Agenda

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

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, August 5, 2022
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
Connect with Zoom
Passcode: 042255
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	**Call meeting to order, declaration of quorum and introductions**	Chair Kloster
9:10 a.m.	**Comments from the Chair and Committee Members** • Committee input on Creating a Safe Space at TPAC (Chair Kloster) • Updates from committee members around the Region (all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2018 RTP Completed Projects (Kim Ellis) • 2023 RTP Schedule Update (Kim Ellis • Climate Expert Panel Report from June 22 (Kim Ellis) • Recommended Oregon Highway Plan map amendments from Jurisdictional Transfer Study (Chair Kloster)	
9:25 a.m.	**Public communications on agenda items**	
9:30 a.m.	**Consideration of TPAC minutes, July 8, 2022 (action item)**	Chair Kloster
9:35 a.m.	**Regional Flexible Funds Allocation (RFFA) and Trails Bond draft staff recommendations** Purpose: Provide input and refinements of draft staff funding recommendations.	Dan Kaempff, Metro
10:25 a.m.	**Region 1 draft 100% project list for the 2024-27 State Transportation Improvement Program (STIP)** Purpose: To provide an update to TPAC re: the status of developing the 24-27 STIP portfolio of projects in Region 1.	Tova Peltz, ODOT
10:55 a.m.	**2024-2027 Metropolitan Transportation Improvement Program (MTIP) Performance Evaluation – Approach & Methods** Purpose: To provide an overview of the analysis approach and methods which will be applied to the 2024-2027 MTIP performance evaluation.	Grace Cho, Metro
11:35 a.m.	**TPAC member restructure update/material links between TPAC & JPACT** Purpose: Provide update on TPAC community member structure and Meeting material links between TPAC and JPACT.	Chair Kloster
11:55 a.m.	**Committee comments on creating a safe space at TPAC**	Chair Kloster
12:00 p.m.	**Adjournment**	Chair Kloster

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act , Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights . Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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

2022 TPAC Work Program

As of 7/29/2022

NOTE: *Items in* ***italics*** *are tentative;* ***bold*** *denotes required items*

August 5, 2022 9:00 am –noon	**August 17, 2022 – MTAC/TPAC Workshop**
Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2018 RTP Completed Projects (Kim Ellis) • 2023 RTP Schedule Update (Kim Ellis) • Climate Expert Panel Report from June 22 (Kim Ellis) • Recommended Oregon Highway Plan map amendments from Jurisdictional Transfer Study (Chair Kloster) **Agenda Items:** • Regional Flexible Funds Allocation (RFFA) And Trails Bond draft staff recommendations (Dan Kaempff, Metro, 50 min) • Region 1 draft 100% project list for the 2024-27 STIP (Tova Peltz, ODOT, 30 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 40 min) • TPAC member restructure update/ material links between TPAC & JPACT (Chair Kloster; 20 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**9:00 am – noon** **Agenda Items:** • Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 1.45 hours) • UGB Exchange (New title needed) (Ted Reid, Metro; 60 min)

<u>September 2, 2022</u> 9:00 am – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- Agenda for upcoming RTP Urban arterials JPACT/Council workshop (Lake McTighe/John Mermin)
- Vision & Goals for 2023 RTP (Kim Ellis)

Agenda Items:

- **MTIP Formal Amendment 22-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min)
- **Regional Flexible Funds Allocation (RFFA) Final Project Selection** <u>Recommendation to JPACT</u> (Dan Kaempff, Metro; 45 min)
- RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior, ODOT, 60 min)
- Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

<u>September 14, 2022 – TPAC Workshop</u>
9:00 am – noon

Agenda Items:

- 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min)
- High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 45 min)
- Climate Smart Strategy Monitoring: Preliminary Results, Findings and Considerations (Kim Ellis, Metro, 45 minutes)

<u>October 7, 2022</u> 9:00 am – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (K. Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min)
- **Regional Mobility Policy Update: Recommended Policy and Action Plan** <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 45 min)
- Safe and Healthy Urban Arterials (John Mermin, Lake McTighe (45 min)
- 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

<u>October 19, 2022 – MTAC/TPAC Workshop</u> 9:00 am – noon

Agenda Items:

- Regional Freight Delay & Commodities Movement Study (Tim Collins/Kyle Hauger, Metro; 60 min)
- RTP Needs Assessment Findings (Eliot Rose, Metro; 60 min)

<u>November 4, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>November 9, 2022 – TPAC Workshop</u> 9:00 am – noon** **Agenda Items:** • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min) • *82nd Avenue Project update (Elizabeth Mros- O'Hara, Metro/ City of Portland TBD; 30 min)*
<u>December 2, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • RTP Call for Projects Update (Kim Ellis, Metro; 45 min.) • Climate Smart Strategy Update (Kim Ellis, Metro; 45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>December 21, 2022 – MTAC/TPAC Workshop</u> 9:00 am – noon** **Agenda Items:** • *2024 Growth Management Decision Work Program (Ted Reid, 60 min)*

<u>Parking Lot: Future Topics/Periodic Updates</u>

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- DLCD Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- Multnomah County Earthquake Ready Burnside Bridge Project

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo

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

Date: July 26, 2022

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during July 2022)

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP Formal Amendments

No submitted formal MTIP amendments during July 2022

Administrative Modifications

July 2022 Administrative Modification Bundle #1 AM22-24-JUL1

Key	Lead Agency	Name	Change
21617	ODOT	OR8: SE Brookwood Ave - OR217	**PHASE SLIP:** The Administrative Modification slips the ROW phase from FFY 2022 to FFY 2023. Pre-ROW negotiations took longer than expected.
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	**PHASE SLIP:** The Administrative Modification slips the ROW phase to FFY 2023. PE and Other/UR are updated based on actual obligation data. There is no change in scope or limits as a result. The total project cost remains unchanged at $8,905,600.
22435	ODOT	OR47/OR8/US30 Curb Ramps	**PHASE SLIP:** The Administrative Modification adds $739,737 of new funds approved to the project in support of ROW phase cost needs. The admin mod also slips the ROW phase to FFY 2023.
22363	TriMet	TriMet Replacement Electric Bus Purchase (2021) ODOT	**PHASE SLIP:** The Administrative Modification slips the Other/transit phase from FFY 2022 to FFY 2023. The vehicle procurement process through TrAMS will not begin until December 2022.
22183	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2022) 5310	**PHASE SLIP:** The Administrative Modification slips the Other/transit phase from FFY 2022 to FFY 2023. The programming amounts are adjusted to reflect the revised UZA apportionments.
22180	TriMet	TriMet Bus and Rail Preventive Maintenance (2022)	**ADD FUNDS:** The Administrative Modification increases the approved funds for the project per the recent UZA apportionment update from FTA.
20820	TriMet	TriMet Bus Purchase (2021)	**PHASE SLIP:** The Administrative Modification slips the Other/transit phase from FFY 2022 to FFY 2023. The vehicle procurement process through TrAMS will not begin until December 2022.
22174	TriMet	TriMet Replacement Electric Bus Purchase (2022) 5339	**PHASE SLIP:** The Administrative Modification slips the Other/transit phase from FFY 2022 to FFY 2023. The vehicle procurement process through TrAMS will not begin until December 2022
22175	TriMet	TriMet Bus Purchase (2023)	**COST ADJUSTMENTS:** The Administrative Modification updates the programming based on revised FTA UZA apportionments.
22177	TriMet	TriMet Bus and Rail Preventive Maintenance (2022)	**ADD FUNDS:**

			The Administrative Modification updates the funding based on FTA's new UZA apportionment amounts for FFY 2022.
22178	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	**ADD FUNDS**: The Administrative Modification updates the funding based on FTA's new UZA apportionment amounts.

July 2022 Administrative Modification Bundle #2 AM22-25-JUL2 (Change 1 modification)

Key	Lead Agency	Name	Change
21623	Multnomah County	W 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	**SFLP CONVERSION:** The Administrative Modification converts the existing ODOT HSIP funds for the project to approved Stated Funded Local Projects (SFLP) funding
22169	Metro	TSMO Administration (SFY23 UPWP)	**TRANSFER FUNDS:** The Administrative Modification transfers the remaining STBG-U in Key 22169 to Key 22598. Key 22169 and 22598 are part of the STBG contributions to the annual UPWP in Key 22310. Key 22598 represents Corridor Planning and overcommitted funding while Key 22169 under committed funding to Key 22310. The Admin Mod corrects the mistake by providing Key 22598 with the funding credit.
22598	Metro	Corridor and Systems Planning (2021)	**COMBINE FUNDS:** The Administrative Modification combines $56,368 from Key 22169 as a Metro UPWP corrective action.
20866	SMART	SMART Senior and Disabled Program (2019)	**REDUCE FUNDS:** The Administrative Modification adjusts the 5310 funding based on the approved FTA TrAMS grant for the funds. The Admin Mod is a technical correction to the MTIP.
20867	SMART	SMART Senior and Disabled Program (2020)	**REDUCE FUNDS:** The Administrative Modification adjusts the 5310 funding based on the approved FTA TrAMS grant for the funds. The Admin Mod is a technical correction to the MTIP.
20868	SMART	SMART Senior and Disabled Program (2021)	**REDUCE FUNDS:** The Administrative Modification adjusts the 5310 funding based on the approved FTA TrAMS grant for the funds. The Admin Mod is a technical correction to the MTIP.
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	**REDUCE FUNDS:** The Administrative Modification adjusts the 5339 funding based on the approved FTA TrAMS grant for the funds. The Admin Mod is a technical correction to the MTIP

20870	SMART	~~SMART Bus and Bus Facilities (Capital) 2020~~ **SMART 3 CNG Expansion Bus Purchase (5339 2020)**	**Amendment Change #1** **PHASE SLIP and RESCOPE:** **The Administrative Modification reduces the project funding and slips it to FFY 2023, and re-scopes the project to reflect it being one of three projects now supporting a 3 CNG bus purchase for SMART. Funding reduction is based on the agency's end-of-year update to Metro.**
20871	SMART	~~SMART Bus and Bus Facilities (Capital) 2021~~ **SMART 3 CNG Expansion Bus Purchase (5339 2021)**	**Amendment Change #1** **PHASE SLIP AND RESCOPE** **The Administrative Modification adjusts the 5339 funding based on agency/FTA review and guidance to Metro, and re-scopes the project to reflect it being one of three projects now supporting a 3 CNG bus purchase for SMART. Funding reduction is based on the agency's end-of-year update to Metro.**
20873	SMART	~~SMART Bus Purchase/PM/Amenities and Technology 2020~~ **SMART 3 CNG Expansion Bus Purchase (5307 2020)**	**Amendment Change #1** **RE-SCOPE PROJECT:** **The Administrative Modification adds the project to the amendment bundle and re-scopes the project to reflect that it is one of three total supporting the SMART 3 bus purchase in FFY 2023.**

Memo

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

Date: July 29, 2022

To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties

From: Lake McTighe, Principal Transportation Planner

Subject: July 2022 Report - Traffic Deaths in the three counties

The purpose of this memo is to provide a monthly update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022. [1]

In July, ten people died in traffic crashes in in the region. Six in Multnomah County, two in Clackamas County and two in Washington County. So far this year, at least 65 people have died in traffic crashes. Thirty-nine percent of the traffic deaths were pedestrians.

There are typically several factors that contribute to the seriousness of crashes. These include speed, driver behavior, roadway design and vehicle size; when crashes occur at higher speeds and/or when larger vehicles are involved there is a greater likelihood of the crash being serious.

Traffic crash deaths in Clackamas, Multnomah and Washington Counties

Source: ODOT preliminary crash report as of 7/27/22, and police and news reports

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
67					
1	Procoro Hidalgo-Lozaro, 84	walk	SW Gaarde St W of 99W	Washington	7/23
2	Hansen, 24 and Herrin, 45	driving	Hwy 30, Portland	Multnomah	7/23
2	Unidentified persons	driving	SE Wildcat Mountain Dr	Clackamas	7/20
1	Unidentified person	driving	NE Marine Dr.	Multnomah	7/18
1	Unidentified person	walking	SE Holgate Blvd & SE 100th Ave	Multnomah	7/16
1	Unidentified person	driving	Sundial Rd.	Multnomah	7/14
1	Unidentified person	bicycling	N Juneau St & N Chautauqua Blvd	Multnomah	7/10
1	Daniel Slattery, 23	driving	NW Tanasbourne Dr/NE Stucki Ave.	Washington	7/3
1	Robert Hunker, 57	motorcycling	NE Kerkman Rd	Washington	6/22
1	Unidentified woman	driving	NE Columbia Blvd & NE Alderwood Dr	Multnomah	6/16
1	James Sheehan, 57	motorcycling	Hwy 99E	Clackamas	6/15

[1] Metro develops this memo using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit, as well as news and police reports. See the Oregon Daily Traffic Toll for additional information on ODOT data.

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	Maksim Mishuk, 24	motorcycling	I-84/ NE Fairview Pkwy & 207th Conn	Multnomah	6/13
1	Shana Keplinger, 32	wheelchair (pedestrian)		Multnomah	6/11
1	Michael Eugene Sprague, 71	bicycling	NE Glisan St & NE 100th Ave	Multnomah	6/7
1	Unidentified	walking	82nd Ave & Se Center St	Multnomah	6/6
1	Unidentified person	driving	NE102nd Ave just south of NE Prescott St., Portland	Multnomah	5/31
1	Unidentified woman	driving	US 30/NW Yeon Ave, Portland	Multnomah	5/27
1	Bianca Ceperich, 16	driving	New Era Rd	Clackamas	5/20
1	Gwendolyn E. Brake, 83	walking	Molalla Ave & Warner Milne Rd	Clackamas	5/6
1	Unidentified person	motorcycling	US 26 Mt Hood Hwy	Multnomah	5/14
1	Unidentified person, 52	walking	I5-Ramp to Morrison Bridge, Portland	Multnomah	5/8
1	Shane Johnson, 43	motorcycling (e-dirt bike)		Multnomah	5/4
1	Tufa Shuka, 41	driving	Gaffney Ln & Berta Dr, Oregon City	Clackamas	5/4
1	David Carl Paulsen, 36	motorcycling	SE 208th Ave & SE Stark St, Portland	Multnomah	5/3
1	Joseph Dubois, 44	driving	Hwy 30, just south of St. John's Bridge, Portland	Multnomah	4/30
1	Andrew Michael Bachman, 21	driving	N Columbia Blvd & N Peninsular Ave, Portland	Multnomah	4/30
2	Matthew Amaya, 17 and Juan Pacheco Aguilera, 16	driving	SW Tualatin Valley Hwy and SW Murray Blvd	Washington	4/27
1	Wendy Falk, 52	driving	Hwy 211 near Eagle Creek	Clackamas	4/14
1	Luis Angel Sanchez-Gutierrez, 23	walking (skateboarding)		Washington	4/19
1	Michael Philip Frainey, 52	walking	SW Barrows Rd/ SW160th St	Washington	4/11
1	Angela C. Boyd, 47	walking	SE Powell Blvd/SE 47th Ave	Multnomah	4/4
1	Michael Scott Fields, 64	driving	Washington St & Agnes Ave	Clackamas	3/22
1	Catherine M Jarosz, 70	walking	SW Hall Blvd & SW Farmington Rd	Washington	3/15
1	Unidentified	bicycling	SW Rood Bridge Rd & SW Burkhalter Rd	Washington	3/15
1	Donald William Sharpe, 24	driving	S Springwater Rd Nnear S Spring Creek Rd	Clackamas	3/3
1	Unidentified man	walking	NE Marine Dr and NE 148th Ave	Multnomah	3/25
1	James Martin, 35	motorcycling	N Vancouver Ave & NE Columbia Blvd.	Multnomah	3/24

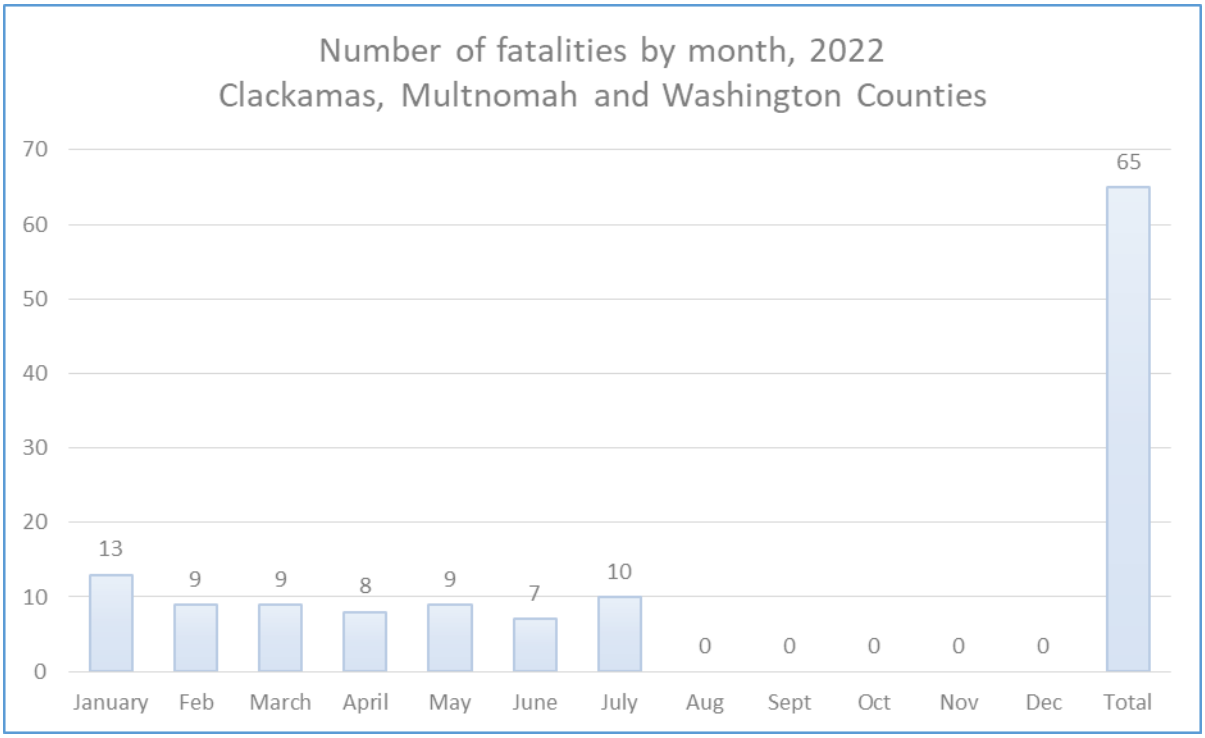
Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	Raymond M. McWilliams, 58	wheelchair	NE Vancouver Way & NE Gertz Road	Multnomah	3/18
1	Karen R. Kain, 57	walking	SW Hall Blvd & SW Lucille Ct.	Washington	3/4
1	Laysea Mykal Liebenow, 22	driving	US 30 Lower Columbia River HWY	Multnomah	3/7
1	Unidentified	driving	Hillsboro-Silverton HWY & SW Farmington Rd	Washington	3/6
1	Patrick Heath Bishop, 46	walking	SE Division St	Multnomah	3/3
1	Catherine McGuire Webber, 89	walking	SW Highland Dr & SW 11th St	Multnomah	1/3
1	Anthony Dean Ward, 55	driving	Firwood Rd near Cornog Rd	Clackamas	2/6
1	Clayton Edward Briggs, 48	driving	SE Sunshine Valley Rd	Clackamas	2/12
1	Alexander Lee, 23	walking	I-84	Multnomah	2/17
1	Cedar C. Markey-Towler, 41	walking	SE Foster	Multnomah	2/25
2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	2/20
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	2/18
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	2/16
1	Unidentified	motorcycling	I-5	Multnomah	2/5
1	Liam David Ollila, 26	walking	I-5	Multnomah	1/31
1	Duane M Davidson, 56	walking	SE Divison St & SE 101st Ave	Multnomah	1/29
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	1/28
1	Awbrianna Rollings, 25	walking	US26 SE Powell	Multnomah	1/22
1	Douglas Joseph Kereczman, 40	driving	OR99E SE McLoughlin	Multnomah	1/20
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	1/16
1	Unidentified	walking	I-205	Multnomah	1/13
1	Kyle M. Beck, 35	walking	I-5	Multnomah	1/12
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	1/9
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	1/3
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	1/3
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	1/2

