TPAC Workshop – January 3, 2018

Today's purpose and discussion questions

Purpose: Gather input on the DRAFT RTO Strategy prior to Stakeholder Comment opportunity

Discussion Questions:

- Does the DRAFT Strategy align with and support regional policy?
- Do you anticipate your jurisdiction/organization getting more involved in the updated RTO program?
- How should Metro further support and leverage local and statewide SRTS efforts?

Regional Travel Options is...

- A collective regional effort that gets people to use their cars less, and use transit, Active Transportation, and carpooling more
- 20 + years of history, results, evaluation, refinement
- Metro provides funding and technical support for partners' work to encourage and educate the public
- Funding from RFFA and ODOT: \$3.2M annually

RTO Partners

- ODOT, DEQ
- TriMet, Wilsonville SMART
- Clackamas, Multnomah, Washington Counties
- Cities of Portland, Gresham, Hillsboro, Beaverton, Tigard, Milwaukie, Lake Oswego, Forest Grove
- Tualatin Hills Parks & Rec., Hillsboro Parks & Rec. Districts
- Clackamas Community College, Portland Community College, Portland State University, Beaverton School District, Portland Public Schools
- Go Lloyd, Westside Transportation Alliance, Explore Washington Park, The Street Trust, Community Cycling Center, Oregon Walks, Verde, Ride Connection
- And more...

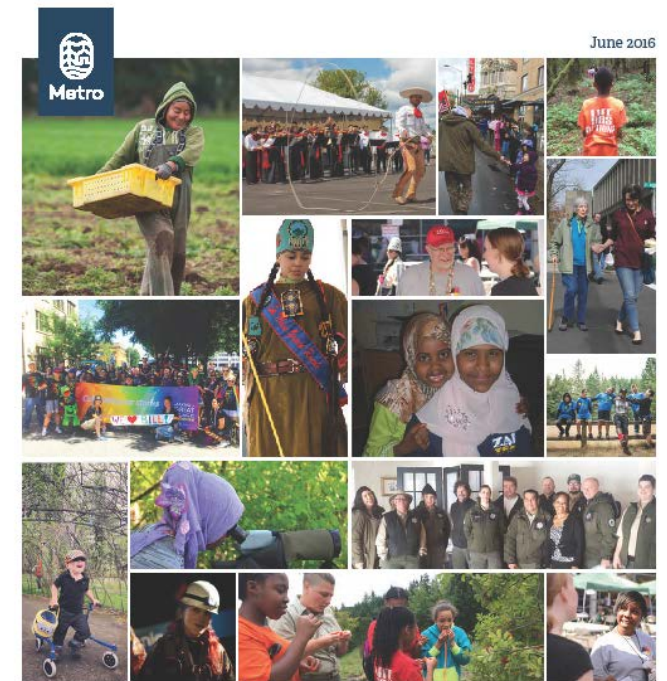
2012-17 RTO Strategic Plan outcomes

- More focus on non-commute trips
- Additional partners emerging
- Metro's role more focused on supporting partners' work
- Expanded funding opportunities targeting capacity-building, SRTS, new technologies, equity work



What's informing the 2018 Strategy?

- Updated RTP (2014 and 2018 in progress)
- Equity strategic plan
- Policy direction: CSS, SRTS
- Evaluations and surveys