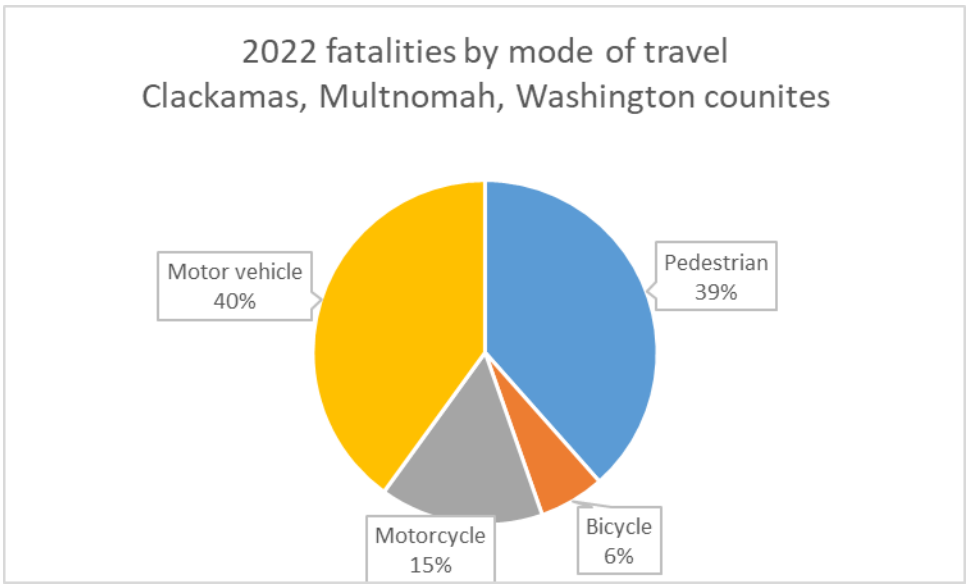
A note on crash data

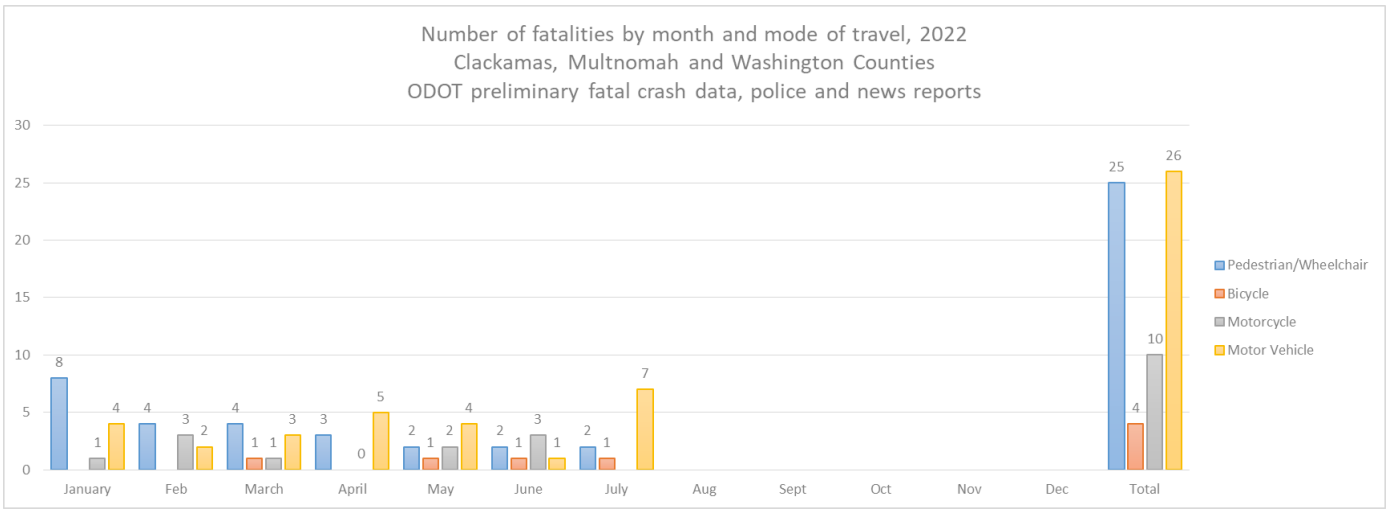
Metro includes the names of traffic crash victims included in this report based on the most recently available traffic crash data compiled by the Oregon Department of Transportation (ODOT), as well as police and news reports. ODOT compiles the official crash record for the state using traffic crash investigations and self-reported information. Metro follows national traffic crash reporting criteria, which the Portland Bureau of Transportation also uses. The criteria excludes people who die under the following circumstances:

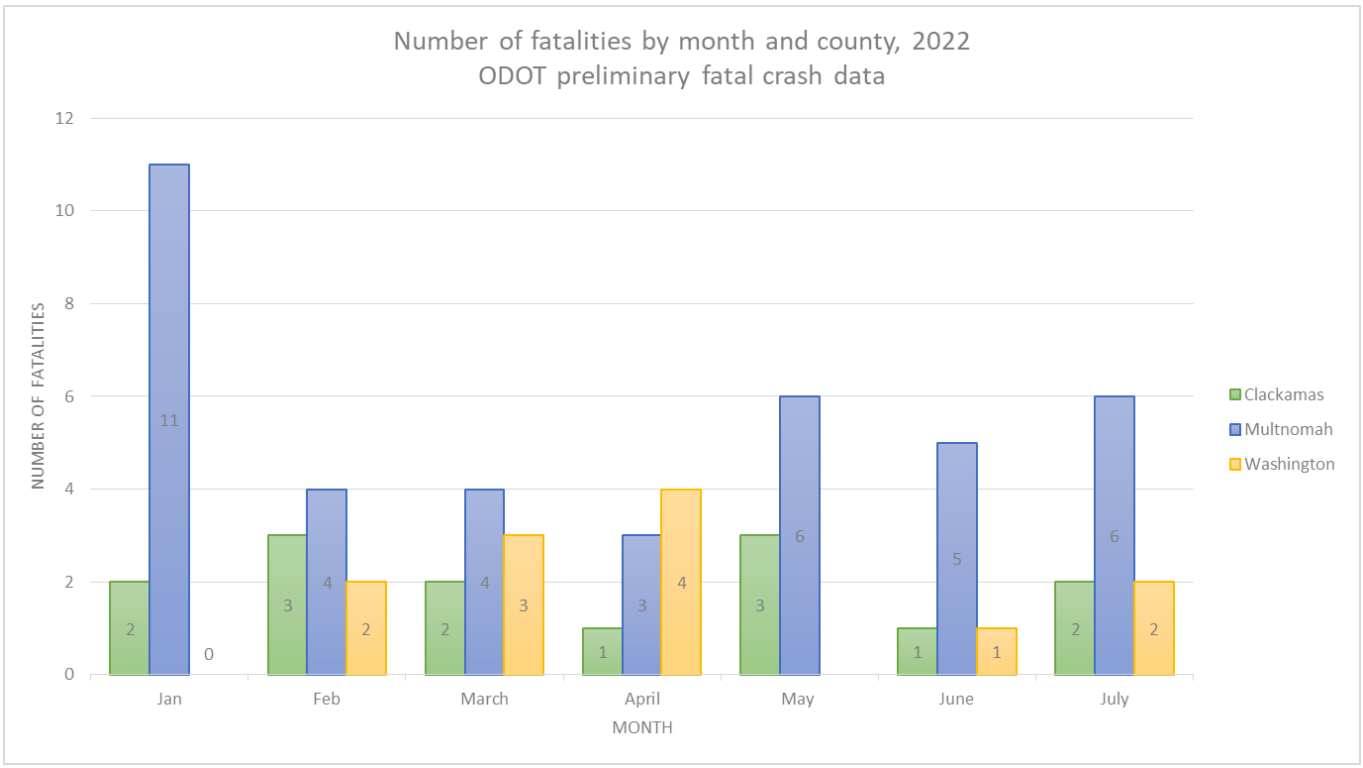
- More than 30 days after a crash,
- Intentionally (suicide),
- In an act of homicide (a person intentionally crashes into another person),
- In a crash not involving a motor vehicle,
- From a prior medical event (e.g. a heart attack or drug overdose), or
- In a crash in a parking lot

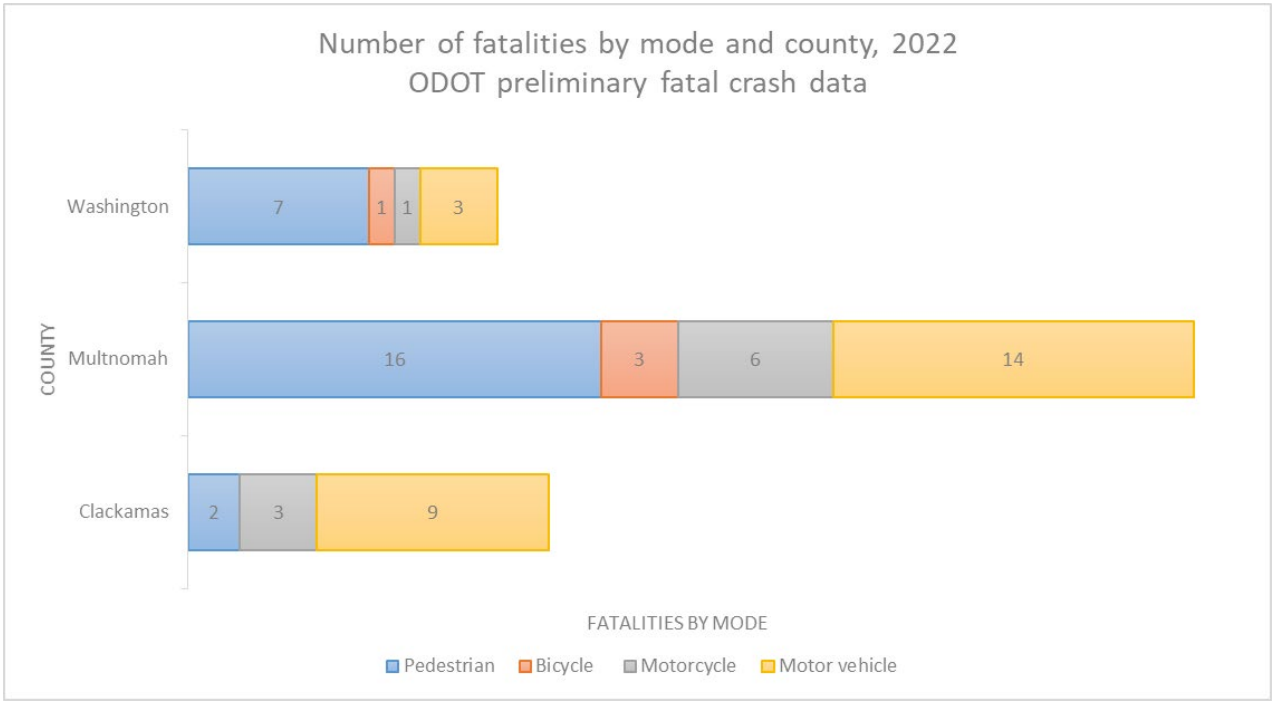
Source for all charts: ODOT preliminary crash report as of 7/27/22 and news and police reports

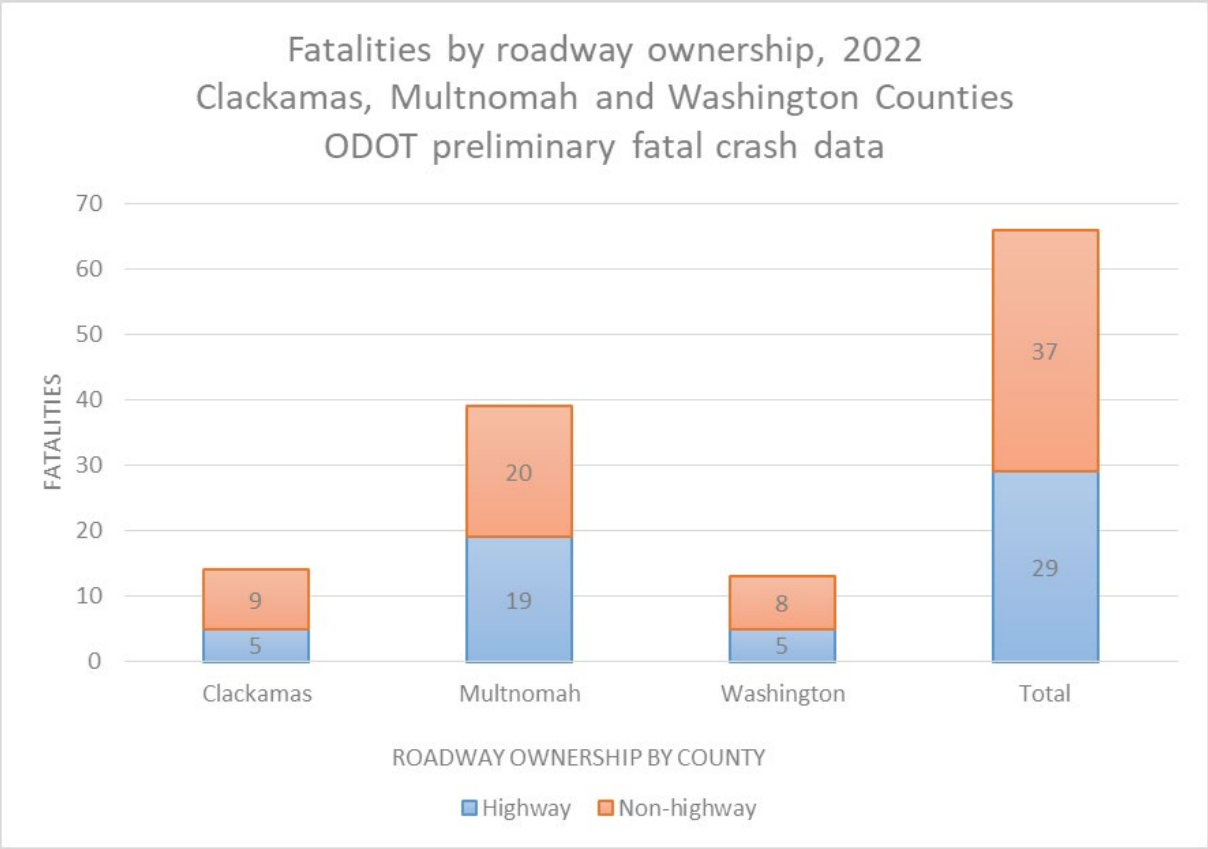


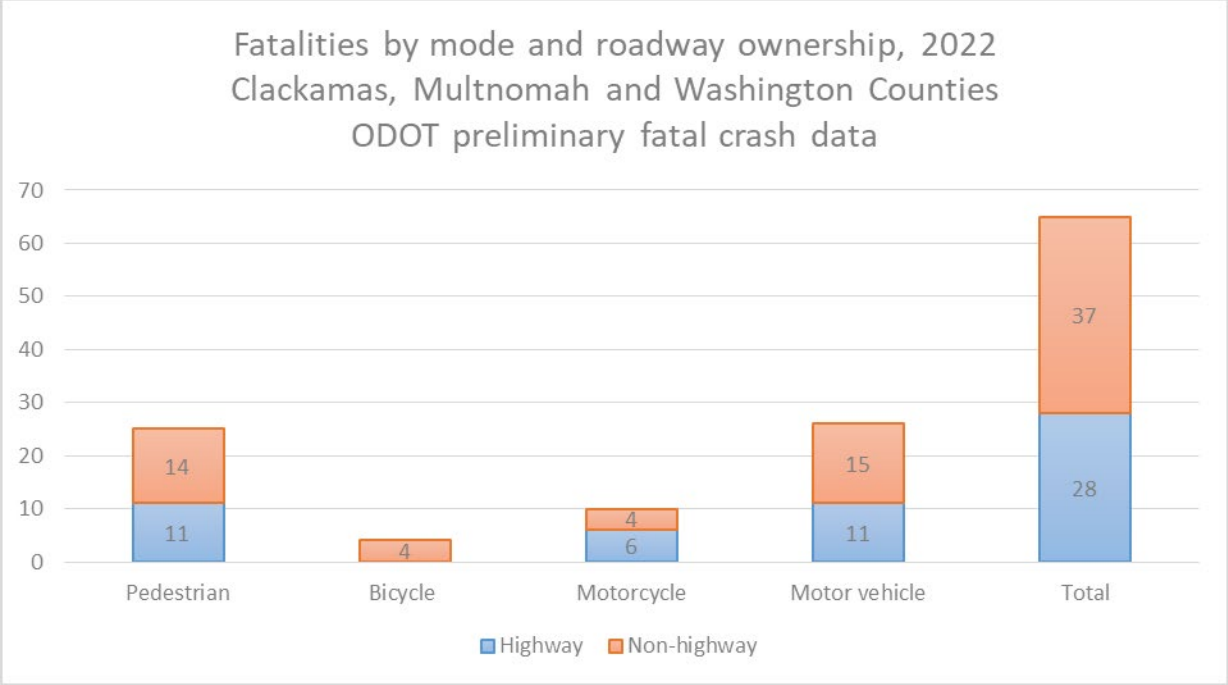

2022 fatalities by mode of travel
Clackamas, Multnomah, Washington counites
Motor vehicle 40%
Pedestrian 39%
Motorcycle 15%
Bicycle 6%

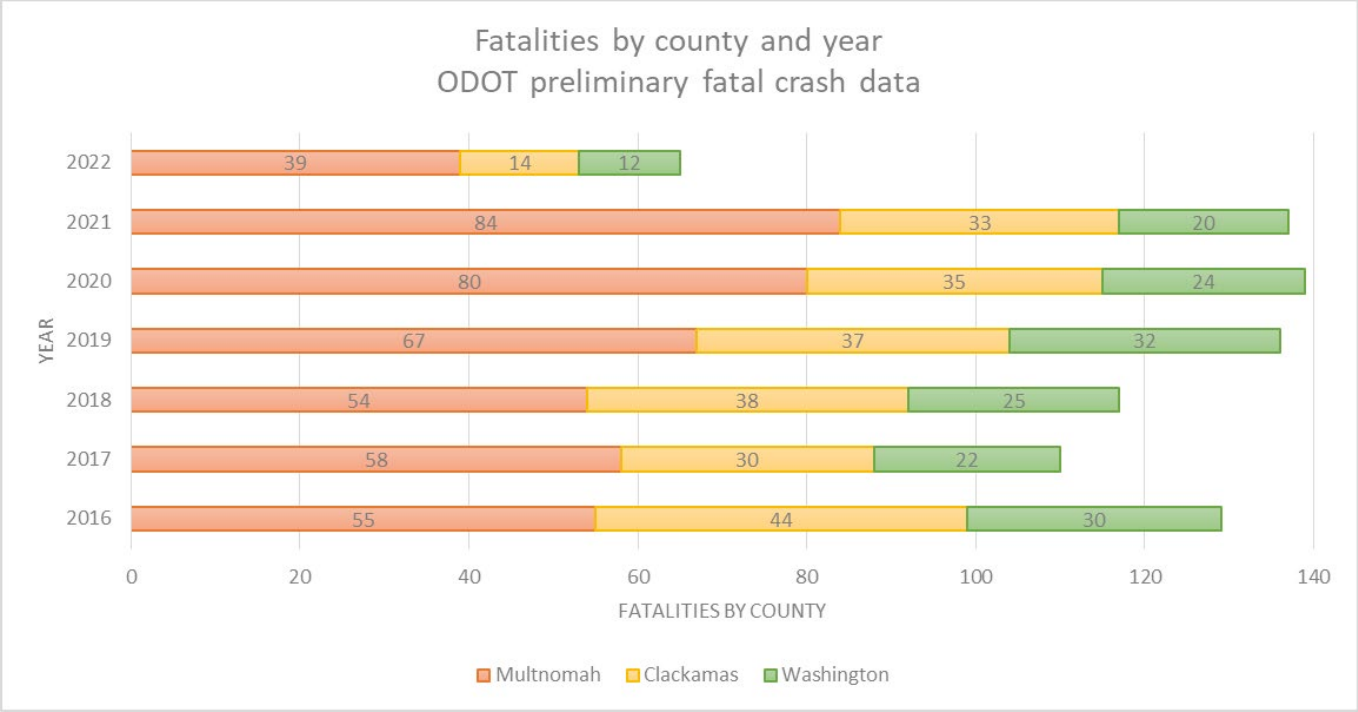

Number of fatalities by month and mode of travel, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data, police and news reports
30
25
20
15
10
5
0
January
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
Total
Pedestrian/Wheelchair
Bicycle
Motorcycle
Motor Vehicle

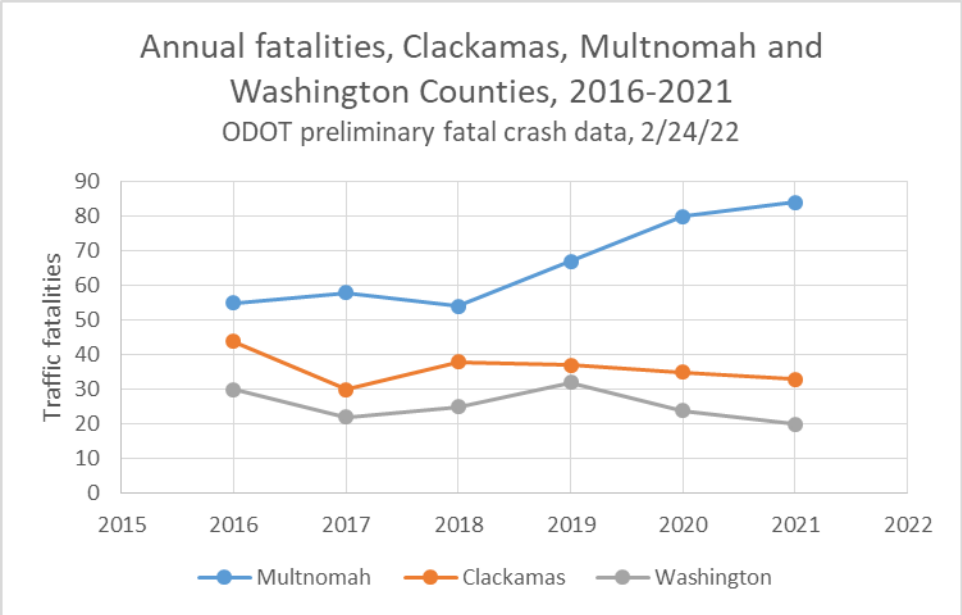

Number of fatalities by month and county, 2022
ODOT preliminary fatal crash data
NUMBER OF FATALITIES
MONTH
Jan
Feb
March
April
May
June
July
Clackamas
Multnomah
Washington
2
11
0
3
4
2
2
4
3
1
3
4
3
6
1
5
1
2
6
2

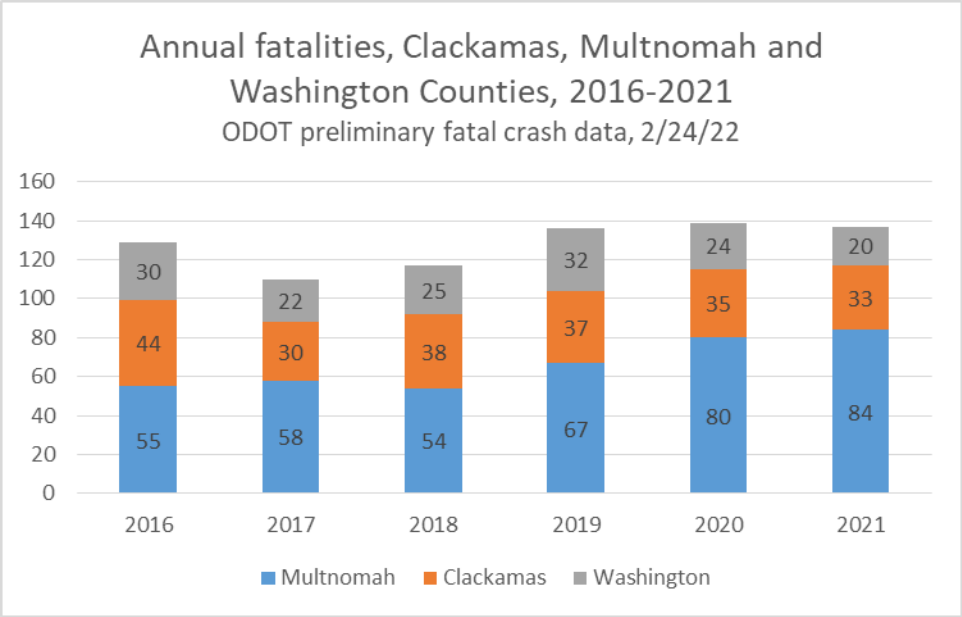

Number of fatalities by mode and county, 2022
ODOT preliminary fatal crash data
COUNTY
Washington
Multnomah
Clackamas
7
1
1
3
16
3
6
14
2
3
9
FATALITIES BY MODE
Pedestrian
Bicycle
Motorcycle
Motor vehicle

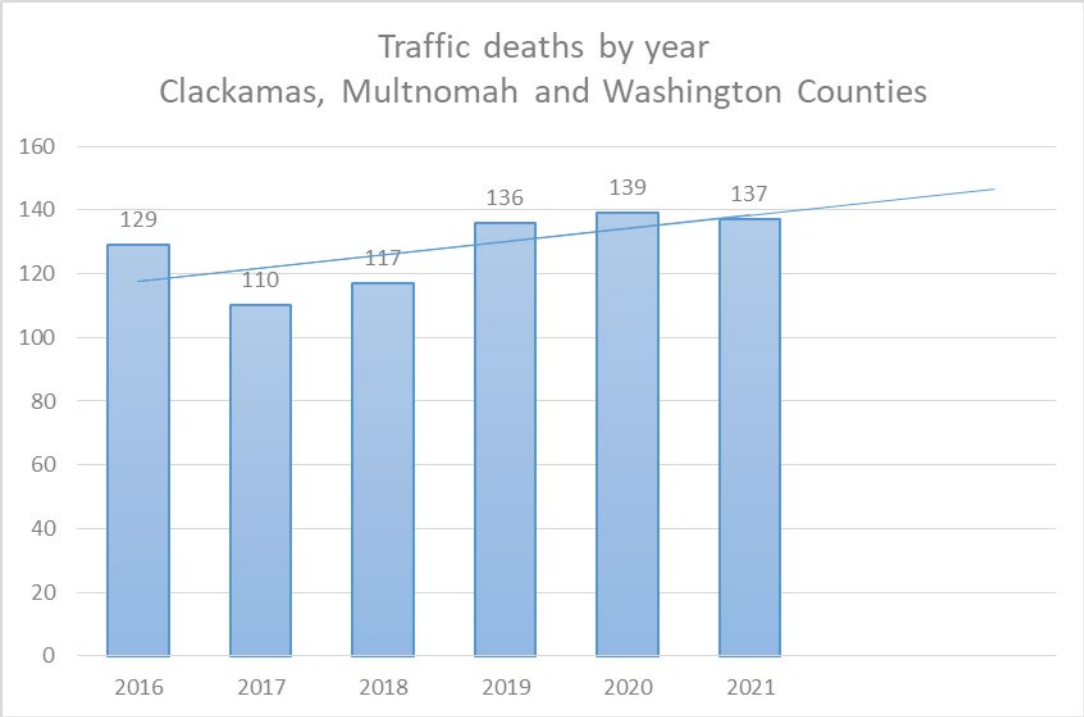

Fatalities by roadway ownership, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data
FATALITIES
70
60
50
40
30
20
10
0
9
5
20
19
8
5
37
29
Clackamas
Multnomah
Washington
Total
ROADWAY OWNERSHIP BY COUNTY
Highway
Non-highway


Fatalities by mode and roadway ownership, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data
70
60
50
40
30
20
10
0
14
11
4
4
6
15
11
37
28
Pedestrian
Bicycle
Motorcycle
Motor vehicle
Total
Highway
Non-highway


Fatalities by county and year
ODOT preliminary fatal crash data
YEAR
2022
2021
2020
2019
2018
2017
2016
39
14
12
84
33
20
80
35
24
67
37
32
54
38
25
58
30
22
55
44
30
0
20
40
60
80
100
120
140
FATALITIES BY COUNTY
Multnomah
Clackamas
Washington


Annual fatalities, Clackamas, Multnomah and Washington Counties, 2016-2021
ODOT preliminary fatal crash data, 2/24/22
Traffic fatalities
90
80
70
60
50
40
30
20
10
0
2015
2016
2017
2018
2019
2020
2021
2022
Multnomah
Clackamas
Washington


Annual fatalities, Clackamas, Multnomah and Washington Counties, 2016-2021
ODOT preliminary fatal crash data, 2/24/22
160
140
120
100
80
60
40
20
0
30
44
55
22
30
58
25
38
54
32
37
67
24
35
80
20
33
84
2016
2017
2018
2019
2020
2021
Multnomah
Clackamas
Washington


Traffic deaths by year
Clackamas, Multnomah and Washington Counties
160
140
120
100
80
60
40
20
0
129
110
117
136
139
137
2016
2017
2018
2019
2020
2021

Memo

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

Date: July 29, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: Regional Transportation Plan (RTP) Projects Completed Since 2018

PURPOSE

The purpose of this memo is to report Regional Transportation Plan (RTP) projects that have been completed since 2018 or for which construction will be completed by December 2023.

ACTION REQUESTED

No action is requested. This is informational.

BACKGROUND

In May, Metro staff requested local, regional and state transportation agencies to review the 2018 RTP project list to identify projects that have been completed or are under construction.

Shown in the attached map and project list, 73 projects were identified by the following agencies:

- Cities of Beaverton, Gresham, Happy Valley, Oregon City, Portland, Tigard and Tualatin
- Multnomah and Washington counties
- Oregon Department of Transportation (ODOT)
- TriMet
- South Metro Area Regional Transit (SMART) district
- Port of Portland
- Tualatin Hills Parks and Recreation District (THPRD)

Agencies identified more than $1 billion in completed projects that aimed to improve safety, add new street connections in growing areas, complete gaps in walking and biking connections, expand transit and electrification of the bus fleet, and address other transportation needs across the region. Together these projects help advance four primary 2018 RTP investment priorities – safety, equity, climate and mobility.

NEXT STEPS

Metro staff will update the project status of each of these projects in the RTP Project Hub to reflect they are completed and as a result no longer need to be included in the RTP project list. In addition, staff are reviewing the travel model networks, sidewalk inventory and bikeway data to ensure the projects identified are reflected in the networks and data that will be used to support upcoming RTP modeling and analysis activities.

Questions about this information can be directed to Kim Ellis at kim.ellis@oregonmetro.gov.

More than $1 billion invested in RTP projects from 2017-2024

This map shows 2018 Regional Transportation Plan projects that have been completed or are under construction in the region. These projects were funded through a combination of private development, and local, state and federal funds.

For more information visit oregonmetro.gov/rtp

Metro

City of Portland Highlights

Blumenauer Bridge	2022
Rivergate Rail Overcrossing	2021
Division Transit Project	2022

Washington County Highlights

Roy Rogers Road	2022
Blanton Street Extension	2021
A Better Red (MAX Red Line) Project	2024

Multnomah County Highlights

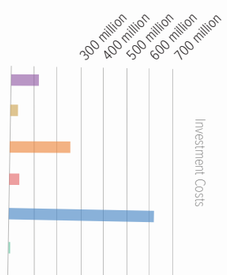
238th Drive Freight and Multimodal Project	2022
Division Street Bike and Pedestrian Improvements	2022
Earthquake Ready Burnside Bridge (NEPA Planning)	2022

Clackamas County Highlights

Molalla Avenue Bike and Pedestrian Improvements	2021
Mt. Scott Blvd./King Rd. Improvements	2023
I-205 Northbound Auxiliary Lane	2021

RTP Investment Category

- Active Transportation
- Freight
- Roads and Bridges
- Throughways
- Transit capital
- TDM/TSMO



Cost

- less than $5 million
- $5 million to $35 million
- more than $35 million

- Metropolitan Planning Area
- Urban Growth Boundary
- Equity Focus Areas

last edited: 7/29/22

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
10037	Happy Valley	162nd Ave.	Hagen Rd.	Palermo Ave.	Widen 162nd Ave. from two-lane road to include continuous left turn lane, sidewalks and bike lanes; connect mixed-use residential zone (multifamily) to urban center and government services.	$ 2,763,800	2022	Roads and Bridges
10081	Happy Valley	122nd/129th Improvements	King Rd.	Sunnyside Rd.	Project will build sidewalk on the east side of SE 129th Avenue and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Avenue by re-striping the road. A retaining wall of varying height will be constructed behind the proposed sidewalk.	$ 3,801,000	2022	Active Transportation
10082	Happy Valley	Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Widen Mt. Scott Blvd. and King Rd. facilities to three lanes, with continuous left turn lane, sidewalks and bike lanes. Traffic signals or roundabouts will be installed to mitigate multimodal conflicts.	$ 22,100,000	2023	Roads and Bridges
10125	Oregon City	Molalla Avenue Bike & Pedestrian Improvements, Phase 3	Beavercreek Road	Hwy 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP W74, B37, W34)	$ 11,000,000	2021	Active Transportation
10174	Portland	Going Street ITS	Swan Island Industrial Area	Swan Island Industrial Area	Signal-timing project to improve access to and from Swan Island Industrial area.	$ 1,000,000	2021	Transportation System Management
10184	Portland	Foster Rd Corridor Improvements	SE Powell Blvd	SE 90th Ave	Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit. Add bicycle facilities.	$ 5,000,000	2019	Active Transportation
10208	Portland	Columbia/MLK Intersection Improvements, Phase 1	Columbia/MLK	Columbia/MLK	Intersection and signalization improvements with right turn lane.	$ 4,050,187	2021	Roads and Bridges
10218	Portland	Burgard-Lombard Street Improvements	N Burgard St & Columbia Blvd	Burgard Viaduct	Construct roadway improvements, including pedestrian and bicycle facilities.	$ 2,635,000	2021	Freight
10232	Portland	Flanders Neighborhood Greenway	NW 24th Ave	Steel Bridge	Neighborhood greenway from 24th to Steel Bridge, including new ped/bike bridge over I-405 and new at-grade crossing of Naito Parkway. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings, and ramps.	$ 9,000,000	2021	Active Transportation

Go to www.oregonmetro.gov/rtp to see where projects are located.

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
10274	Portland	B-H Hwy/Bertha/Capitol Hwy Improvements	Intersection B-H Hwy/Bertha/Capitol Hwy	B-H Hwy/Bertha/Capitol Hwy	Redesign intersection to improve safety.	$ 1,403,300	2022	Roads and Bridges
10279	Portland	Beaverton-Hillsdale Hwy Corridor Improvements	SW 30th Ave	SW 30th Ave	Enhance existing bikeways, build new sidewalks, improve crossings, and enhance access to transit.	$ 3,000,000	2022	Active Transportation
10289	Portland	Inner Division Corridor Improvements	SE Cesar Chavez Blvd	SE 82nd	Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, and transit stop upgrades. Enhance existing bicycle facilities from 60th to 82nd.	$ 2,000,000	2022	Active Transportation
10290	Portland	Outer Division Corridor Safety Improvements	SE 82nd Ave	City Limits	Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, enhanced bicycle facilities, access management, and roadway design changes to improve traffic safety.	$ 2,000,000	2022	Roads and Bridges
10303	Portland	Outer Capitol Hwy Corridor Improvements	SW Huber St	SW Stephenson St	Safety improvements that include a road reorganization, curb extensions, medians, improved crossings, enhanced bike lanes, left turn pockets and improved signal timing.	$ 2,000,000	2021	Roads and Bridges
10329	Portland	Marine Dr. & 122nd Intersection Improvements	NE Marine Dr/122nd	NE Marine Dr/122nd	Signalize intersection.	$ 1,100,000	2021	Roads and Bridges
10373	Portland	Rivergate ITS	N Lombard St	Rivergate Industrial Area	Install ITS infrastructure (communication network, enhanced bus detection, truck priority detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.	$ 1,000,000	2021	Transportation System Management
10443	Portland	Sandy - 181st to 202nd: Multimodal Improvements	181st Ave.	202nd	Widens Sandy Blvd. to 5 lanes and adds new sidewalk, multi-use path, bike lanes from 181st to 202nd Ave.	$ 5,000,000	2021	Roads and Bridges
10445	Gresham	181st @ Glisan: Intersection Improvements	181st/Glisan	181st/Glisan	Optimize intersection w/signal upgrades and turn radii improvements.	$ 1,107,505	2021	Freight