Strategic plan to advance racial equity, diversity and inclusion

RTO is aligned with RTP goals

3. Expand Transportation Choices

4. Emphasize Effective and Efficient Management of the Transportation System

6. Promote Environmental Stewardship

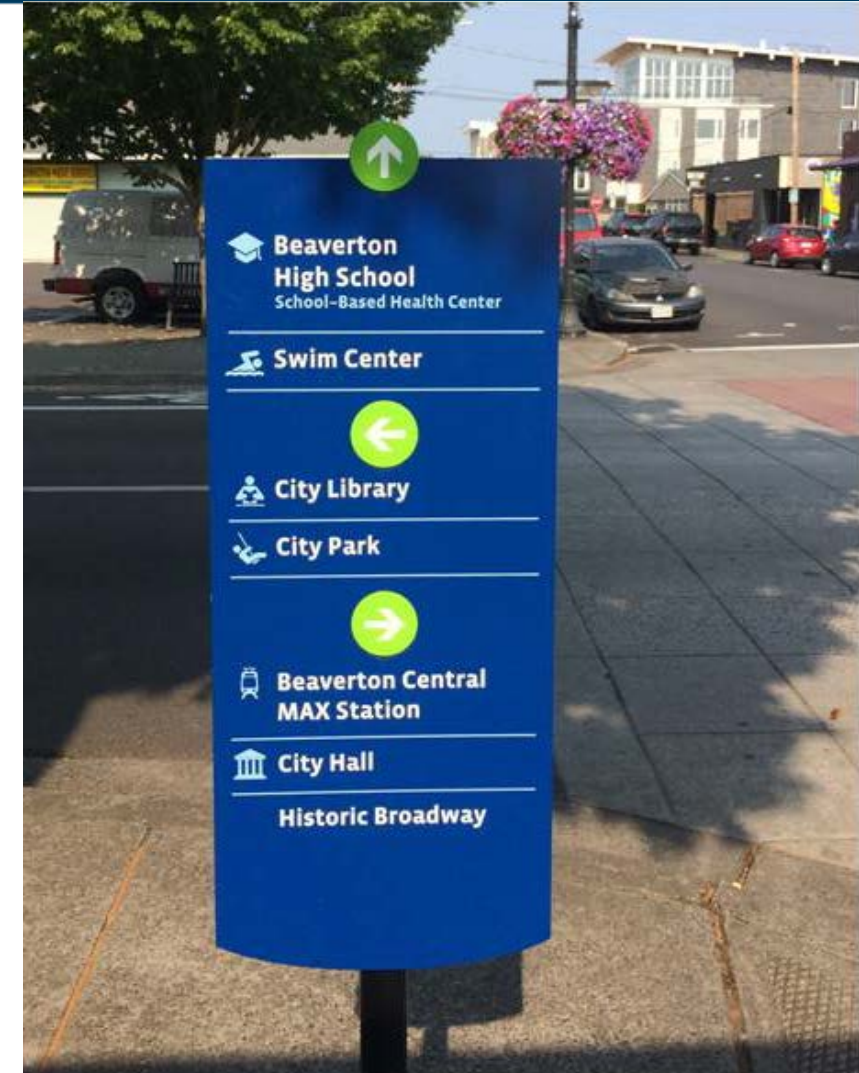
7. Enhance Human Health

8. Demonstrate Leadership on GHG Reduction

9. Ensure Equity

Policy areas addressed in the Strategy

- Growing the program throughout the region
- Rapid technological advances
- Safe Routes to School
- Marketing coordination
- Developing new partners; fulfilling regional equity goals



Gathering input

- TPAC/JPACT discussions
- Best practice review
- 5 stakeholder workshops
- 17 peer interviews



Strategic direction

- Tactically invest in continuing successful programs
- More Metro support to begin and grow new efforts based on their level of interest, capability and aspirations in supporting Travel Options
- Simplify the funding process; 3-yr funding cycle

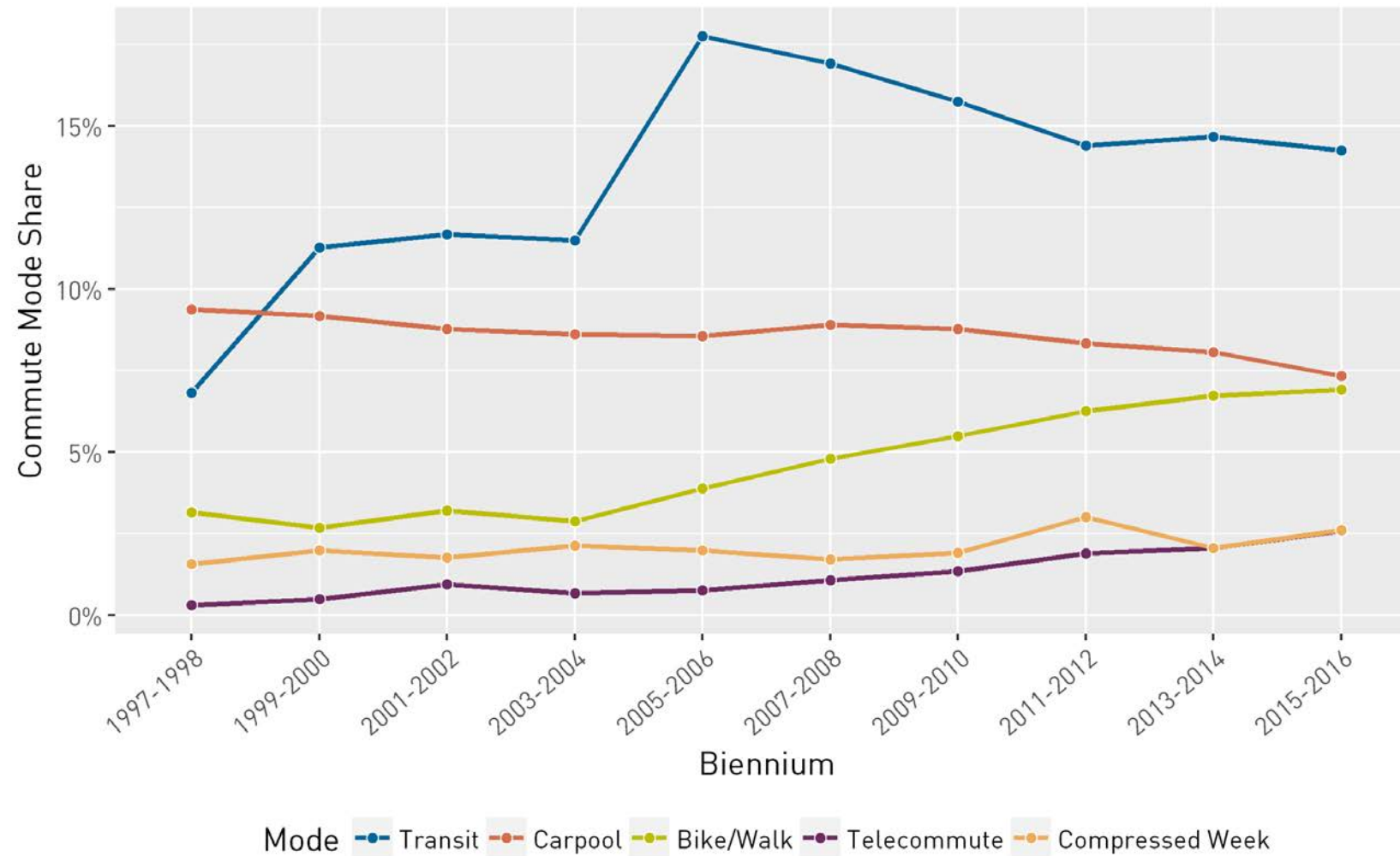
Strategic direction (cont.)