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
10497	Gresham	181st @ Stark and Sandy Intersections: Add Turn Lanes	Sandy	Stark	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	2021	Roads and Bridges
10561	Washington County	Jenkins Rd. Improvements	158th Ave.	Murray	Widen roadway from three to five lanes with bike lanes and sidewalks.	$ 7,000,000	2021	Roads and Bridges
10565	Washington County	Springville Rd. Improvements	185th Ave.	Joss St.	Widen from 2 to five lanes with bike lanes and sidewalks.	$ 11,800,000	2019	Roads and Bridges
10566	Washington County	Springville Rd. Improvements	Joss St.	Kaiser Rd.	Widen from two to three lanes with bike lanes and sidewalks.	$ 3,800,000	2021	Roads and Bridges
10579	Washington County	Barnes Rd. Improvements	Cedar Hills Blvd	118th	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	$ 4,300,000	2022	Roads and Bridges
10619	Beaverton	Crescent Street Extension	Cedar Hills Boulevard	Rose Biggi Avenue	Construct new two lane collector with on-street bikeway (sharrows), sidewalks, street trees, and lighting. To be constructed by private development starting in 2017.	$ 1,233,497	2017	Roads and Bridges
10631	Beaverton	141st Avenue/142nd Avenue Realignment	Tualatin Valley Highway	Farmington Road	Realign intersection of 141st Avenue/142nd Avenue/Tualatin Valley Highway and add signals and turn lanes as warranted. Construct sidewalk and bike lanes on 142nd Avenue (Tualatin Valley Highway to Farmington Road). The intersection realignment of 141st Avenue/142nd Avenue/Farmington Road will be complete fall 2017.	$ 7,100,000	2017	Roads and Bridges
10642	Beaverton	Adaptive Traffic Signal Systems	Allen Boulevard, Cedar Hills Boulevard, Hall Boulevard, and Farmington Road/Beaverton-Hillsdale Highway	Allen Boulevard, Cedar Hills Boulevard, Hall Boulevard, and Farmington Road/Beaverton-Hillsdale Highway	New signals and signal upgrades.	$ 1,200,000	2022	Transportation System Management
10670	Beaverton	Denny Road Bike Lanes and Sidewalks	Hall Boulevard	Scholls Ferry Road	Construct bike lanes, sidewalks, and turn lanes where needed.	$ 1,133,200	2020	Active Transportation

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
10680	Washington County	Elwert-99W-Sunset Intersection Improvements	SW Sunset Blvd.	SW Handley St	Relocate Kruger Rd intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd approach. Reconstruct 99W intersection and replace signal. PE, design, ROW acquisition, and construction. Reconstruct widen SW Elwert Rd north to SW Hadley St.. Final alignment and signals vs. roundabouts to be determined soon with pending Sherwood High School relocation and required annexation.	$ 12,000,000	2021	Roads and Bridges
10709	Tualatin	Sagert Road	Martinazzi	NA	Signalize intersection and improve grades on Sagert at Martinazzi to enhance intersection safety in an equity priority area.	$ 3,000,000	2022	Roads and Bridges
10714	Tualatin	105th Avenue Bike and Pedestrian Improvements	Avery	Willow	To enhance pedestrian and bicycle safety: install active transportation improvements around the curves at SW 105th/SW Blake St/SW 108th Avenue.	$ 3,500,000	2021	Active Transportation
10716	Tualatin	Myslony	112th	124th Ave	Reconstruct/widen from 112th to 124th to fill system, includes bridge. Improve the intersection of 124th and Myslony.	$ 10,000,000	2018	Roads and Bridges
10770	ODOT	OR 99W Intersection Improvements (PE)	64th Ave.	Durham Rd.	Project development phase: Provide increased capacity and safety improvements at priority intersections by adding turn and/or auxiliary lanes, improved sidewalks and bike lanes, pedestrian crossings, and access management from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	$ 5,000,000	2016	Roads and Bridges
10822	Washington County	Starr Blvd Reconstruction and Improvements, Phase 1	Evergreen Rd	Huffman St (future extension)	Construct three-lane road with bike/ped facilities.	$ 5,300,000	2022	Roads and Bridges
10837	Washington County	Cherry Dr Extension	Cherry Dr	Ray Circle	Extend Cherry Dr in Orenco Station from current terminus to Ray Circle.	$ 1,584,500	2021	Roads and Bridges
10907	TriMet	HCT: Southwest Corridor: Project Development	Bridgeport Village, Tualatin	Downtown Portland	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.	$ 23,000,000	2019	Transit capital
10909	TriMet	HCT: Division Transit Project: Project Development	NW Irving and NW 5th, Portland	Cleveland Park & Ride, Gresham	The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.	$ 460,000	2019	Transit capital

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
10922	TriMet	HCT: MAX Red Line Improvements Project: Capital Construction	Fairplex/Hillsboro Airport MAX	Portland Airport MAX	Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.	$ 215,000,000	2024	Transit capital
11035	TriMet	Bus: Powell bus garage expansion	N/A	N/A	Expand bus operations, maintenance and storage facility to accommodate larger fleet. $20 m of this cost will come from Division Transit Project.	$ 165,000,000	2022	Transit operating capital
11127	Portland	Portland Safe Routes to School, Phase 1	City of Portland	City of Portland	Safe routes to school projects serving Title 1 schools within the City of Portland.	$ 5,000,000	2021	Transportation Demand Management
11129	Multnomah County	Earthquake Ready Burnside Bridge Phase 1 (NEPA Planning)	Willamette River	Willamette River	ERBB Nepa Phase. Earthquake ready burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.	$ 33,000,000	2022	Roads and Bridges
11131	Portland	SW Vermont St Ped/Bike Improvements	SW 30th	SW 52nd	Construct multi-modal street improvements including bicycle and pedestrian facilities.	$ 2,000,000	2020	Active Transportation
11137	Washington County	TV Hwy & Century Blvd Intersection Improvements	Alexander St	Johnson St	Add second northbound and southbound through lane (maintain northbound and southbound left-turn lane); add eastbound bus bay; improve rail crossing; add bike facilities on Century Blvd from TV Hwy to Alexander.	$ 10,400,000	2022	Roads and Bridges
11153	Washington County	Golden Rd Bike/Ped Improvements	Brookwood Ave	Imlay Ave	Construct sidewalks and buffered bike lanes.	$ 2,100,000	2019	Active Transportation
11207	Port of Portland	T6 Modernization	Terminal 6	Terminal 6	Provide improvements to container terminal including crane electronics and stormwater improvements.	$ 8,504,000	2020	Freight
11264	Gresham	US 26 - Portland to Gresham: Roadside Travel Time Information	Portland	Gresham	Provide real time traveler information on westbound US 26 for different routes (arterial and freeway) between Portland and Gresham.	$ 1,200,000	2022	Transportation System Management

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
11273	Washington County	Blanton Street Extension	67th Ave & Alexander St intersection	209th Ave & Blanton St intersection	Construct three-lane east-west roadway extension with bike/ped facilities through future South Hillsboro development including new signals at Cornelius Pass Rd, 209th Ave, and three intersecting streets through South Hillsboro town center.	$ 7,441,000	2021	Roads and Bridges
11274	Washington County	Century Blvd Extension (South Hillsboro)	Davis Rd	Kinnaman Rd	Construct three-lane roadway with bike/ped facilities.	$ 3,189,000	2021	Roads and Bridges
11364	Washington County	Starr Blvd Reconstruction and Improvements, Phase 2	Huffman St (future extension)	Meek Rd	Construct three-lane road with bike/ped facilities.	$ 4,200,000	2022	Roads and Bridges
11370	ODOT	I-205 Northbound Auxiliary Lane Powell to I-84	Powell Entrance Ramp	I-84	Design and construct an auxiliary lane on northbound I-205 from Powell Blvd to the I-84 interchange.	$ 15,000,000	2019	Throughways
11373	Multnomah County	NE 238th Drive Freight and Multimodal Improvements	Halsey St.	Glisan St	Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides; to address safety and reduce crashes the project will use proven safety countermeasures.	$ 11,200,000	2022	Roads and Bridges
11374	Gresham	Division Corridor - City Limits to Cleveland Station: Pedestrian and Bicycle Enhancements	Portland/Gresham City Limits	Cleveland Station	Pedestrian and Bicycle improvements that support access to the Division Transit Project.	$ 15,000,000	2022	Active Transportation
11406	THPRD	Fanno Creek Trail Bridge (Regional)	north side of Hall Blvd.	south side of Hall Blvd.	Off-street bike/pedestrian bridge over Hall Blvd. eliminating out of direction bike/ped. trips along a major arterial with high injury intersections. The crossing will provide increase access to transit, jobs, 2040 Centers, and create safe routes to schools and is located in historically marginalized communities.	$ 6,300,000	2014	Active Transportation
11419	Tualatin	Boones Ferry Road	Ibach	Norwood	Uprgrade to urban standards and add sidewalks.	$ 1,600,000	2020	Roads and Bridges
11423	Tualatin	Avery	Teton	Tualatin-Sherwood	Upgrade to urban standards.	$ 3,826,800	2000	Roads and Bridges
11448	Washington County	198th Ave. Improvements - South	T.V. Hwy.	Farmington Rd.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	$ 29,700,000	2021	Active Transportation
11486	Washington County	Roy Rogers Road	Scholls Ferry Rd.	UGB	Widen to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary.	$ 21,300,000	2022	Roads and Bridges

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
11544	Oregon City	Meyers Road Extension (West)	OR 213	High School Avenue	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)	$ 8,000,000	2020	Roads and Bridges
11566	Portland	Connected Cully, Phase 1	Cully Blvd.	Thomas Cully Park	Improve transportation and safety needs while positioning public lands to meet local economic and community development needs. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.	$ 3,429,775	2022	Active Transportation
11567	Portland	Downtown I-405 Pedestrian Safety and Operational Improvements	NW 14th Ave	NW 16th Ave	Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp.	$ 2,381,120	2022	Active Transportation
11568	Portland	St. Johns Truck Strategy Phase II	Columbia	Lombard	Address pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N St Louis Ave and N Fessenden St. Construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands, as outlined in the St Johns Truck Strategy Phase II.	$ 4,000,000	2019	Freight
11585	ODOT	I-205 Abernethy Bridge (PE and ROW)	OR99E Interchange	Oswego Hwy (OR 43) Interchange	Widen bridge to address recurring bottlenecks on the bridge.	$ 8,000,000	2022	Throughways
11590	TriMet	HCT: Division Transit Project: Capital Construction	NW Irving and NW 5th, Portland	Gresham Park & Ride, Gresham	The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.	$ 174,800,000	2022	Transit capital
11645	Portland	Blumenauer Pedestrian/Bicycle Bridge (Sullivan's Crossing)	NE Lloyd Blvd	NE Glisan St	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Central Eastside Industrial District.	$ 11,000,000	2022	Active Transportation
11659	Portland	Rivergate Blvd. Overcrossing	N. Lombard	Time Oil Road	Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5.	$ 22,000,000	2021	Freight
11666	ODOT	OR 99W Intersection Improvements (CON)	64th Ave.	Durham Rd.	Construction phase: Provide increased capacity and safety improvements at priority intersections by adding turn and/or auxiliary lanes, improved sidewalks and bike lanes, pedestrian crossings, and access management from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	$ 30,000,000	2016	Roads and Bridges

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
11781	ODOT	I-405 / Glisan Traffic Improvements	I-405 / Glisan, NW (southbound off-ramp)	I-405 / Glisan, NW (southbound off-ramp)	Make improvements on city streets near the I-405 SB Exit Ramp to reduce the queue on the exit ramp.	$ 1,000,000	2021	Roads and Bridges
11785	Portland	Naito Parkway Corridor Improvements	SW Harrison St	Steel Bridge	Provide separated pedestrian and bicycle facilities along the east side of Naito Parkway. Add or upgrade crossings at Montgomery, Clay, Jefferson, Main, Davis, and Everett. Improve pedestrian and bicycle access across Naito, including detection and signal timing adjustments where appropriate. Signalize the top of the ramp from Naito to Hawthorne Bridge to improve traffic flow.	$ 5,000,000	2022	Active Transportation
11810	Portland	Outer Sandy Blvd Corridor Improvements: Local Contribution to State-owned Arterial	I-205	Portland City Limits	Widen street to three lanes with a sidewalk and bike lanes from 141st Ave to Portland City Limits. Improve safety for all modes in the Parkrose main street segment.	$ 5,000,000	2020	Roads and Bridges
11834	Portland	ETC: SE Hawthorne/50th Ave Enhanced Transit Corridor	Portland Central City	SE Powell Blvd	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$ 5,000,000	2021	Transit capital
11838	Portland	Inner Hawthorne Multimodal Corridor Improvements	Hawthorne Bridge	SE 12th Ave	Construct an eastbound protected bikeway with transit islands to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency. Explore feasibility of eastbound bus-only lane as part of project design.	$ 2,000,000	2021	Active Transportation
11861	Portland	Hillsdale Town Center Pedestrian Connection	SW Dosch Rd	SW Capitol Hwy	Construct sidewalk infill on SW Beaverton-Hillsdale Highway between Dosch and Hillsdale Town Center and on Dosch from Beaverton Hillsdale Highway to Flower.	$ 3,100,000	2021	Active Transportation
11898	Beaverton	Farmington Road/Hocken Avenue Intersection Improvements	Farmington Road/Hocken Avenue	Farmington Road/Hocken Avenue	Construct southbound double left turn lanes.	$ 4,900,000	2017	Roads and Bridges
11909	Washington County	Hidden Creek Dr Extension	47th Ave	53rd Ave	Construct two-lane roadway extension with bike/ped facilities	$ 8,000,000	2020	Roads and Bridges
11948	Washington County	OR 47 at David Hill Road Intersection Roundabout Improvement	David Hill Road	Highway 47	Add an additional second circulating lane to the existing roundabout to provide separation for northbound left turning and through traffic as well as a separate lane for southbound turns.	$ 2,500,000	2017	Roads and Bridges

Completed 2018 RTP Projects

The projects were funded through a combination of private development and local, state and federal funds.

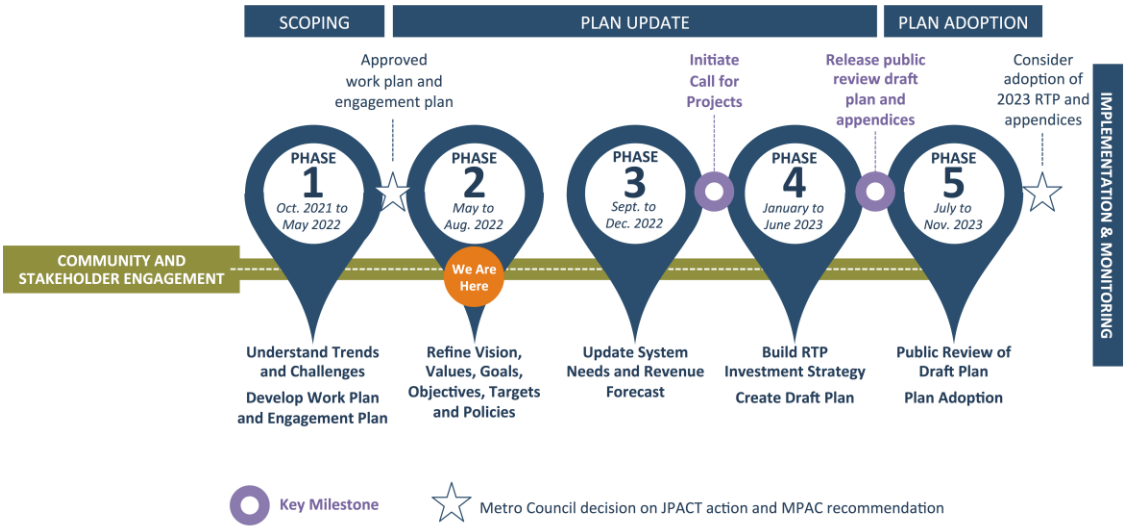
RTP ID	Agency	Project Name	Start Location	End Location	Description	Project Cost	Year Completed	RTP Investment Category
11950	Washington County	OR 47 at Purdin Road/Verboort Road Intersection Roundabout Improvement	Highway 47	Purdin Road/Verboort Road	Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn slip lane on the south leg of the roundabout to the overall roundabout intersection. The project or a portion of the project is outside the designated urban growth boundary.	$ 4,000,000	2017	Roads and Bridges
11981	ODOT	I-205 Northbound Auxiliary Lane, Sunrise Expressway Entrance to Sunnybrook	Sunrise Expressway Entrance	Sunnyside/ Sunnybrook Exit	Provide I-205 NB auxiliary lane between Sunrise Expressway entrance ramp and the Sunnyside Road/Sunnybrook Blvd interchange exit ramp.	$ 30,000,000	2021	Throughways
11995	Tigard	Wall St (Hunziker to Tech Center Drive)	Hunziker Road	Tech Center Drive	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.	$ 3,000,000	2020	Roads and Bridges
12080	TriMet	Bus: Low-No Zero Emissions Bus Project	Region-wide	Region-wide	Low-No Bus Pilot.	$ 7,600,000	2022	Transit operating capital
12083	TriMet	HCT: MAX Red Line Improvements Project: Project Development	Fairplex/Hillsboro Airport MAX	Portland Airport MAX	Project development to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.	$ 35,000,000	2021	Transit capital

2023 REGIONAL TRANSPORTATION PLAN

Timeline and anticipated schedule for Metro Council and regional advisory committees briefings

May to December 2022

Dates subject to change and topics in italics are tentative.



Date	Who	2023 RTP Topic(s)
4/21/22	JPACT	Approval of work plan and engagement plan for 2023 RTP
5/5/22	Metro Council	Approval of work plan and engagement plan for 2023 RTP
5/25/22	Confederated Tribes of the Umatilla Indian Reservation	Consultation on 2023 RTP
6/3/22	REMTEC	RTP Process Briefing
6/3/22	TPAC	Vision, Goals and Objectives for the 2023 RTP Regional Congestion Pricing Policy
6/6/22	Metro Council, JPACT, MPAC, TPAC and MTAC	Regional Transportation Modeling 101 Workshop
6/14/22	Metro Council	Emerging Transportation Trends: final results & recommendations for 2023 RTP
6/15/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Framework, Measures and Action Plan Emerging Transportation Trends: final results & recommendations for 2023 RTP Regional Freight Delay & Commodities Movement Study
6/16/22	JPACT	Emerging Transportation Trends: final results & recommendations for 2023 RTP Regional Freight Delay & Commodities Movement Study
6/21/22	Metro Council	Regional Congestion Pricing Policy
6/22/22	JPACT and Metro Council	Climate and Transportation Expert Panel
6/22/22	MPAC	Emerging Transportation Trends: final results & recommendations for 2023 RTP

2023 REGIONAL TRANSPORTATION PLAN: Timeline and anticipated schedule for Metro Council and regional advisory committee briefings
May to December 2022

Date	Who	2023 RTP Topic(s)
6/29/22	Confederated Tribes of the Grand Ronde	Consultation on 2023 RTP
6/30/22	Metro Council/JPACT Workshop #1	Vision, Goals and Objectives for the 2023 RTP
6/30/22	HCT Working Group Meeting #1	HCT Strategy Update: Introduction and Policy Considerations
7/8/22	TPAC	Safe and Healthy Urban Arterials
7/11/22	Freight Stakeholder Advisory Committee	Regional Freight Delay & Commodities Movement Study
7/12/22	Confederated Tribes of Siletz Indians	Consultation on 2023 RTP
7/13/22	TPAC Workshop	Regional Transportation Needs Assessment Approach HCT Strategy Update: Introduction and Policy Considerations Regional Congestion Pricing Policy
7/20/22	MTAC	HCT Strategy Update: Introduction and Policy Considerations
7/26/22	Metro Council Work Session	HCT Strategy Update: Introduction and Policy Considerations Regional Mobility Policy: Draft Framework, Measures and Action Plan
7/27/22	MPAC	Regional Congestion Pricing Policy
7/28/22	Metro Council/JPACT Workshop #2	Regional Congestion Pricing Policy and ODOT OHP Tolling Amendments
8/4/22	CTAC	HCT Strategy Update: Introduction and Policy Considerations
8/10/22	BIPOC Business Leaders Workshop	Active Transportation Return on Investment (ATROI) Study and Transportation Needs and Challenges
8/15/22	WCCC	HCT Strategy Update: Introduction and Policy Considerations
	Public On-line Survey	Transportation Needs and Priorities and High Capacity Transit Update
8/16/22	HCT Working Group	#2 HCT Strategy Update: Policy Analysis, Draft Policies, Corridor Analysis Approach
8/17/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Recommendations
8/18/22	JPACT	Regional Mobility Policy: Draft Recommendations
		HCT Strategy Update: Introduction and Policy Considerations
8/24/22	MPAC	HCT Strategy Update: Introduction and Policy Considerations
8/31/22	EMCTC TAC	Regional Mobility Policy: Draft Recommendations
9/1/22	CTAC	Regional Mobility Policy: Draft Recommendations
	WCCC TAC	Regional Mobility Policy: Draft Recommendations
9/2/22	TPAC	Call for Projects Timeline and RTP Vision and Goals Follow-up
		Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Development
		Vision, Goals and Objectives for the 2023 RTP
9/13/22	Metro Council Work Session	Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Development

2023 REGIONAL TRANSPORTATION PLAN: Timeline and anticipated schedule for Metro Council and regional advisory committee briefings
May to December 2022

Date	Who	2023 RTP Topic(s)
9/14/22	TPAC Workshop	RTP Financial Plan: Draft Revenue Forecast and Equitable Funding Research
		High Capacity Transit Strategy Update: Network Vision
		Climate Smart Strategy Analysis Preliminary Results, Findings and Policy Considerations
9/15/22	JPACT	Regional Congestion Pricing Policy Development
		Vision, Goals and Objectives for the 2023 RTP
9/21/22	MTAC	Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Report
9/28/22	MPAC	Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Report
9/29/22	JPACT/Metro Council Workshop #3	Creating Safe and Healthy Urban Arterials
Late September	HCT Working Group	#3 HCT Strategy Update: Policies, Potential Investment Corridors, Network Vision, and Readiness Tiers Approach
10/5/22	EMCTC TAC	HCT Strategy Update: Visioning Corridors for Investment
10/6/22	CTAC	HCT Strategy Update: Visioning Corridors for Investment
10/6/22	WCCC TAC	HCT Strategy Update: Visioning Corridors for Investment
10/7/22	TPAC	RTP Financial Plan: Draft Revenue Forecast and Equitable Funding Research
		Safe and Healthy Urban Arterials
		Regional Mobility Policy Recommendation for 2023 RTP
10/10/22	WCCC	HCT Strategy Update: Visioning Corridors for Investment
10/TBD/2022	Freight Stakeholder Advisory Committee	Regional Freight Delay & Commodities Movement Study
10/17/22	EMCTC	HCT Strategy Update: Visioning Corridors for Investment
10/19/22	TPAC/MTAC Workshop	RTP Needs Assessment Findings
		Regional Freight Delay & Commodities Movement Study
	Clackamas County C-4 Subcommittee	HCT Strategy Update: Visioning Corridors for Investment
10/20/22	JPACT	RTP Financial Plan: Revenue Forecast and Equitable Funding Research
		Regional Mobility Policy Recommendation for 2023 RTP
		Safe and Healthy Urban Arterials (followup if needed)
10/25/22	Metro Council Work Session	Regional Transportation Needs Assessment Findings
		RTP Financial Plan: Revenue Forecast and Equitable Funding Research
		RTP Call for Projects Approach
10/26/22	MPAC	HCT Network Vision
		Regional Transportation Needs Assessment Findings
10/27/22	JPACT/Metro Council Workshop #4	Strengthening the Backbone of Regional Transit
11/3/22	Metro Council Meeting	Regional Mobility Policy Recommendation for 2023 RTP
11/4/22	TPAC	RTP Call for Projects Approach
11/9/22	MPAC	Regional Transportation Needs Assessment Findings

2023 REGIONAL TRANSPORTATION PLAN: Timeline and anticipated schedule for Metro Council and regional advisory committee briefings
May to December 2022

Date	Who	2023 RTP Topic(s)
		Climate Smart Strategy Update
11/10/22	JPACT/Metro Council Workshop #5	Working Together to Tackle Climate Change
Mid-November	HCT Working Group	#4 HCT Strategy Update: Results of Vision Engagement, Follow-up on Readiness Tiers Approach, Needs and Revenue Forecast Updates
11/16/22	MTAC	Climate Smart Strategy Update
		RTP Call for Projects Approach
11/17/22	JPACT	Call for Projects Approach
		RTP Financial Plan: Revenue Forecast
		Regional Transportation Needs Assessment Findings
12/2/22	TPAC	RTP Call for Projects Approach
		Climate Smart Strategy Update
	REMTEC	Check-in with them in advance of Call for Projects
12/15/22	JPACT	Climate Smart Strategy Update
Mid-December	HCT Working Group Meeting	#5 HCT Strategy Update: Corridor Investment Readiness Tiers

Climate and transportation expert panel summary

On June 22, 2022 Metro hosted a panel to learn from national experts about the best practices and tools being used nationally to assess and monitor climate impacts of transportation.

The attached materials capture the panel discussion and provide an easy guide for those interested in learning what was discussed. A full video recording of the panel discussion is available: https://vimeo.com/manage/videos/723107656/16bc305fea

1. Agenda
2. A discussion guide with timestamps from the video recording indicating when specific questions were asked of the panelists.
3. A summary of the panel discussion
4. Background materials:
    - Background on Climate Action in Oregon and the Greater Portland Region's Climate Smart Strategy
    - Background on Use of Vision Eval and Key Transportation Assumptions for Climate Smart Strategy Proxy
    - Metro Modeling Overview

Agenda

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

Meeting:	Climate and transportation expert panel
Date:	June 22, 2022
Time:	7:30 am – 10:00 a.m.
Place:	Zoom webinar. Register: https://us02web.zoom.us/webinar/register/WN_BYx9mF6gTWymXUr1Q-vqdA

Objectives:

- Learn from national experts about the best practices and tools they are using to assess and monitor climate impacts at the system, corridor and project levels, including the known strengths and limitations of the tools being used to inform VMT and GHG reduction strategies and monitor progress toward adopted VMT and GHG reduction targets.
- Ask for feedback and gain insight on modeling and monitoring practices currently being used and considered by Metro, including the opportunities to improve Metro's current approach.
- Build a shared understanding of what the 2023 RTP is expected to demonstrate in terms of VMT and GHG performance in response to Executive Order 20-04 and the statewide Climate-Friendly and Equitable Communities rulemaking.
- Set the foundation for a collaborative regional approach to reducing transportation's impact on climate change by convening agency and community partners to inform how Metro works with state, regional and local partners to meet adopted VMT and GHG reduction targets.

Panelists

- Kyung-Hwa Kim, Performance Analysis and Monitoring Manager at the Atlanta Regional Commission
- Eric Sundquist, Sustainability Advisor; SB 743 Program Manager, California Department of Transportation
- Shoshana M. Lew, Executive Director, Colorado Department of Transportation
- Rebecca White, Director, Division of Transportation Development, Colorado Department of Transportation
- Susan Handy, Professor of Environmental Science and Policy and Director of the National Center for Sustainable Transportation at the University of California, Davis
- Dan F.B. Flynn, Data Scientist, U.S. Department of Transportation Volpe Center

---------->
over

AGENDA

7:30 – 8:10 a.m. **Welcome and introductions**

- Welcome (Margi Bradway, Moderator)
- Opening remarks (Metro Councilor Gonzalez)
- Presentation: Overview of state and regional climate policies and strategies and Metro's modeling and monitoring toolbox (Metro staff)
- Panelist introductions (Panelists)

8:10 – 9:05 a.m. **Expert panel discussion**

The moderator will facilitate a discussion with the expert Panel focused on using climate analysis tools for strategy development, evaluation and monitoring and assumptions for the future of electric vehicle technology.

9:05 – 9:10 a.m. **Break**

9:10 – 9:40 a.m. **Facilitated Q&A with Metro Council and JPACT members**

Metro Council and JPACT members will be promoted to "panelists" to ask the panelists questions.

9:40 – 10 a.m. **Expert Panel Final Thoughts & Closing**

Climate and transportation expert panel discussion guide

Date: June 22, 2022
Time: 7:30 – 10:00 a.m. PT
Place: Zoom webinar

Webinar link:
https://vimeo.com/manage/videos/723107656/16bc305fea
Numbers below indicate the time stamp from the webinar.

Panelists and presenters:
Director Shoshana Lew, Executive Director, Colorado Department of Transportation
Director Rebecca White, Division of Transportation Development Director, Colorado Department of Transportation
Erik Sabina, Colorado Department of Transportation
Eric Sundquist, Sustainability Advisor; SB 743 Program Manager, California Department of Transportation
Susan Handy, Professor of Environmental Science and Policy and Director of the National Center for Sustainable Transportation at the University of California Davis
Kyung-Hwa Kim, Performance Analysis and Monitoring Manager at the Atlanta Regional Commission
Dan F.B. Flynn, Data Scientist, U.S. Department of Transportation Volpe Center

Metro Council and JPACT members:
Councilor Juan Garcia Gonzalez
Councilor Christine Lewis
Councilor Shirley Craddick
Councilor Gerritt Rosenthal
Mayor Steve Calloway, City of Hillsboro
Councilor Kathy Hyzy, City of Milwaukie

Presenters and moderator:
Thaya Patton, Senior Researcher and Lead Climate Modeler
Kim Ellis, Principal Transportation Planner, Metro
Margi Bradway, Deputy Director, Planning, Research & Development, Metro; moderator

Expert panel discussion

Margi Bradway, Metro, facilitated a discussion with the panelists. The questions that were asked of panelists answered are noted below.

Timestamp 43.00 What are your processes for conducting the EMTR analysis? What are the tools you are using, and how are they accounting for different factors?
Timestamp 49.00 How does California measure GHG or VMT?
Timestamp 55.20 How does what California is doing contrast with the Colorado approach?
Timestamp 58.28 How does each model help with decision-making?

Timestamp 1.02.23 What are Atlanta's processes and tools and how do they help with decision-making?
Timestamp 1.12.21 How do fleet assumptions fit into analysis at region, state or project level? Where do fuels fit, or don't fit into induced demand analysis? In the study of induced demand, are fleet assumptions held solid or is focus solely on the VMT?
Timestamp 1:18:25 Do MPOs use different approaches and assumptions in modeling related to GHG emissions?
Timestamp 1.23.26 How do you monitor progress?

Metro Council/JPACT discussion

Timestamp 1.36.22 Councilor Hyzy said there is tension around induced demand – what is the best response? What does modelling show that induced demand will do in terms of addressing climate issues and reducing GHGs? How do we, as a region, most effectively think about it?
Timestamp 1.46.24 Margi asked Colorado panelists if they are taking into account induced demand.
Timestamp 1.49.00 Councilor Lewis asked about the effectiveness of modeling GHG at the project level. Are we diverting GHG emissions from a highway to a neighborhood street?
Timestamp 1.54.02 Councilor Lewis asked about getting a level of granularity in a project, or is it only possible once it has gone through NEPA?
Timestamp 1.57.10 Councilor Rosenthal asked if models have been used to identify the impacts of the increase of gas prices. How much GHG reduction could we get if gas prices continue to rise to European rates? Will the increase in gas prices be a significant factor in decreasing GHG?
Timestamp 2.04.57 Mayor Steve Calloway asked at what point is there benefit to adding an auxiliary lane or widening, to increase efficiency and decrease GHG?
Timestamp 2.11.00 Councilor Gonzalez asked if climate modeling is at point as a performance tool where it has done enough to change/alter projects across the country, or is it too new to really model for, so projects that were going to happen, happen anyway? As climate modeling is advancing across the country, how is it impacting, improving or stopping projects?

Summary Notes: Climate and transportation expert panel

Date: June 22, 2022
Time: 7:30 – 10:00 a.m. PT
Place: Zoom webinar

Webinar link:
https://vimeo.com/manage/videos/723107656/16bc305fea
Numbers below indicate the time stamp from the webinar.

Panelists and presenters:
Director Shoshana Lew, Executive Director, Colorado Department of Transportation
Director Rebecca White, Division of Transportation Development Director, Colorado Department of Transportation
Erik Sabina, Colorado Department of Transportation
Eric Sundquist, Sustainability Advisor; SB 743 Program Manager, California Department of Transportation
Susan Handy, Professor of Environmental Science and Policy and Director of the National Center for Sustainable Transportation at the University of California Davis
Kyung-Hwa Kim, Performance Analysis and Monitoring Manager at the Atlanta Regional Commission
Dan F.B. Flynn, Data Scientist, U.S. Department of Transportation Volpe Center
Metro Council and JPACT members:
Councilor Juan Garcia Gonzalez
Councilor Christine Lewis
Councilor Shirley Craddick
Councilor Gerritt Rosenthal
Mayor Steve Calloway, City of Hillsboro
Councilor Kathy Hyzy, City of Milwaukie
Presenters and moderator:
Thaya Patton, Senior Researcher and Lead Climate Modeler
Kim Ellis, Principal Transportation Planner, Metro
Margi Bradway, Deputy Director, Planning, Research & Development, Metro; moderator

Welcome and Introductions
00.00: Metro Planning, Development and Research Deputy Director Margi Bradway welcomed panelists, guests and Councilor Juan Garcia Gonzalez. She said Metro is working on modeling and policy development for the 2023 Regional Transportation Plan. She began the event by referencing Oregon's state goals on climate and Governor Kate Brown's executive order directing agencies to reduce climate pollution even further. She reviewed the agenda and ground rules.

02.20: Councilor Gonzalez gave opening remarks, noting that over 110 people (this later increased to 156) are in the audience and expressing gratitude to the panelists. He noted that in Oregon, transportation is one of the largest contributors to greenhouse gas emissions. The Regional

Transportation Plan (RTP) outlines all transportation planning over the next 25 years. Metro's climate modeling work is a cornerstone, and the Metro region has a history of collaboration.

Margi invited the panelists to introduce themselves and give a short overview of their work.

05.24: Director Shoshana Lew, Executive Director, Colorado Department of Transportation, began with a history of their policy rulemaking as a requirement. Senate Bill 260 focused on combining traditional investment in roads and bridges while broadening the way they think about it. The bill specifically directs them to think about greenhouse gas emissions and vehicle miles travelled. She stressed the importance of having a big tent to include everyone in the conversation. They held 10 public meetings plus many small meetings, including technical meetings that included modelers. She recommended having regulators be very aware of policy making. They tried to create a rule - conformity policy framework for greenhouse gases related to infrastructure. There have a couple of opportunities to hit the target, and if that doesn't work, there are opportunities for mitigation. It includes all Colorado MPOs and the state. She talked about mitigations. All projects have built into them some form of VRT. Director Rebecca White and Erik Sabina are also in attendance.

14.24: Eric Sundquist, Sustainability Advisor; SB 743 Program Manager, California Department of Transportation said he focuses on implementing legislation as a result of Senate Bill 743,which forces them to look at induced demand in their projects. He showed a slide on induced demand, saying it is unintuitive. He listed three motivations. 1. It is bad for congestion. Studies that review road widenings show they become just as congested as before widening. 2. The impacts - environmental/emissions, safety, noise, equity 3. Widening roads puts a huge burden on maintaining and operating the system. Like other impacts, traffic congestion is measured under California Environmental Quality Act (CEQA). They have to assess project impact, then make changes to the project scope or provide mitigation. They try to avoid the latter as it is costly. Consider a benefit cost ratio.

18.47: Susan Handy, Professor of Environmental Science and Policy and Director of the National Center for Sustainable Transportation at the University of California, Davis works with the state and CalTran to implement its AB 32 policy which puts in place reduction of GHG and also a Senate Bill to reduce Vehicle Miles Traveled (VMT) in urban areas. Strategies include investments in transit, land use policies and bike/pedestrian policies. She mentioned their induced travel calculator and the benefits of active travel projects. She said key themes are to look at empirical evidence and extract from that. Most of work is project level.

21.44: Kyung-Hwa Kim, Performance Analysis and Monitoring Manager at the Atlanta Regional Commission talked about the role of planner and modeler. She uses facts and performance measures. Modelers can provide date to planners explaining if a project is achievable. Modeling describes how to get there but one model will not answer all questions and multiple scales are needed.

25.30: Dan F.B. Flynn, Data Scientist, U.S. Department of Transportation Volpe Center, said he supports the VisionEval tool which evaluates the impacts of potential policies and looks at performance metrics such as GHG from transportation. It can be used at a higher strategic level.

27.00: Margi introduced Metro's Kim Ellis, Principal Transportation Planner and Thaya Patton, Senior Researcher and Lead Climate Modeler. Kim presented on Metro's Climate Smart Strategy.

34.50: Thaya Patton presented on Metro's Climate Analysis Toolbox.

Expert Panel Discussion

43.00: Margi opened the discussion with two questions:
What are your processes for conducting the EMTR analysis?
What are the tools you are using, and how are they accounting for different factors?

Daniel Flynn said he develops and promotes the modeling tools at the Volpe Center, which is part of the US Department of Transportation. Volpe Center is a fee for service in-house consultancy that works with the Federal Highway Administration Office of Planning that developed the GreenSet model, which then was developed into VisionEval. He supports users of the model. It is in between more detailed models and has components that interact with land use at regional levels and has the features of a sketch model, for example determining the range of uncertainty given policy choices. It is good at estimating VMT at the regional level and at a more granular level, including within census tracks. It is not a project level analysis tool. He showed a slide illustrating VisionEval.

49.00: Margi turned to Eric Sundquist, asking how they measure GHG or VMT. He explained the GHG measurement comes out of the conformity setting. With VMT, they use other tools such as …He talked about VMT and where it departs from GHG. If demand models were great, it is laborious, project by project and for some, impossible. There are no transportation land use models. If area was big enough, he said you would still have to create a new no-build land use area. Doing project by project is very laborious. They have opted for a more targeted assessment that uses models to a lesser extent.

NCSD calculations take a big step up. More lane miles equals more VMT. It is straightforward, but does not cover everything, for example, a new interchange. Assessment of VMT is moving forward. The NCSD calculator allows interpolation of results with the demand model. It does not work with looking at transit or VMT reduction and mitigations. GHG goes through a conformity type process, though MOVES. They are looking at the fleet mix and emissions per mile from different vehicles. An example of a conflict: a road diet can look bad in GHG or conformity because the cars are going slower, while it looks great in VMT because cars are going slower or idling. Also, the BC model does not have feedback loop in terms of induced demand.

Margi commented that California has found a way to do both; use a VMT calculator and travel demand model.

55.20: Margi asked Colorado panelists to contrast what California is doing with the Colorado approach.

Erik Sabina said he heads the travel demand forecasting group at Colorado DOT and led the development of the activity based model project. He said that a couple of years ago they had the only fully desegregate activity based models at the state level in the U.S. After that, his focus switched to GHG. He agreed with Eric Sundquist, saying the activity based machines took a lot of crank turning to get an answer out and that small projects cannot be seen in that type of model. They worked with the FTA and now make use of two models: a large desegregate model, and EERPAT. They also mine studies around the country for elasticity and reasonable relationships around input and output.

58.28: Margi said Colorado has done great work on GHG goals. She asked the Colorado panelists how each model helps with decision-making.

Erik Sabina said when GHG rules were created, they developed a set of three scenarios, using the terms aggressive but feasible, using a combination of EERPAT and the statewide model. They came up with low, medium and high estimates with groups of measures that were attached to each. This way people could see what they did and how it related to each outcome.