- Provide a support structure for Safe Routes to School – funding, technical guidance, resources, coordination with ODOT
- Look for new ways to use existing technology; create opportunities to test new ideas
- Make reporting and evaluation easier, while responding to demand for greater performance

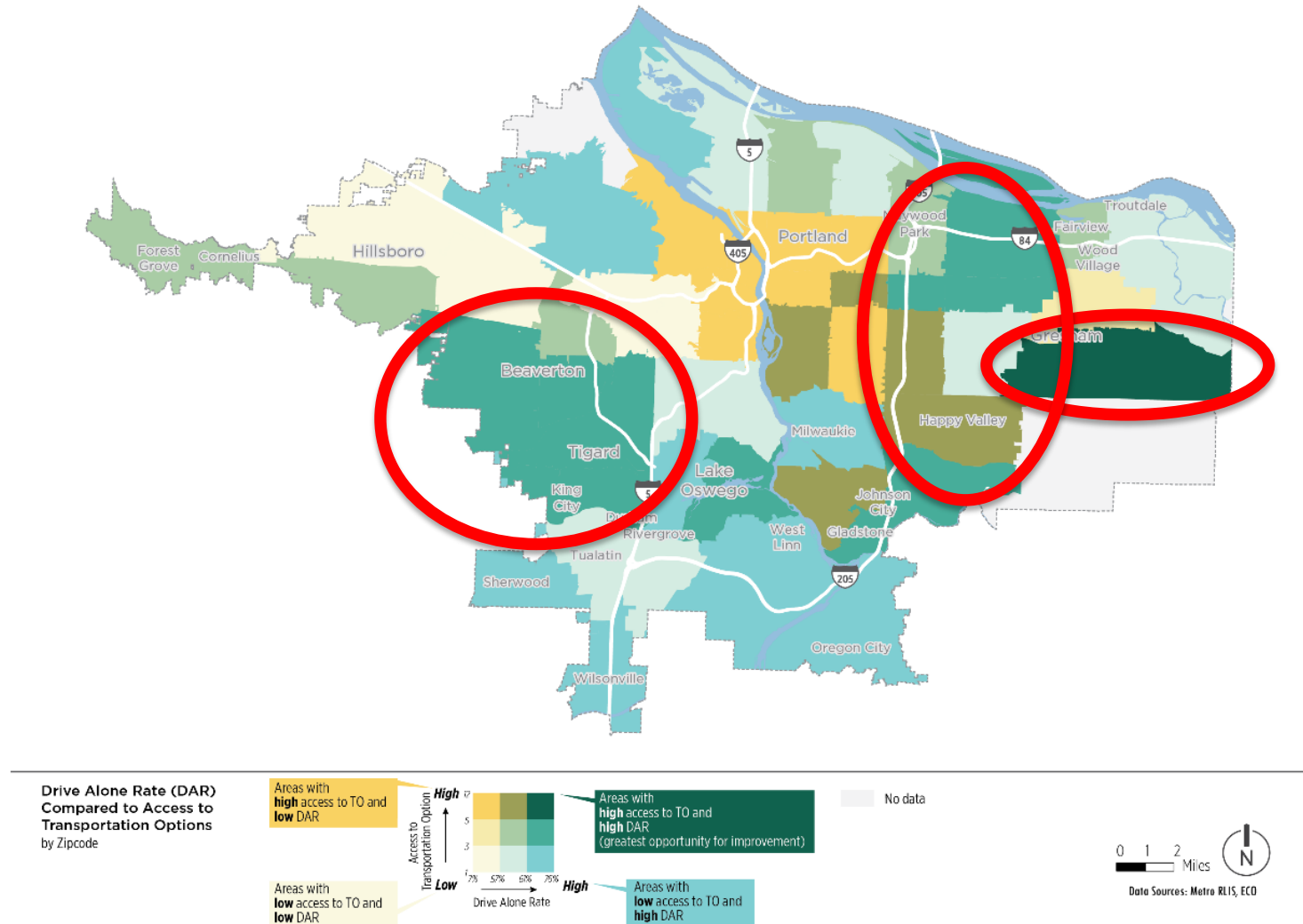
2018 RTO Strategy Goals

1. Reduce Vehicle Miles Traveled
2. Expand the RTO Program to Effectively Reach Existing and New Audiences
3. Implement a Regional Safe Routes to School Program
4. Measure Program, Evaluate Impacts, and Continually Improve the Program

Goal 1. Reduce Vehicle Miles Traveled



Potential for reducing Vehicle Miles Traveled (VMT): Areas of opportunity



Partners' capability and readiness for implementing Travel Options

1 – Unaware

Few or no RTO activities

Partner has **no awareness** or understanding of RTO, or has no plans to begin local program.