Rebecca added that they used the model tools to develop the GHG standard. Colorado is now implementing the standard and using the tools to determine if they are meeting it. They use the travel model to look at their ten year long range plan. If they cannot meet the goals with the mix of projects, they will look at mitigation tools. They will use EERPAT. They have a spreadsheet of expected GHG reductions when looking at different options. This is based on a lot of literature review. To reiterate, it is an art and a science. We are dealing with the limitation of MOVES and complete streets. When you run a complete street through MOVES, it shows a worse outcome, yet complete streets meet our goals. Should we move away from MOVES and adopt more of a spreadsheet model? Colorado is right in the middle of this process now.

Margi said this is timely given the federal infrastructure bill and the focus on complete streets.

1.02.23: Margi invited Kyung-Hwa Kim to talk about their processes and tools and how they help with decision-making in the Atlanta region. Kyung-Hwa shared slides describing models and modelling. She made several points including that there are many factors that impact travel demand including economic, but what is measured are accessibility and mobility. Travel modelling cannot reflect the full reality. She reviewed MPO modeling history. She said we need separate models to understand. She said they use the activity based model and also the three-based model for the purpose of analyzing. She concluded saying TIP project evaluation and prioritization are important.

1.12.21: Margi noted that no one has talked about how fleet assumptions fit into their analysis, at region, state or project level. She asked Professor Handy to weigh in on where fuels fit, or don't fit into the induced demand analysis.

Susan Handy said the California Air Resources Board (CARB), in its efforts to meet targets to reduce GHG, concluded that even a very aggressive effort to convert to electric vehicles is not enough; it is also necessary to reduce vehicle miles traveled. They are coming out with a new scoping plan. Regardless of what happens to the fleet, we need to reduce how much people are driving. There is a life cycle of emissions attributed to driving. It is not just about what comes out of the tailpipe; it is also about manufacturing the car and tires, building the roads. [2022 Scoping Plan Documents | California Air Resources Board]

Margi asked, in their study of induced demand, do they hold fleet assumptions solid or do they focus solely on the VMT aspect?

Susan responded that she uses the term induced travel. Aside from inducing changes in land use or promoting growth in a region, shifts in travel will occur when there is change in the capacity of the highway system. They created the estimator for change in VMT and for change in highway capacity and it doesn't look at fleet mix.

1.16.18: Margi asked Erik Sabina about Colorado's inputs on fleet. He said that Colorado's energy office developed a target of 940,000 light duty EVs on the road by the year 2030, compared to about 5 million total vehicles on the road. It has been challenging with stakeholders to communicate that this number is more impactful now than it will be in the future. For example by 2050, they hope that 100% of light duty vehicles will be EV. They use these numbers in the background for other analysis.

1:18.25: Margi asked Daniel if MPOs use different approaches and assumptions in modeling related to GHG emissions. He replied that at Metro, they asked if they could isolate the assumptions about EV growth in households versus all other vehicles on the road. New York State has used the VisionEval model to look at impacts on the EV market and growth of GHG emissions.

1.20.35: Eric Sundquist said they are in VMT and less in fleet mix. We will not know the exact answer. Various uptakes of EVs usually leave us behind, rather than ahead of whatever the scenario is. He suggested estimating conservatively and go from there. On SB 375, they are not meeting their goals and Portland is not meeting their goals.

1.22.01: Kyung-Hwa said it is complicated. It is related to economics, the demand and consumption. A crucial question is, what is our uncertainty? Narrow the uncertainty through assumptions.

1.23.26: Margi asked if anyone was monitoring progress. How do you monitor progress? Rebecca replied that it is not as simple as putting up an air quality monitor. They have committed to doing annual reports and every three years, a comprehensive look. It is challenging to detect how much change is occurring when looking at issues like land use. Margi asked, is progress based on specific strategies to reduce GHG or is it actual numbers compared to planning goals? Rebecca replied they would generate a CO2 equivalent number for the light duty fleet and compare that to the goal. The rule for 2030 would reduce 1.5 million metric tons.

1.25.38: Eric Sundquist said they monitor at a gross level and that they are going in the wrong direction. They've legislatively required analysis. The SB 150 report, AB 285 talk about why they are getting bad results. There is the GHG, VMT, what are is being built and why, where is the money going, what are the financial/policy/legal/institutional/educational constraints that are pushing in the wrong direction? He mentioned there are two recent reports that could be helpful. Margi said Molly Cooney Mesker will send out these reports. Reports:

- California Transportation Assessment Report - Pursuant to AB 285
- DRAFT 2022 PROGRESS REPORT (ca.gov)

1.28.18 – 1.36.21: **Break**

Facilitated Q&A between panelist experts and Metro Council and JPACT members

1.36.22: Margi invited Metro Council and JPACT members to ask questions of the panel.
Councilor Hyzy thanked the panelists and noted how useful this context and modeling information is for her as an elected official. She said she wants to do the climate work right and well and not in a way that feels imposed, but that invites everyone in. There is tension around induced demand – what is the best response? What does modelling show that induced demand will do in terms of addressing climate issues and reducing GHGs? How do we, as a region, most effectively think about it? There are multiple mega projects coming up. She said she advocates for true solutions for problems, not the usual, not necessarily comprehensive solutions.

Susan said there are great resources that explain how induced travel works, including her lecture through the National Center for Transportation and videos on YouTube. She said it is a basic economic principle. If you expand highways, you reduce the price of driving. If you reduce the price, people will do or consume more of it. With driving, decisions revolve around destinations, mode and over the longer term, live/work locations and what kind of land development happens where. All impact VMT. Travel demand models do not do a good job of measuring these factors, hence the need for the induced travel calculator. If the goal is to reduce VMT, we should not expand the capacity of the highway or roadway system. All of the evidence shows this. We are overselling to the public that highway expansion is a solution to congestion. It may reduce congestion in the short run, but the highway capacity will fill up again.

1.43.50: Eric Sundquist added that there is a vicious cycle effect - as there is more auto-centric development, it undercuts work on other modes: transit, walking, biking. There is not enough money for transit to serve low density development and employment sites that occur alongside highways. Auto-centric development causes a mode shift away from transit, walking and biking.

1.45.11: Kyung-Hwa noted uncertainties include not knowing the future location of housing and types of land use. Autonomous vehicles are coming and people are teleworking. Despite people moving to the suburbs in Atlanta, there is still congestion. There are no good predictions, but scenario testing provides a glimpse of what might or might not happen.

1.46.24: Margi asked Colorado panelists if they are taking into account induced demand.
Erik Sabina said the virtue of their large activity-based model list is that it covers 6 elements of induced demand. The activity-based models covers 5 of them; they illuminate inter-relationships and effects. If driving is so dominant, it pushes other modes to the sidelines. A difficulty remains with the land use effect, which is very complex. Land use is one of the six elements. They do scenarios that include land use to illustrate a range of possibilities to policy makers.

1.49.00: Councilor Lewis asked about the effectiveness of modeling GHG at the project level. She mentioned diversionary impact – shifts of modality but also shifts of corridor. Are we diverting GHG emissions from a highway to a neighborhood street?

Kyung-Hwa said the Atlanta Regional Commission has a very detailed way of understanding and modeling the pollutants at a link level, using a tool consistent with the travel demand model to understand the impact the diversion will create. They also have a project level model, a simple spreadsheet to demonstrate air quality impact. She said sometimes they need to do a comprehensive model to get a result on the network fatalities but some can be dealt with at a smaller, project scale.

Eric Sundquist said with GHG it doesn't where it's emitted, but particulate emissions do matter. For example, a highway widening diverts traffic from a neighborhood, reducing safety and other impacts but raising GHG. Under the statute, they need to weigh impacts and mitigate. Models are really about distributing traffic on the network. To the extent that the model is granular enough to show neighborhood effects, they would look at that as well as countervailing effects. They can look at different project alternatives, scope the project, and decide if it can go forward or how to mitigate.

1.54.02: Councilor Lewis asked about getting a level of granularity in a project, or is it only possible once it has gone through NEPA? Eric Sundquist replied that it is possible to do it sooner but because NEPA kicks in after the alternatives have been selected, it is kind of backwards. They are trying to switch the order by redoing purpose and need statements to encompass the environmental outcomes.

Margi noted that in California, the California Environmental Quality Act (CEQA) is the state equivalent of NEPA.

Erik Sabina added that the tools are available to do project level analysis. It takes a multi set of tools including the larger models we've been discussing. Larger level models will measure the effects of diversion. Simulation models can look at things like road design elements.

1.57.10: Councilor Rosenthal said the price of gas is key factor in the choice to drive, yet there is also pent up demand due to the pandemic. Have models been used to identify the impacts of the increase of gas prices? How much GHG reduction could we get going forward if gas prices continue to rise to European rates? Will the increase in gas prices be a significant factor in decreasing GHG?

Kyung-Hwa replied that we can estimate people's propensity of how they will react to gas price increases before the prices go up. We observe their behaviors through household surveys or transit board surveys; they provide historical information and help us estimate their propensity for choice of travel mode and time of travel. The model will not predict correctly on this question, but if we change sensitivity to high prices, the result will change. No one knows if gas prices will stay up and if this will be a significant factor in decreasing GHGs.

Eric Sundquist added that this question is more along the lines what Susan shared on induced travel and short and long term elasticities. There has been research on travel outcomes based on gas prices. This can be added to the model, but it is a lot of work leading to a false outcomes. You might look at doing something literature or broad based.

Susan added that there is a lot of research that indicates that elasticity is smaller than you would think; people don't change their behaviors and often, because many don't have a choice. They have to drive so they adapt to the higher price. Research has been done on the range of price changes that have occurred in the American reality. We don't know what the impact of extreme changes will be.

2.04.00: Margi mentioned that Metro completed a congestion pricing study using scenarios which compared tolling to VMT tax to other tools.

2.04.57: Mayor Steve Calloway said we have hours of congestion that creates GHG. At what point is there benefit to adding an auxiliary lane or widening, to increase efficiency and decrease GHG?

Kyung-Hwa asked if this would be more an engineering level analysis, a micro-simulation.

Margi said that you could run into a conflict looking at the travel demand model versus NEPA analysis, which uses a more granular model. How do you reconcile these?

Susan said there is a tradeoff between traffic flow and the induced travel. Travel speed will increase immediately after construction, but do we account for the extra congestion and emissions caused by construction? Traffic flow will speed up but this will induce additional driving. There is a need to take into account both, but there is not a good net assessment of benefits.

Rebecca said she appreciated the question. Colorado is a rapidly growing state with a lot of people sitting in traffic. She said it depends on the corridor. They are working on lane balancing, where two lanes increase to three then drop back to two lanes. In other corridors, they widen the highway and the traffic levels initially improve, then come back to congested levels five years later. For this reason, in the metro areas they look at managed lanes or improving transit.

Margi recalled that Director Shoshana Lew, in her introduction, talked about bus rapid transit as a mitigation that is used by Colorado DOT.

2.11.00: Councilor Gonzalez said projects and mega projects take a life of their own because of legislative mandate or the DOT. Are we at a point where climate modeling as a performance tool has done enough to change/alter projects across the country, or is it too new to really model for, so projects that were going to happen, happen anyway? As climate modeling is advancing across the country, how is it impacting, improving or stopping projects?

Kyung-Hwa said that at the Regional Commission they adopted a regional evaluation performance measure that includes GHG. For every project, they look for a quantified GHG benefit. It is hard to move the needle but they try to account for or understand the impact of large and small projects.

Eric Sundquist added that the tools are there but that this group is the outlier. Most of country is not doing this, so there are no outcomes but where it is being done, there are some good outcomes. There is increasing counterweight to institutional pressure to widen highways. There are project examples. It is not for lack of technical tools; it is lack of political will.

2.15.54: Margi asked panelists for lessons learned, advice for Metro or takeaways.

Dan said that given the interest in induced demand, project level analysis and work at the regional level, there is a need more than one tool.

Erik Sabina said using better modeling tools will pay dividends. For policy, aim for clear discussions to help know what the limitations are. Do not be paralyzed by lack of perfect analysis. You can make a lot of progress with less than 100% perfect numbers. Rebecca added that they took the leap and are seeing results. Keep the tent broad and the stakeholder group diverse. They had a lot of people who were upset, they took a lot of time talking to them, and they have made progress as a state.

Eric Sundquist reiterated that a lack of precision exists in all older tools. Given the uncertainties and lack of precision, assume that any highway widening will be eaten up by new demand in 5-10 years with a net increase in VMT and GHG, plus bring back all congestion and include impacts on adjacent neighborhoods. Have people who advocate for capacity improvements tell you why it is not true. Have them prove; be more skeptical.

Susan said we do modeling for statutory requirements and to make decisions but the modeling tools are imperfect and have limitations. There has been much false precision historically. They don't tell us what to do. We should be deciding what kind of future we want and work towards that future.

Kyung-Hwa wrapped up, saying we are all facing the same challenges. There is a need to work together and not re-invent the wheel. Go forward to the future we want, knowing modeling cannot solve all issues. When we work together we make a better region and society.

Margi thanked the panel for their time and sharing of resources, and thanked the audience.

JUNE 2022

CLIMATE SMART STRATEGY

Metro

2023 Regional Transportation Plan Update

Background on Climate Action in Oregon and the Greater Portland Region's Climate Smart Strategy

Prepared for members of the Transportation and Climate Expert Panel

Introduction

Climate change is the defining global challenge of the 21st century. And as the recent increase in climate-induced wildfires and extreme weather events has demonstrated, it is likely to have significant impacts on the Portland region.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon.[1] It is therefore a key focus of the greenhouse gas reduction efforts statewide and in the greater Portland region. Metro and the Oregon Department of Transportation (ODOT) each have a history of climate planning and an established "carbon reduction strategy" to reduce greenhouse gas (GHG) emissions from the transportation sector.

In 2007, the Oregon Legislature first set statewide climate change goals to reduce emissions by at least 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050.[2] The goals apply to all emissions sectors – energy production, buildings, solid waste and transportation. More recently, Executive Order 20-04 set new greenhouse gas emissions reduction goals that call for the State of Oregon to reduce its GHG emissions at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050.[3] These updated goals are consistent with the reductions that climate scientists now believe are necessary to avoid catastrophic climate change impacts.

In 2009, the Oregon Legislature enacted HB 2001 directing Metro to develop and adopt a climate plan to reduce GHG emissions from light duty vehicles. The Legislature further directed the Land Conservation and Development Commission (LCDC) to adopt GHG emissions reduction targets for light duty vehicles for all of Oregon's metropolitan areas, although the Portland region was the only region with a mandated GHG reduction target. In 2010, the Oregon Legislature directed the ODOT to work with Metro and other metropolitan planning organizations, other state agencies and local governments to adopt a statewide transportation strategy on GHG emissions aimed at achieving the goals adopted by the Legislature in 2007.

In 2014, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the Climate Smart Strategy[4] with broad regional support from community, business and elected leaders. Approved by LCDC in 2015, the strategy was based on extensive stakeholder and public input, scenario planning and analysis. As part of the process, Metro conducted detailed modeling and analysis of various greenhouse gas scenarios and identified the types of transportation-related mitigation strategies that would have the greatest potential for reducing greenhouse gas emissions in the long term. This informed the Climate Smart Strategy that was ultimately adopted and continues to guide the region's response to the climate crisis today.

---

[1] https://www.oregon.gov/deq/aq/programs/Pages/GHG-Oregon-Emissions.aspx

[2] House Bill 3543, enacted on August 7, 2007. https://www.oregonlegislature.gov/bills_laws/lawsstatutes/2007orLaw0907.html

[3] https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf

[4] https://www.oregonmetro.gov/climate-smart-strategy

Adopted in 2014, Metro's Climate Smart Strategy is grounded in Metro's land use goals and adopted 2040 Growth Plan. The Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy and achieve the GHG reduction targets adopted for the region by the Land Conservation and Development Commission.

The strategy outlined how the Portland metropolitan region will reach targets to reduce transportation-related greenhouse gas emissions from light duty vehicles. The regional Climate Smart Strategy includes a set of policies, strategies and near-term actions to guide how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region. It is grounded in Metro's land use goals and adopted 2040 Growth Plan and implemented through the Regional Transportation Plan.

The Climate Smart Strategy includes a wide-range of strategies for reducing GHG emissions from light duty vehicles, many of which are not funded or are underfunded. The Climate Smart Strategy was updated in 2018 as part of the Regional Transportation Plan update and will be updated again in 2023 to ensure ongoing compliance with Oregon's GHG emissions reduction targets.

Targets for the year 2035 were first set by the LCDC for each of Oregon's metropolitan areas in 2011. LCDC set additional targets for each metropolitan area through the year 2050 in 2017, and recently adopted temporary rules to support achievement of these targets through the statewide Climate Friendly and Equitable Communities (CFEC) rulemaking. The targets adopted for the Portland region are to reduce greenhouse gas emissions from light vehicle travel (from 2005 levels) as follows:

- A 20 percent reduction for the year 2035
- A 25 percent reduction for the year 2040
- A 35 percent reduction for the year 2050
- Targets for the years 2041-2049 steadily increase from 26 to 34 percent in order to maintain progress toward the 2050 target.[5]

These targets reflect additional greenhouse gas emissions reductions needed beyond what was expected to be achieved through State-level policies and actions identified in the Statewide Transportation Strategy (STS) that aim to advance Oregon's transition to cleaner, low-carbon fuels and zero and low-carbon emissions vehicles. At the state level, the Oregon Transportation Commission formally adopted the STS into the Oregon Transportation Plan in 2018. The STS resulted from a state-level scenario planning effort that examined all aspects of the transportation system, including the movement of people and goods, and identified a combination of strategies to GHG emissions. The STS identified a variety of effective emissions reduction strategies at the statewide level in transportation systems, changes in vehicle and fuel technologies, and compact urban land use patterns served by transit, walking and biking connections in the state's eight metropolitan areas.

[5] Oregon Department of Land Conservation and Development, Climate-Friendly and Equitable Communities Proposed Amendments to OAR 660-044 (Division 44), May 5, 2022, p. 6. https://www.oregon.gov/lcd/Commission/Documents/2022-05_Item_3_CFEC_Attachment_E_Draft-Rules-for-Division-44.pdf

GHG Forecasting and Monitoring

Since 2010, ODOT and Metro have been developing, testing, and refining tools to measure and forecast transportation-related GHG emissions. Formally called GreenSTEP and Metropolitan GreenSTEP, the VisionEval Framework includes both a statewide (VE-State) and a metropolitan (VE-RSPM) version that is used in Oregon.[6] These are essentially the same suite of tools that the State of Oregon used to set the region's greenhouse gas reduction targets in 2012 and continues to be used to help monitor progress towards Oregon's legislatively mandated GHG reduction goals and implementation of the Statewide Transportation Strategy.

In 2018, ODOT reviewed and prepared a monitoring report on progress to date in implementing Oregon's STS, which sets a vision for meeting the State's transportation-related GHG reduction targets.[7] According to the report, "Oregon is on track to reduce GHG emissions by 15-20 percent below 1990 levels by 2050, which falls far short of the STS vision."[8] The report also evaluated the state's progress on different types of GHG reduction strategies and found that:

- implementation of all transportation options and land use strategies was on track or moving in the right direction.
- progress on intelligent transportation systems, pricing, and clean fuels strategies was mixed, with some strategies moving in the right direction and others making no progress or trending in a negative direction.
- vehicle technology strategies are "not making a lot of progress in the direction of the STS vision;"[9] the STS found that there has been slightly more negative change than progress in this category.

Metro conducted a similar review of the Climate Smart Strategy in 2018 as part of the update to the Regional Transportation Plan (RTP). Appendix J to the 2018 RTP showed that Metro is implementing the actions called for in the Climate Smart Strategy, as required by OAR 660 Division 44, and found that our region was making satisfactory progress implementing the Climate Smart Strategy and was on track to meet its targets for 2035 and 2040.[10] Greenhouse gas emissions analysis conducted for the 2018 RTP relied on use of the regional travel demand model (RTDM) and MOVES – the Environmental Protection Agency (EPA) approved model for forecasting on-road mobile source greenhouse gas emissions in the region. Significant methodological differences in how VisionEval and MOVES estimate on-road vehicle emissions do not allow for direct comparison of forecasted on-road vehicle emissions results. As a result, while the RTDM and MOVES analysis forecasted GHG emissions, the analysis could not be used to demonstrate progress toward the GHG reduction targets defined in OAR 660-044-0060. Finally, Metro's review found that more investment, actions and resources are needed to ensure the region achieves the mandated greenhouse gas emissions reductions. In particular, additional funding and prioritization of Climate Smart Strategy investments and policies that substantially reduce greenhouse gas emissions will be needed.

While ODOT analysis tools are focused at the state level, Metro is working with ODOT to build upon ODOT's VisionEval suite of tools to allow analysis at the regional level in support of the 2023 RTP update. The focus of this work is to allow a more detailed evaluation at the regional scale using transportation

[6] https://www.oregon.gov/odot/Planning/Pages/Technical-Tools.aspx#GreenSTEP
[7] ODOT, Oregon Statewide Transportation Strategy, 2018 Monitoring Report, April 19, 2018. https://www.oregon.gov/odot/Planning/Documents/STS-2018-Monitoring-Report.pdf
[8] ODOT 2018, p. 26.
[9] ODOT 2018, p. 22.
[10] Metro, Climate Smart Strategy implementation and monitoring, 2018 Regional Transportation Plan Appendix J, December 6, 2018. https://www.oregonmetro.gov/sites/default/files/2019/04/02/RTP-Appendix_J_Climate_Smart_Strategy_Monitoring181206.pdf

networks and behavioral models to better understand and manage the impacts of transportation policies and investments on GHG emissions and determine if the 2023 RTP is meeting GHG reduction targets. This work is intended to complement the state-level analysis tools currently available, and advance ongoing efforts to integrate GHG outcomes into the regional transportation planning process.

Looking Ahead

Much has changed since 2018. Metro is now beginning the 2023 RTP update amid increasing evidence of our changing climate and its impacts. Major climate studies have found that changes are stronger and are happening more rapidly than expected, and that emissions need to fall dramatically by 2030 to prevent irreversible global damage.[11] Oregon did not meet its 2020 goal to reduce emissions to 10 percent below 1990 levels; at last count emissions were roughly 10 percent above 1990 levels.[12] And though our region demonstrated it was on track to meet our greenhouse gas reduction targets in 2018, the global pandemic and other urgent challenges suggest we may now be falling behind implementing some of the policies and investments called for in the Climate Smart Strategy. In addition, the region is contemplating new and updated policies that should be considered for inclusion in an updated Climate Smart Strategy.

Since 2018, the State has adopted new policies and programs to support clean vehicles and fuels in response to Executive Order 20-04.[13] The Every Mile Counts Program and its coordinated STS Multi-Agency Implementation Work Plan are focused on reducing greenhouse gas emissions and implementing the STS. Recent actions include the formation of climate offices within ODOT and ODEQ and the statewide CFEC rulemaking by the LCDC and the Department of Land Conservation and Development (DLCD). In addition, several Oregon vehicles and fuels legislative actions and Environmental Quality Commission (EQC) rules are expected to be in place by the end of 2022 that will help greatly advance the STS goals to "clean up every mile" and associated air quality impacts:

1. Clean Car Standards Program (ZEV1) (EQC adopted in 2005)
2. Clean Fuels Program (CFP1) (HB2186, 2009)
3. Clean Electricity Standard (HB2021, 2021)
4. Advanced Clean Truck Rules (ACT) (EQC adopted in November 2021)
5. Climate Protection Program (CPP) (EQC adopted in December 2021)
6. Clean Fuels Program Expansion (CFP2) (EQC expected adoption in 2022)
7. Clean Car Standards Program Expansion (ZEV2) (EQC expected to initiate rulemaking mid-2022)

The first three are expected to achieve by 2026 a roughly 10 percent reduction in state GHG emissions. The Climate Protection Program is an overarching policy that will restrict sales of fossil fuel sales in the state across multiple sectors increasingly each year starting in 2022. The latter programs are critical to implementing that policy to ease the transition to a low carbon future for all vehicle groups. Some credit trading is allowed prior to 2030, which makes it hard to predict exact forecasts in the near term. The ZEV programs when fully implemented should roughly conform to the goals set out in SB1044.

Metro continues to explore opportunities to evolve and enhance its capabilities and approach to forecasting GHG emissions and monitoring progress implementing the Climate Smart Strategy. To further advance that work in support of the 2023 RTP update, Metro is hosting an Expert Review Panel on Transportation and Climate Planning and Modeling on June 22, 2022.

[11] Intergovernmental Panel on Climate Change (IPCC), Climate Change 2021: The Physical Science Basis, Summary for Policymakers, October 2021. https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM_final.pdf

[12] Oregon Department of Environmental Quality, Oregon Greenhouse Gas Sector-Based Inventory Data. https://www.oregon.gov/deq/aq/programs/Pages/GHG-Inventory.aspx

[13] https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf

JUNE 2022

CLIMATE SMART STRATEGY

Metro

2023 Regional Transportation Plan Update

Background on Use of VisionEval and Key Transportation Assumptions for Climate Smart Strategy Proxy

Prepared for members of the Transportation and Climate Expert Panel

Background on VisionEval

In order to ensure that the 2023 Regional Transportation Plan makes meaningful and measurable progress in reducing greenhouse gas emissions, Metro and the Oregon Department of Transportation (ODOT) Climate Office collaborated to adapt the state-level VisionEval to operate at a regional-level. Formally called GreenSTEP and Regional Strategic Planning Model (RSPM), VisionEval is the essentially the same suite of tools that the State of Oregon has used to set the region's greenhouse gas reduction targets in 2012 and 2017, and monitor progress implementing the Statewide Transportation Strategy since 2013.

Since 2013, ODOT has used a state-level version of VisionEval that uses county-level data as inputs. To support the 2023 RTP Update, the ODOT and Metro team developed a regional-scale version of VisionEval that uses regional, sub-regional, and census tract level data as inputs. The goals of this effort are to:

- Adapt the state-level version of VisionEval to create a regional-scale VisionEval to inform local and regional GHG planning efforts in the Portland region.
- Evaluate the potential effectiveness of new and emerging strategies to reduce GHG emissions that were not adopted in the 2014 Climate Smart Strategy or 2018 RTP – especially congestion pricing, a proven emissions reduction strategy that is moving forward in our region.
- Examine what reductions in vehicle miles traveled (VMT) per capita are necessary to meet our greenhouse gas emissions reduction targets, assuming different rates of transition to cleaner, low and zero carbon fuels and more fuel-efficient vehicles.
- Provide an updated reality check on the assumptions underlying in the Climate Smart Strategy by comparing them to ongoing developments in clean fuels, clean vehicles, and RTP implementation during the 8 years since the strategy was adopted, and particularly during the 4 years since ODOT and Metro last assessed the implementation of their respective climate strategies.
- Better understand how the tools used to analyze GHG emissions account for different policies and strategies to help ensure that emissions reductions that are forecast in the RTP actually occur.
- Inform how best to forecast GHG emissions in the 2023 RTP update, recognizing limitations in the various tools available.
- Frame a regional discussion on what changes to the Climate Smart Strategy may be needed to stay on track, and even accelerate achieving the region's greenhouse gas emissions reduction targets.

Climate Smart Strategy: review of key transportation assumptions

The first phase of this work focused on examining whether the region and state are making progress toward the many milestones that must be met for Climate Smart Strategy to be a success. Staff developed two scenarios in VisionEval – a proxy of the adopted Climate Smart Strategy, slightly updated to be consistent with the more detailed inputs in the new regional-scale version of VisionEval, and a scenario that extrapolates current trends, and compared these two scenarios order to analyze progress in implementing the Climate Smart Strategy as reflected in the 2018 Regional Transportation Plan.

Through the 2023 Regional Transportation Plan update, future tasks will assess whether the assumptions underlying the Climate Smart Strategy need to be updated based on more recent information, estimate the change in GHG reductions due to changing assumptions, and if needed, to explore additional actions that can help the region stay on track to meet its GHG reduction targets.

The two scenarios developed for the first task of the analysis are:

Reference Case Scenario which assumes that current trends in Oregon's transition to cleaner fuels, more fuel-efficient vehicles (as assumed in the 2013 Statewide Transportation Strategy), and transportation demand management continue into the future, and does not account for future actions to reduce GHG emissions. The Climate Smart Proxy Scenario (described below) will be compared to this scenario in order to assess whether the Climate Smart Strategy as adopted in the 2018 RTP is on track to meeting the region's GHG reduction targets.

A **Climate Smart Strategy Proxy Scenario** representing the 2014 Climate Smart Strategy as currently adopted in the 2018 RTP.[1] This scenario is based on adopted policies and plans, including:

- assumptions about Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles from the 2013 Statewide Transportation Strategy[2] and
- assumptions about implementation of VMT-reducing strategies in the 2018 RTP.

This scenario produces greater GHG reductions than the Reference Case because it assumes that policies and plans that have yet to be fully implemented will drive emissions downward in the future. We also analyzed each component of this strategy, estimating the potential GHG emissions reduction from each individual change in assumptions between the Climate Smart Strategy proxy scenario and the Reference Case. This analysis will allow an evaluation of whether the key assumptions underlying the Climate Smart Strategy (as reflected in the 2018 RTP) are still reasonable, and to better understand the impact

[1] The Climate Smart Strategy scenario is a "proxy" because the analysis used a different tool that draws on different assumptions and data to estimate GHG assumptions than were used when analyzing GHG emissions during development of the 2014 Climate Smart Strategy and subsequent analysis conducted during the 2018 RTP update. During development of the Climate Smart Strategy, Metro worked in partnership with ODOT to develop and use the Metropolitan GreenStep tool to forecast GHG emissions reductions from light duty vehicles. During the 2018 RTP update, Metro used a separate, more detailed set of network-based tools, including the regional travel demand model in conjunction with the federally-approved Environmental Protection Agency (EPA) tool, MOVES, to forecast greenhouse gas emissions reductions. Due to significant methodological differences in how GreenStep/VisionEval and MOVES estimate on-road vehicle emissions, the results of the 2018 RTP GHG analysis could not be compared directly with GHG analysis conducted during development of the Climate Smart Strategy. Though the assumptions used in creating this scenario mirror those used for the 2018 RTP (Climate Smart Proxy) as closely as possible, neither the assumptions nor the results are identical because of significant underlying differences between GreenStep, VisionEval and our travel model which do not allow for direct comparison of forecasted on-road vehicle emissions results from each GHG modeling tool.

[2] https://www.oregon.gov/odot/Planning/Pages/STS.aspx. In 2018, the Oregon Transportation Commission adopted an amendment to incorporate the STS as part of the Oregon Transportation Plan (https://www.oregon.gov/odot/Planning/Pages/Plans.aspx)

that changing individual policy assumptions would have on achieving the region's GHG reduction targets. **Table 1** describes how the key assumptions underlying state and regional climate plans vary between the reference case and the climate smart strategy proxy scenarios.

Table 1: Key transportation assumptions, by scenario

VisionEval Input	Reference case – 2035 assumptions	Climate Smart Strategy Proxy – 2035 assumptions	Notes on current assumptions
Gas Prices	Gas prices are $2.47 per gallon[3]	Gas prices are $6.75 per gallon	
Electricity Prices	Electricity prices are $0.14/kWh	Electricity prices are $0.23/kWh	
Commercial Fleet Age	The average lifetime of commercial vehicles is 9 years	The average lifetime of commercial vehicles is 7.6 years	Commercial vehicle lifetimes currently average 14.2 years and are increasing.[4]
Fleet Electrification	7% of commercial trucks are hybrid or electric	50% of commercial trucks are hybrid or electric	
Commercial Fleet Share	80% of light-duty commercial vehicles are trucks/SUVs and 20% are cars	20% of light-duty commercial vehicles are trucks/SUVs and 80% are cars	58% of light-duty commercial vehicles are trucks, and that percentage has been increasing.[5]
Household Fleet Share	42% of light-duty passenger vehicles are trucks/SUVs and 58% are cars	20% of light-duty passengers vehicles are trucks/SUVs and 80% are cars	80% of new U.S. vehicle sales are trucks, and that percentage has been increasing.[6]
Household Vehicle Fleet Age	The average lifetime of passenger cars is 10.7 years / 11.54 years for trucks/SUVs	The average lifetime of passenger cars is 7 years / 7.7 years for trucks/SUVs	Passenger vehicle lifetimes currently average 11.9 years and are increasing.[7]
Transit Service	Transit service hours continue to grow at current rates.	Transit service hours grow at the rate envisioned in the RTP, leading to ~20% more	Between 2010 and 2019, transit service hours grew at roughly half the rate of the

[3] Vision Eval uses 2010 dollars for price inputs.

[4] Brusseau, D., Aging Trucks Create More Service Opportunities, NTEA News, https://www.ntea.com/NTEA/Member_benefits/Industry_leading_news/NTEANewsarticles/Aging_trucks_create_more_service_opportunities.aspx?fbclid=IwAR3mkimdcKilEbdqwvYYSwODX5Hop5g6odQWuQdIt9cJ37I30kwxgv209PU

[5] Bureau of Transportation Statistics, U.S. Automobile and Truck Fleets by Use, https://www.bts.gov/content/us-automobile-and-truck-fleets-use-thousands

[6] FRED Blog, Long-term trends in car and light truck sales, March 15, 2021. https://fredblog.stlouisfed.org/2021/03/long-term-trends-in-car-and-light-truck-sales/

[7] Bureau of Transportation Statistics, Average Age of Automobiles and Trucks in Operation in the United States, https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states

VisionEval Input	Reference case – 2035 assumptions	Climate Smart Strategy Proxy – 2035 assumptions	Notes on current assumptions
		service than under the Reference case	population.[8] The region plans to increase transit service significantly,[9] but agencies have cut service during the COVID pandemic.
Pay-As-You-Drive Insurance	18% of the region uses pay-as-you-drive (PAYD) insurance	40% of the region uses PAYD insurance	Both scenarios assume that 6% of drivers use PAYD in 2020.
Employer-based Travel Options Programs	5.5% of workers receive regular travel options programming	40% of workers receive regular travel options programming	
Household-based Travel Options Programs	<1% of households receive regular travel options programming	45% of households receive regular travel options programming	

[8] TriMet, TriMet Service and Ridership Statistics, November 30, 2021. https://trimet.org/about/pdf/trimetridership.pdf.

[9] Metro, Regional Transit Strategy, 2018 Regional Transportation Plan, December 6, 2018.

TRANSPORTATION RESEARCH AND MODELING SERVICES

Metro transportation modeling

Transportation modeling is an essential component of planning for regional infrastructure improvements, such as highway and transit projects. The process of travel demand forecasting uses what we know about the existing world to predict what conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The transportation modeling used in the Portland metro region is peer-reviewed and validated against observed data. Past model performance on project forecasts is another relevant indicator for model validation.

To understand how people will make trips, modelers look at the reasons why people travel. The model takes into consideration the real choices made by residents in our region. This information is collected from rigorous surveys. Metro's last survey--the Household Travel Behavior Study--tracked 6,000 households to understand how factors such as age, income, children, car ownership, and transportation infrastructure characteristics affect travel choices.

Data input into the transportation model includes population and employment, both existing conditions and forecast, in a way that is consistent with local comprehensive plans as well as roadway and transit routes.

In the model, our region is divided into over 2,000 discrete geographic areas called transportation analysis zones. Census data, land characteristics, economic factors and accessibility measurements feed into land use models that project the number of households and jobs located in each zone.

Metro uses a standard four-step modeling process for travel demand forecasting. This four-step process consists of the following parts:

1. Trip generation
2. Trip distribution
3. Mode choice
4. Trip assignment

Trip generation: Do I want or need to take a trip?

The first step in the modeling process forecasts the number and types of trips generated from each transportation analysis zone. The projection is based on the number and demographic profiles of households and employment in each zone.

Households are separated into 64 profiles stratified by size, income and age. Employment is categorized into nine types, ranging from service sector and retail, to finance and agriculture. Using behaviors identified in the Household Travel Behavior Study, the model forecasts the likelihood of households to make certain types of trips based on household type and employment mixes in each zone. Trip types are classified as work, shopping, recreation, college, school, and other.

Trip distribution: Where do I want to go?

Next, the model predicts where the trips produced in the first step are destined. Each zone's availability of attractions—work, shopping, recreation and other opportunities—and the accessibility (access to auto networks and transit) from the zones where trips are produced determines where trips are likely to go.

continued

For more information on transportation modeling in the Portland Metro region, contact the Metro Research Center at 503-797-1915.

Metro

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

Mode choice: How will I get there?

As in the real world, travelers in the model have many transportation choices, including walking, biking, driving alone or with others, and walking or driving to transit. For the model to forecast travel demand with a reasonable degree of confidence, it must account for why people make those decisions.

The model considers the following factors when determining mode choice:

- Cost - What are the expenses of operating and maintaining a car? Are there parking expenses? How much does transit cost? Are there tolls?
- Travel time - Is it faster to drive, take transit, walk or bike?
- Auto availability - Do I have access to a car?
- Transit access - Can I get to transit easily?
- Urban design - Am I in a high-density, mixed-use area where I'm more likely to walk or bike?
- Socio-economic relationships - What is my household income? Are there as many cars as employed people in my household?

Trip assignment: What route should I take?

The model uses data from the previous three steps to simulate the way people will travel. For auto trips, the model assigns traffic to streets in specified time periods. The model assumes the availability of multiple routes between origins and destinations, accounting for congestion.

The base year assignment of vehicle trips is validated against actual traffic counts to ensure that the model is performing well. To forecast the transit trips route, the model considers the time segments of the journey, including walk time, wait time and time in vehicle. Again, the results of a model run are validated to actual transit boarding counts.

Model review

Transportation modeling plays a crucial role in funding and implementing transit projects. Therefore, the Federal Highway Administration and Federal Transit Administration require regular reviews of the travel demand model to ensure that it meets federal guidelines. Metro's transportation model and its outputs are regularly peer-reviewed by modeling professionals from academia, consulting firms, and metropolitan planning organizations, as well as the Federal Transit Administration.