Efforts to reduce auto trips are not a part of their business model.

2 – Exploratory

Occasional, ad-hoc RTO activities

Partner is aware of RTO, and sees value in program engagement, but has **not committed to ongoing efforts**.

Partner is interested in or may have already participated in RTO events primarily led by others.

3 – Defined

Basic level of RTO activities

Initial level of program development & implementation.

Partner has made an ongoing **commitment to conducting 1-2 RTO program activities** annually.

4 – Adoptive

Advanced level of RTO activities

Partner has partially operationalized RTO activities.

Partner has **dedicated staff** responsible for conducting multiple ongoing RTO program activities.

5 – Optimized

High level of RTO activities

Fully developed & mature program.

Partner has fully operationalized RTO activities.

Partner has dedicated manager + staff supporting an array of RTO program activities.

Goal 2. Expand the RTO Program to Effectively Reach Existing and New Audiences

- Prioritize projects that serve communities of color, older adults, youth, and people with disabilities.
- Work with and build capacity for new partner organizations that serve these communities.



Policy guidance for collaborating with new technology

- Fund deployment rather than development – encourage widespread use of helpful technologies
- Provide data – to learn and adapt to changing circumstances
- Foster competition – avoid preferential treatment to platforms and companies

Goal 3. Implement a Regional Safe Routes to School Program

- Provide regional coordination and program development to support SRTS efforts.
- Support local jurisdictions, school districts, and other partners in delivering SRTS programming.

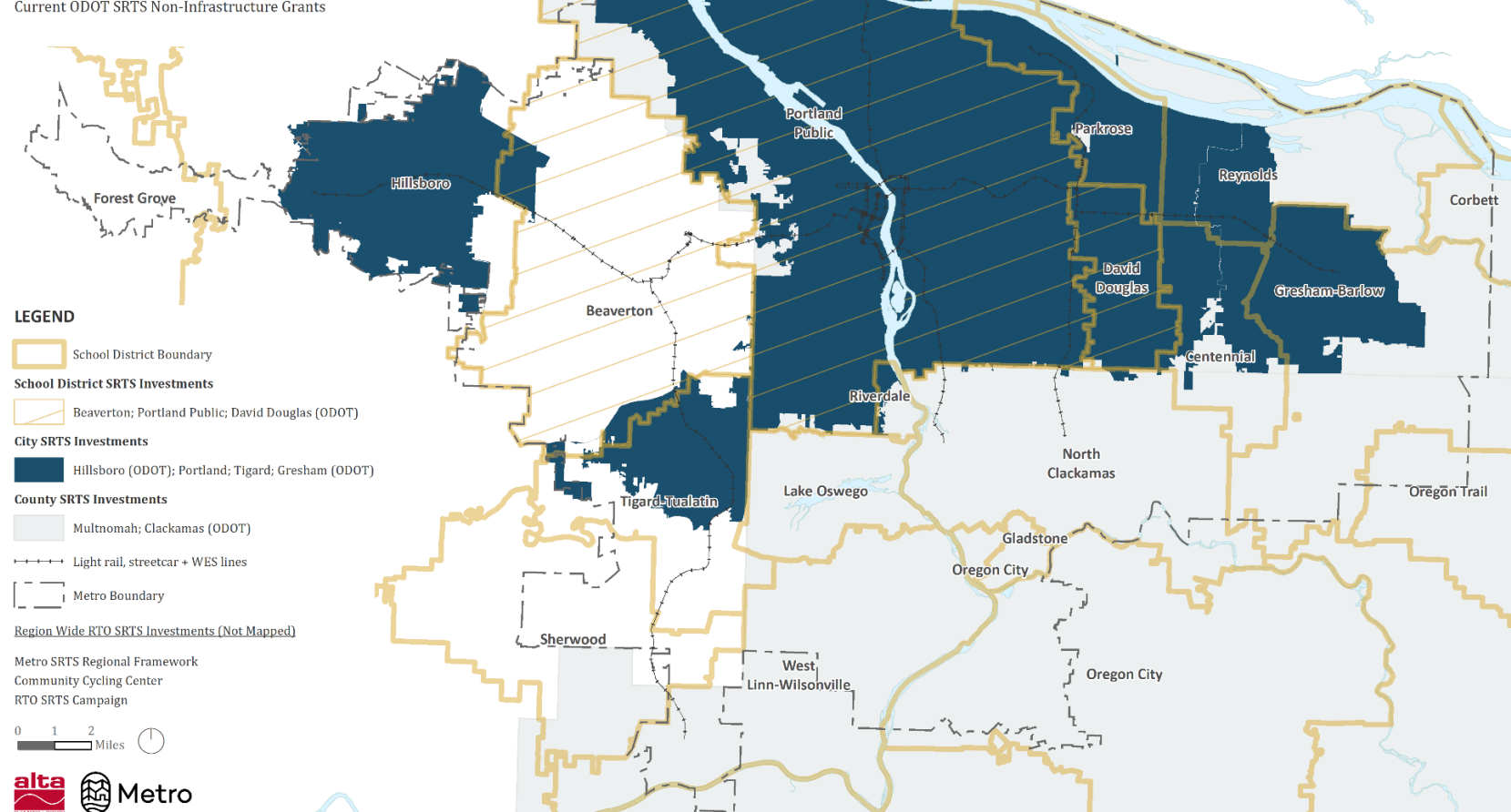


Regional SRTS Strategy

1. Increase regional support for coordination and technical assistance.
2. Convene practitioners' meetings to leverage local efforts and build capacity.
3. Fund direct program delivery through county, city, and/or district-based SRTS coordinators.

Current Safe Routes to School (SRTS) Investments

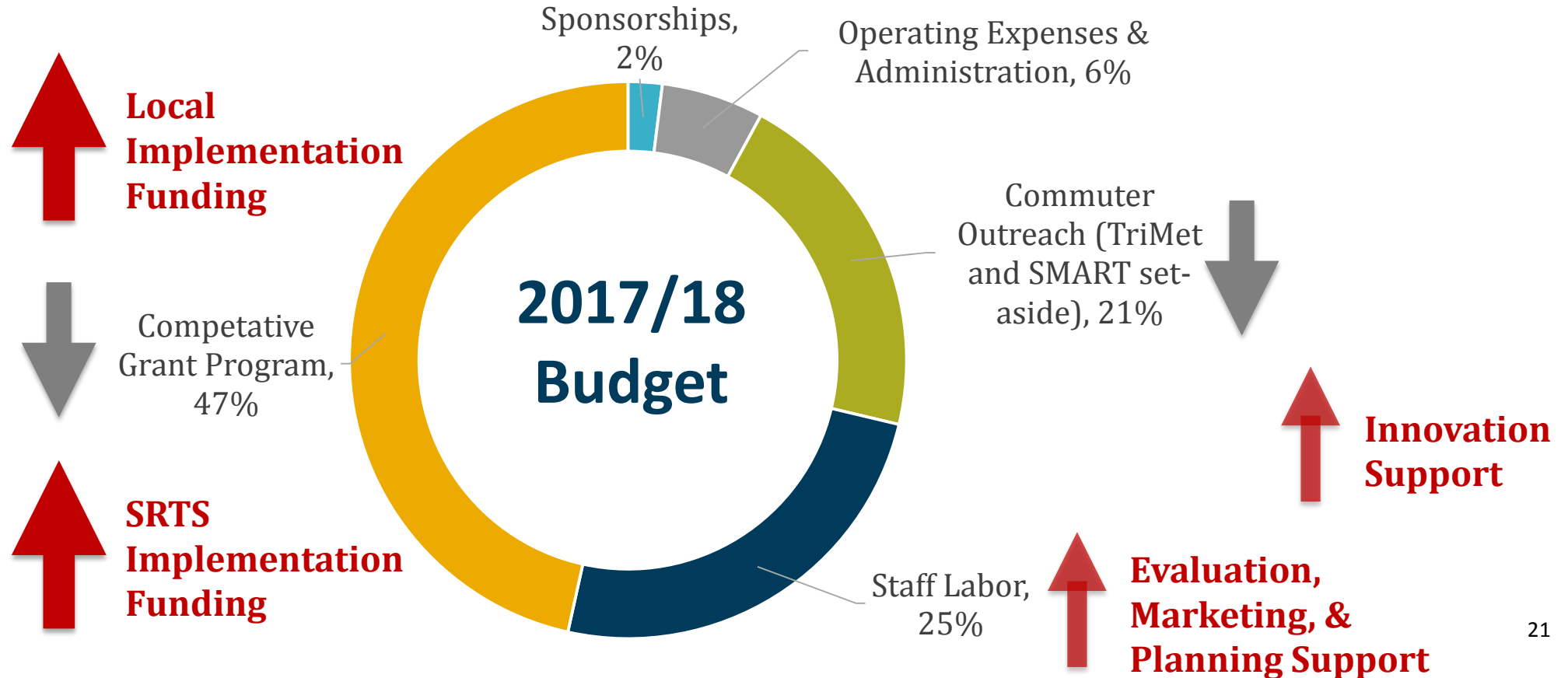
Data Included:
2015-2019 RTO Grants
Current ODOT SRTS Non-Infrastructure Grants



Goal 4. Measure Program, Evaluate Impacts, and Continually Improve the Program

- Performance measures & targets to track progress toward achieving goals.
- Evaluate RTO grants and funded programs to pursue a suite of RTO-funded activities that collectively achieve program-wide goals.

Budget breakdown



Adoption schedule

January

- 3: TPAC workshop
- 18: JPACT presentation

February

- 5: 2nd Draft Strategy
- Stakeholder public comment (3 wks)

March

- 19: Final Draft
- 30: TPAC request for recommendation to JPACT

April/May

- JPACT/Council action

Next steps – Spring/Summer 2018

- Work with TPAC and partners to develop funding allocation revisions
- Create Safe Routes to School program structure
- Project selection
- Funding agreements put in place



Today's purpose and discussion questions

Purpose: Gather input on the DRAFT RTO Strategy prior to Stakeholder Comment opportunity

Discussion Questions:

- Does the DRAFT Strategy align with and support regional policy?
- Do you anticipate your jurisdiction/organization getting more involved in the updated RTO program?
- How should Metro further support and leverage local and statewide SRTS efforts?



Questions?

Learn more

[oregonmetro.gov/
regional-travel-
options-strategic-plan](https://oregonmetro.gov/regional-travel-options-strategic-plan)

Regional Freight Strategy – Update

Presentation to MTAC and TPAC Workshop

January 3, 2018

Tim Collins, Senior Transportation Planner

Meeting Purpose

- Update MTAC and TPAC on the Regional Freight Strategy
- Review Regional Freight Concept and new Draft Regional Freight Network map
- Review freight policies and new freight safety policy
- Update on RTP Freight Projects and Programs

Draft Table of Contents

- Yellow highlights indicate areas of new information or significant revision from 2010 freight plan
- Sections 1.3, 1.4 and 1.5 are common to all the new RTP modal plans and will be completed soon

Regional Freight Work Group (RFWG)

- RFWG has 27 members and 4 alternates
- RFWG has 9 members from the freight community and local business groups
- RFWG is represented by the 2 Ports, FHWA, ODOT, SW Washington RTC, 3 counties and 6 cities in the region (see Attachment 1)
- Primary charge of Regional Freight Work Group has been four-fold.

Regional Freight Network Concept and Policy

Six regional freight policies:

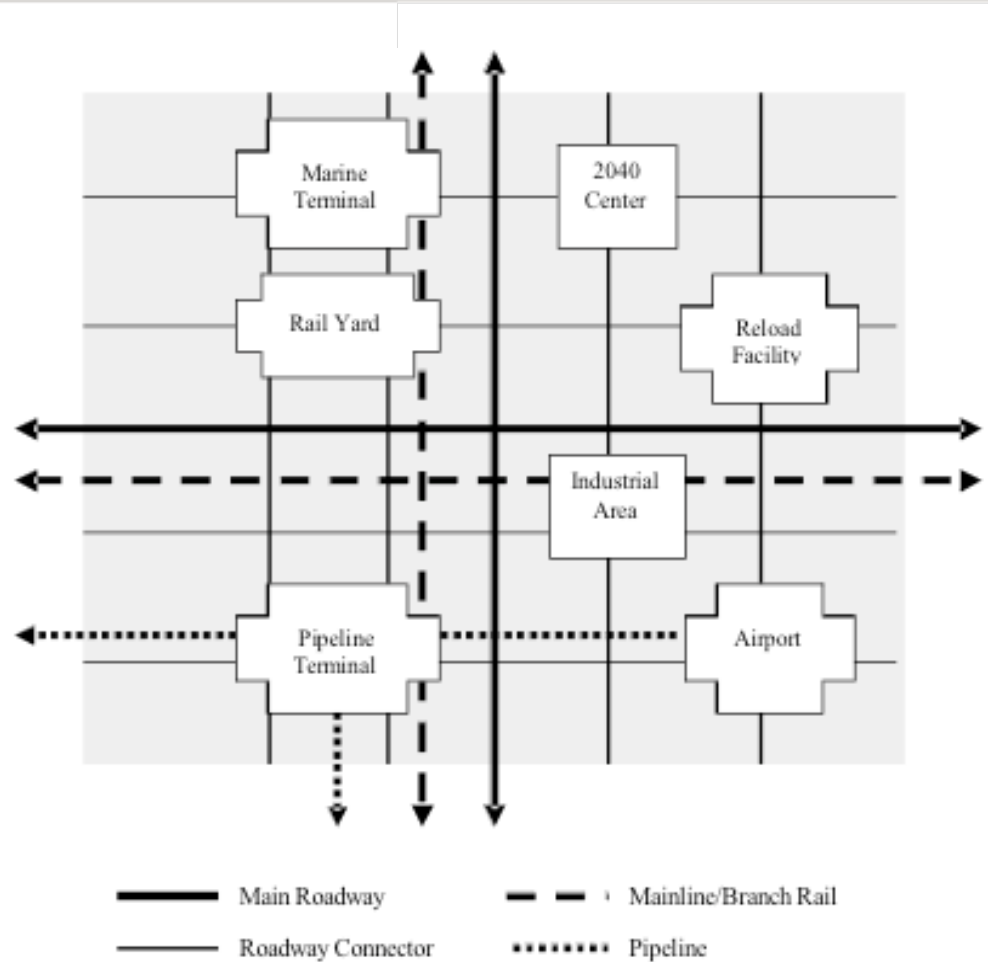
- Use a systems approach to plan and manage freight network
- Reduce delay, increase reliability and improve safety
- Provide the public and decision makers with understanding of the importance of freight
- Pursue a freight system that supports a healthy economy and environment with clean, green and smart technologies
- Integrate freight mobility and access in land use decisions to protect industrial lands and critical freight corridors
- Adequately fund and sustain freight investments, including marine and rail facilities

Metro Council recommended Freight Safety Policy

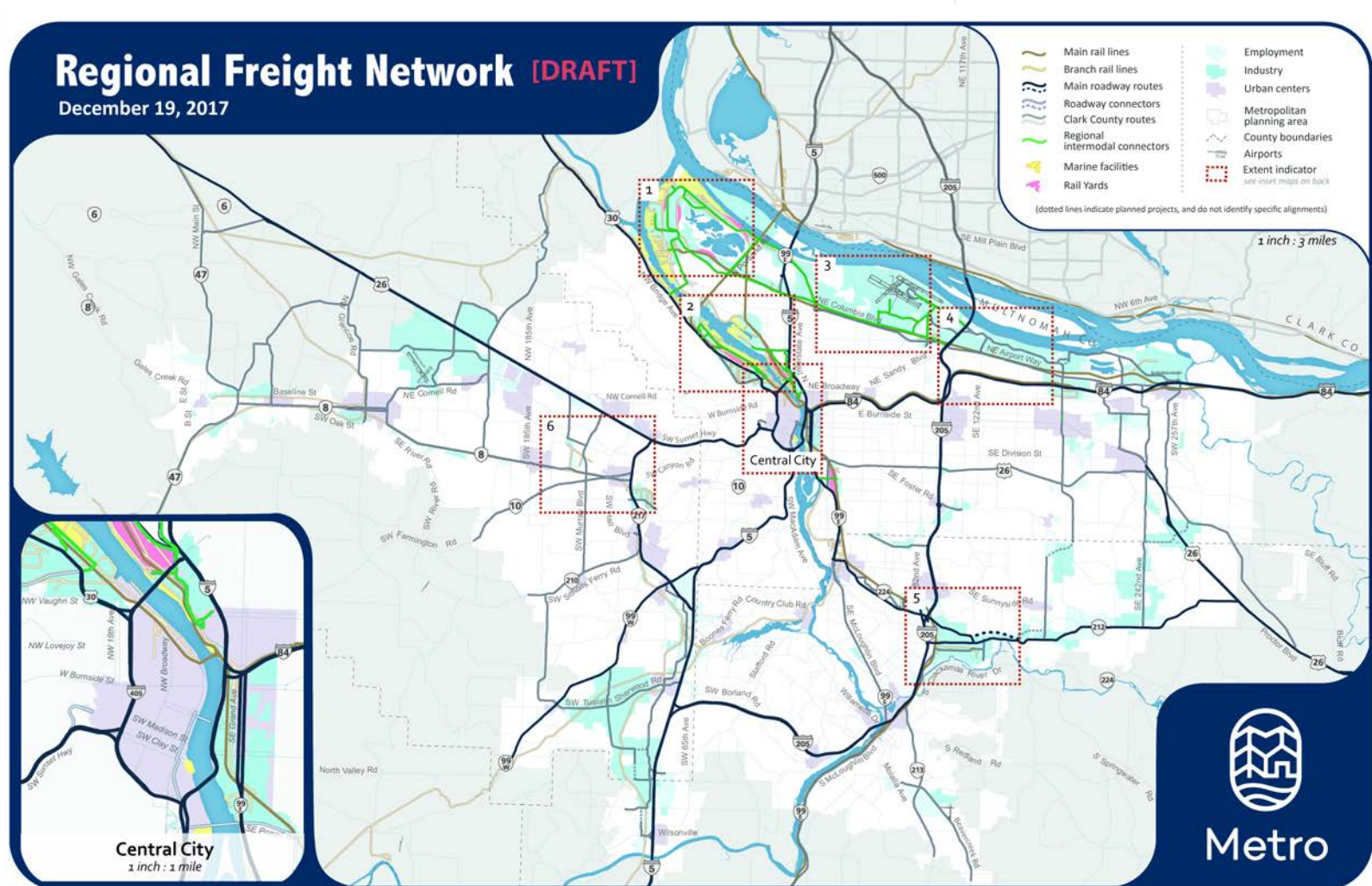
- Metro Council recommended adding a seventh freight policy for safety
- Metro staff developed the following draft regional freight safety policy:
 - Prioritize roadway and freight operational safety to eliminate fatalities and serious injuries caused by freight vehicle collisions with autos, bicycles, and pedestrians.

Regional Freight Network Concept

RTP defines a vision and supporting policies to guide investments in the multimodal regional freight network.



Updating the Regional Freight Network Map



Regional Freight Network and Intermodal Connectors

- NHS intermodal connectors are roads that provide the “last-mile” connections between major rail, port, airport, and intermodal freight facilities and the rest of the National Highway System
- Regional Intermodal Connectors are carrying many more trucks than the typical road connectors on the Regional Freight Network map
- They are of critical importance for carrying commodities being exported from and imported into the state and across the county

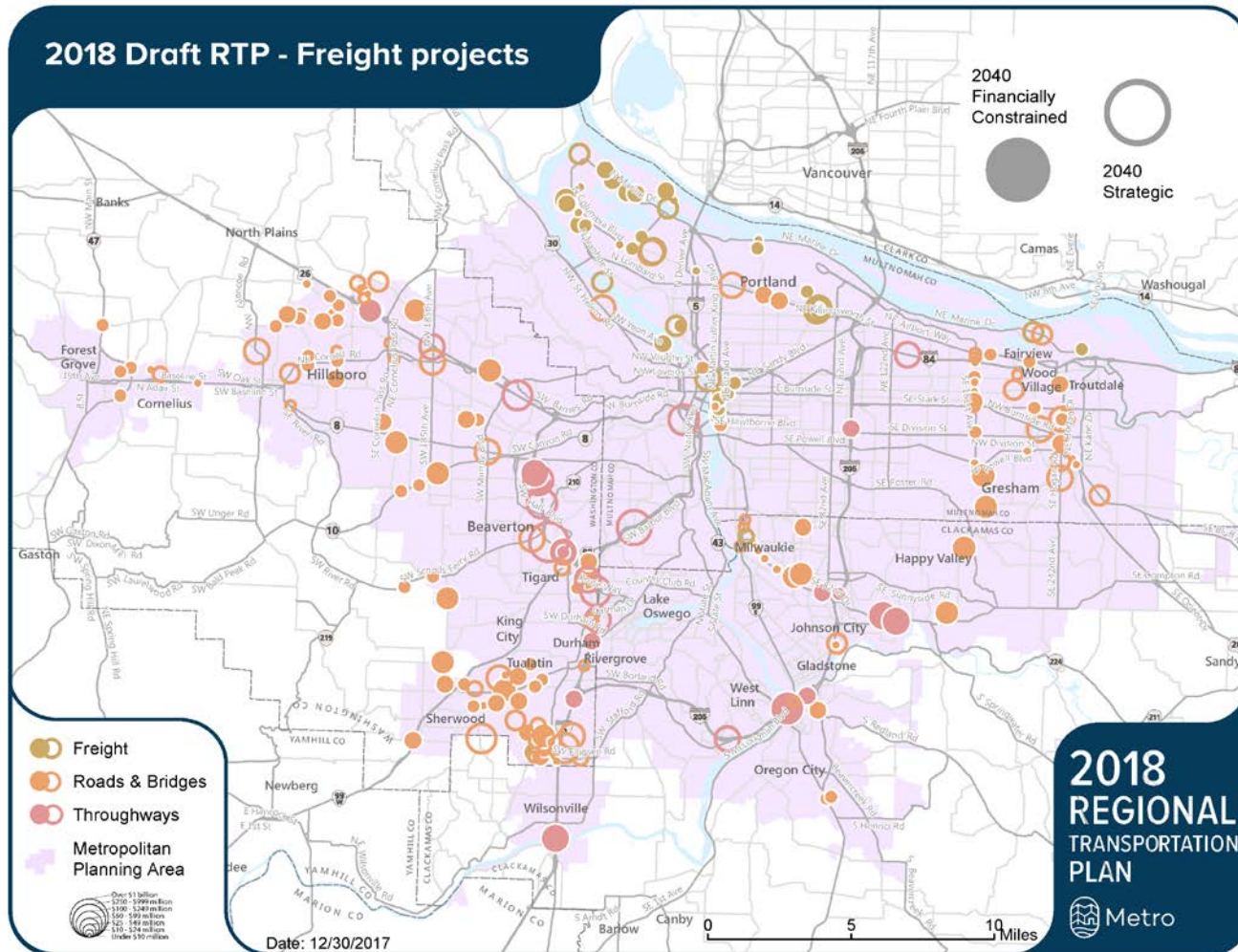
Updated Freight Action Plan

- Action items are tied to implementing each of the seven freight policies (see Table of Contents - Chapter 8).
- The list of freight action items has been updated and focused on achievable near-term actions, and a few long-term actions.
- Near-term action items should be achievable within the next 5 years and the long-term actions would take longer.

RTP 2040 Freight Projects and Programs

- RTP Freight Projects are a subset of the 2040 RTP projects submitted in round 1 of the RTP call for projects
- All projects in investment categories of “Freight” and “Throughways” are included
- Freight projects were reviewed by the Regional Freight Work Group, some projects were added
- Projects under “Roads and Bridges” must have a regional freight element

RTP 2040 Freight Projects and Programs



Next Steps

- MTAC and TPAC overview of Technical Review Draft of Regional Freight Strategy (February)
- Metro Council: Draft Regional Freight Strategy (March)
- JPACT: Draft Regional Freight Strategy (April)
- MPAC: Draft Regional Freight Strategy (April)