For more information on transportation modeling, visit Metro's Transportation Research and Modeling Services program:

www.oregonmetro.gov/transportationmodeling

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

June 22, 2022 Climate Smart Expert Panel Registrant List

Adams	Steve	City of Milwaukie
Albrecht	Gary	Clark County Public Works
Alfred	Roger	Metro
Amiton	David	Oregon Department of Transportation
Andersen	Michael	Sightline Institute
Anderson	Jovi	Bend Metropolitan Planning Organization
Appanaitis	Garth	DKS Associates
Appenbrink	Nadine	
Armstrong	Tom	City of Portland
Ayers	Connor	Metro
Barker	Ken	volunteer
Barrett	Andrew	Wilsonville
Bassok	Alon	Washington State Department of Transportation
Bates	Jordan	Representative Maxine Dexter
Bayer	Maureen	Jordan Ramis
Bell	Katherine	Oregon DOT
Benoit	Emily	City of Vancouver
Berry	Jessica	Multnomah County
Bettinardi	Alex	Oregon DOT
Bezner	Mike	Clackamas County
Blackhorse	Summer	Metro
Bolen	Glen	ODOT
Bosa	Peter	Oregon Metro
Boyd	Allison	Multnomah County
Boylan	Kevin	City of Beaverton
Bradway	Margi	Oregon Metro
Breakstone	Aaron	Metro
Brey	Hailey	
Bruun	Scott	Oregon Business & Industry
Buchanan	Paul	
Buehrig	Karen	Clackamas County
Callaway	Steve	City of Hillsboro
Campos	Jennifer	RTC
Carlson	Suzanne	ODOT
Celentano	Andrea	Metro
Cheek	Maddie	City of Tualatin
Cho	Grace	Metro Planning and Development
Christopher	Basil	
Clarke	Kelly	Lane Council of Governments
Collins	Tim	Metro
Cooney-Mesker	Molly	Metro
Cooper	Colin	City of Hillsboro
Craddick	Shirley	Metro Council/JPACT Chair
Cunningham	William	City of Portland Bureau of Planning and Sustainability
Daleo	Sharon	City of Portland
Dartnell	Camilla	
David	Lynda	RTC

Dea	John	City of Gresham
Deffebach	Christina	Washington County
Degner	Andrew	Portland Metro Regional Water Consortium
Deke	Tyler	Bend MPO
DeMarco	Lyndsey	Air Sciences Inc
DePriest	Patrick	ODOT
DePriest	Patrick	ODOT
Dill	Jennifer	Portland State University
DiLoreto	Greg	
Dirks	Greg	City of Wood Village
Dobson	Cassandra	Parametrix
Dolata	Mat	WSP
Dorfman	Rachel	Lane Council of Governments
Drake	Markley	Happy Valley
Dyar	Ryan	City of Milwaukie
Edgar	Paul O.	Transportation Systems and Consulting Analyst
Elbel	Elizabeth	Oregon DEQ
Elias	Evan	Oregon Dept. of Energy
Ellis	Kim	Metro
Engelmann	Jessica	City of Beaverton
Farwell	Tracy	Better Energy LLC
Fenton	Kellie	
Flynn	Dan	U.S. Department of Transportation Volpe Center
Francis	Carley	WSDOT
Freels	Michael	Oregon Department of Energy
Frohning	Rebecca	
Fryer	Barbara	City of Cornelius
Garber	Sorin	Sorin Garber & Associates
Gonzalez	Juan Carlos	Metro Regional Government
Gregor	Brian	Oregon Systems Analytics LLC
Gudman	Jeff	
Hackett	Sarah	Oregon Department of Transportation
Hampton	Matthew	Metro
Handy	Susan	UC Davis
Hardesty	Jo Ann	Portland City Commissioner
Hesse	Eric	PBOT
Higgins	Jay	City of Gresham
Hogg	Mel	Portland Bureau of Transportation (PBOT)
Holmqvist	Ally	Metro
Holmstrom	Bill	State of Oregon
Holthoff	Michael	Oregon Department of Transportation
Hoover	Sylvan	Oregon Department of Transportation
Hunrichs	Lisa	Oregon Metro
Hurley	Peter	Portland Bureau of Transportation
Hyzy	Kathy	JPACT Clackamas Cities Rep
Hyzy	Kathy	JPACT
Iannarone	Sarah	The Street Trust

Ibrahim	Idris	
Isbell	Grayson	ODOT
Jackson	Raymond	MWVCOG
Jefferson	Dwight	City of Portland Oregon
John	Jennifer	Interstate Bridge Replacement Program - Parametrix
Johnson	Chris	Metro
Kaempff	Daniel	Metro
Kelley	Steve	Washington County
Kelly	Katherine	CITY OF VANCOUVER
Kennedy	Rebecca	City of Vancouver WA
Kim	Kyung-Hwa	Atlanta Regional Commission
Kloster	Tom	Metro
Knudson	Becky	Oregon DOT
Knudson	Anthony	Oregon DOT
Koper	Steve	City of Tualatin
Kransky	Gerik	Oregon Department of Environmental Quality
KRINKE	MARA	Parametrix
Krueger	Monica	Metro
KUBEJA	LUKAS	CJTN
Labbe	Ted	Urban Greenspaces Institute
Lacy	Cassie	City of Bend
Lalonde	Ginette	WSP USA
Lee	Tammy	PSU
Lem	Lewis	Port of Portland
LEPROWSE	RYAN	
Lew	Shoshana	Colorado Department of Transportation
Lewis	Christine	Metro
Lightsey-Walker	André	The Street Trust
Liljenwall	Sharon	Oregon DOT
Lorenzini	Jaimie	City of Happy Valley
Lyman	Kate	TriMet
Mai	Chi	Oregon Department of Transportation
Main	Eric	Oregon Health Authority
Mangle	Katie	Alta Planning + Design
Marchant	Bret	Greater Portland Inc
Martin	Shannon	City of Gresham
McTighe	Lake	Oregon Metro
Melson	Christopher	Louisiana Transportation Research Center
Mermin	John	Metro
Meyer	Cody	DLCD
Milam	Ronald	Fehr & Peers
Millar	Stephanie	ODOT
Moland	Abe	
Mooring	Jessica	Portland Bureau of Planning and Sustainability
Morgan	Brett	1000 Friends of Oregon
Morrison	Hannah	Portland Bureau of Transportation
Mros-O'Hara	Elizabeth	Metro

Murshed	Delwar	WSDOT
Nameny	Phil	City of Portland Bureau of Planning & Sustainability
Napoli	Andrea	Bend MPO
Neild	Pam	City of Portland
O'Brien	Tara	TriMet
Ocken	Julie	
Odermott	Don	City of Hillsboro
Olds	Jonathan	Washington State Department of Transportation
Orman	Michael	Oregon Department of Environmental Quality
Pagenstecher	Gary	City of Tigard
Patton	Thaya	Metro
Paykar	Victoria	Climate Solutions
Pederson	Cindy	Metro
Pepper	Amy	City of Wilsonville
Pepple	Karl	US EPA R10
Perrault	Ramona	Metro
Peters	Sarah	Fehr & Peers
Peters	Bill	Oregon DEQ
Prior	Garet	ODOT
Ramirez	Lucia	Oregon DOT
Ramos	Eduardo	Metro
Ransom	Matt	Southwest Washington Regional Transportation Cou
Rice	Carly	City of Gresham
Richardson	Carole	Plangineering LLC
Roberts	Stephen	Washington County
Roll	Josh	Oregon DOT
Rosenthal	Gerritt	Metro
Roth	Dave	City of Tigard
Routh	Steph	Sightline Institute
Royce	Francie	npGreenway
Ruen	Cameron	Clackamas County
Ruenjinda	Piyawee	
Sapunar	Kim	MWVCOG SKATS
Schlosshauer	Kari	City of Portland
Schuytema	Peter	Oregon DOT
Sherman	Brett	City of Happy Valley
Shoaf	Syd	Lane Council of Governments
Skiles	Michaela	Metro
Small	Rebecca	City of Vancouver
Smith	Chris	Portland Transport
Sosnovske	Julie	Washington County, OR
Stasny	Jamie	
Steckler	Becky	Urbanism Next Center at the University of Oregon
Stowers	Robyn	Metro
Sundquist	Eric	California Department of Transportation
Takushi	Theresa	State of Colorado - Department of Transportation
Thomasson	Catherine	Dpo

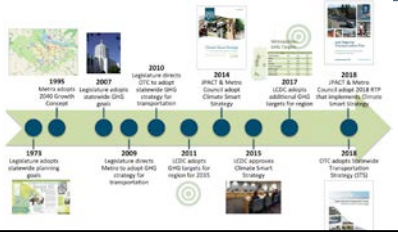
Todd	Kendra	
Tracy	Morgan	City of Portland-BPS
Tritsch	Emily	City of Tigard
Tsongas	Theodora	
TU	THUY	Thuy Tu Consulting, LLC
Turnoy	Scott	Oregon Department of Transportation
Valle	Shane	Portland Bureau of Transportation
Vissar	Vanessa	ODOT
Wardell	Erin	Washington County
Webb	Dayna	City of Oregon City
Weidner	Tara	Oregon DOT
White	Rebecca	Colorado Department of Transportation
Wilcox	Robin	ODOT, Public and Active Transportation Division
Wilhelmsen	Zoë	Colorado Department of Transportation
Williamson	Tonia	North Clackamas Parks & Recreation District
Wills	Heather	WSP
Wilson	Kate	LCOG
Winans	Kiara	DEQ
Wind	Cory-Ann	Oregon DEQ
Windsheimer	Rian	Oregon Dept. of Transportation
Winter	Caleb	Metro
Wolff	Emily	WSP
Wright	Sara	

2023 Regional Transportation Plan Update

Climate and Transportation Expert Panel

June 22, 2022

History of reducing climate pollution from transportation in Oregon



2

Regional Greenhouse Gas Targets

per capita light vehicle greenhouse gas emissions reduction below 2005 levels (in addition to reductions anticipated from changes to fleet and technology)

OAR 660-044 adopted by the Oregon Land Conservation and Development Commission in 2011 and amended in 2017

Metropolitan area	2035 Target	2040 Target	2050 Target
Portland Metro[1]	20%	25%	35%
Albany	--	20%	30%
Bend	18%	20%	30%
Corvallis	21%	20%	30%
Eugene-Springfield[2]	20%	20%	30%
Middle Rogue	--	20%	30%
Rogue Valley	19%	20%	30%
Salem-Keizer	17%	20%	30%

[1] Required scenario planning, adoption and implementation
[2] Required scenario planning

3

2040 Growth Concept is our platform for local and regional climate action

Adopted in 1995

Implemented through adopted community and regional plans

Building toward six desired outcomes

4

Climate Smart Strategy

Regional policies and strategies for reducing emissions

Adopted in 2014 and approved by LCDC in 2015

5

Extensive, inclusive engagement built the Climate Smart Strategy

6

How were we doing in 2018?

We were making satisfactory progress if we fully implement the 2018 RTP, but recognized more work and funding needed

We exceeded Climate Smart targets for:

- land use and growth in 2040 mixed-use centers
- transit service hours
- households served by frequent transit service

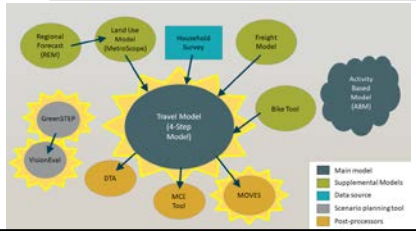
We fell short of RTP targets for:

- sidewalk and biking system completion
- tripling walking, biking and transit mode share
- reduced per capita vehicle miles traveled by 10 percent by 2040

oregonmetro.gov/rtp

7

Metro's Climate Analysis Toolbox



8

2040 Growth Concept (1995)

Region's first scenario planning effort

Travel Demand Model (early version)

MOBILE6 (air quality)

9

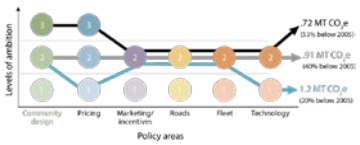
What is GreenSTEP?

A strategic planning tool that **estimates VMT and GHG emissions** based on demographic, roadway, fuel, and vehicle characteristics

10

Climate Smart Strategy Approach (2014)

Tested 144 combinations



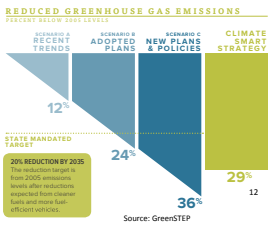
11

oregonmetro.gov/climatestrategy

Climate Smart Strategy Scenarios

144 scenarios narrowed to 3

3 scenarios narrowed to our preferred scenario



What is the travel model?

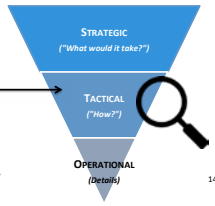
aka "the regional travel demand model"
aka "the 4-Step model"
aka "the trip based model"
aka "the federally mandated model"

- A network-based simulation of the ground transportation system
- A tool for testing future transportation alternatives
- A behavioral model based on observed choices
- The tool we must use for all regional transportation plans and NEPA activities

13

Emissions Modeling with MOVES

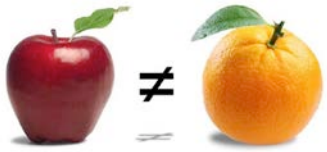
MOVES
+
Regional Travel Demand Model
=
Estimates emissions
(GHGs, criteria pollutants and air toxics)



14

Comparing apples and oranges

Results vary greatly depending on how you define the target and what you measure (e.g., year, household, on-road, per capita, vehicles, etc.)



15

What we learned from the 2018 Regional Transportation Plan

We can expect to meet our climate goals if:

- we fund and implement our plan
- funding of projects and programs in the plan are prioritized based on their potential carbon reduction

We should continue to improve our tools to measure and track carbon emissions

- 46 percent

expected reduction in per capita greenhouse gas emissions from passenger vehicles by 2040 (compared to 2015 levels)

Source: Metro regional travel demand model and Metro regional emissions model (MOVES)

16

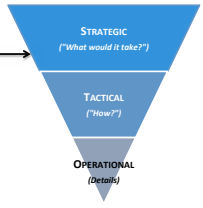
Evolution of VisionEval Suite of Tools

GreenSTEP->EERPAT->RSPM

VisionEval

VE-State

VE-RSPM
(Regional Strategic Planning Model)



17

What we've done since 2018

Developed regional VE-RSPM in partnership with ODOT and the City of Portland

Used by the City of Portland to support GHG planning

Can be used in 2023 RTP

Consistent with State level target setting tools

18

Where do we go from here?

19

oregonmetro.gov/rtp

Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov

Thaya Patton
RTP Modeling Lead
Thaya.patton@oregonmetro.gov

Memo

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

Date: July 26, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: John Mermin, Senior Transportation Planner

Subject: Highway classification changes for consideration in Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP) updates

Background

The 2020 Regional Framework for Highway Jurisdictional Transfer project included a work element for the project consultant to review the function of existing state highways in the Portland region for consistency with their current Oregon Highway Plan (OHP) classification.

The consultant analyzed the function of all the highways in comparison to their existing classifications and recommended downgrading the OHP classification of four highways - downgrading them from Statewide Highways to District Highways in the OHP:

- OR 43 in Clackamas County (SW Terwilliger Blvd. to OR 99E)
- OR 8 (Tualatin Valley Highway) in Washington County (OR 217 to OR 47)
- OR 99W in Washington County (Multnomah County line to City of Sherwood line)
- OR 99E (OR 224 to the Ross Island Bridge/US 26)

See attached maps showing current OHP and RTP classifications, and a map showing the consultant recommended OHP classification changes.

Recommended actions

Metro and ODOT staff evaluated the recommendations from the consultant, and recommend accepting some recommended changes but not others. The goal of these changes is to more accurately connect the highway classification with the planned function of the facilities in order to guide future design decisions.

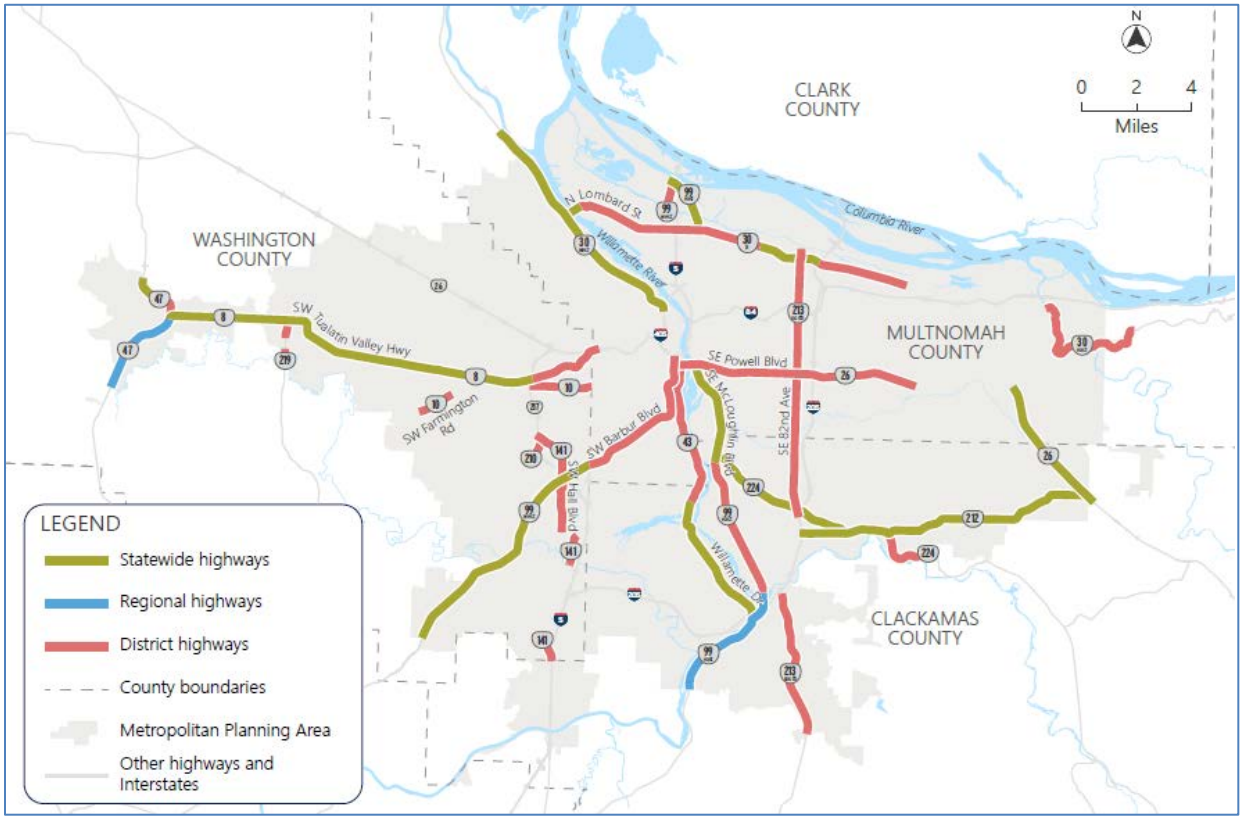
- In OHP update:
    - Change OR 43 OHP classification from SW Terwilliger Blvd. to 99E as consultant recommended, from Statewide Highway to District Highway
    - Change OR 8/Tualatin Valley Highway OHP classification from OR 217 to OR 47 as consultant recommended, from Statewide Highway to District Highway,
    - Retain OR 99E and OR 99W classifications[1] with a few Expressway overlay edits:
        - maintain the statewide classification for OR 99E from OR 224 to the Ross Island Bridge/US26
        - maintain the statewide classification for OR 99W Multnomah County line to City of Sherwood line,

[1] Because I-5 to 99W refinement planning was not completed as planned, the classification of 99W is still an open question. For now, the OR 99W classification (north of Sherwood) will remain different between the RTP (Major Arterial) and OHP (Statewide).

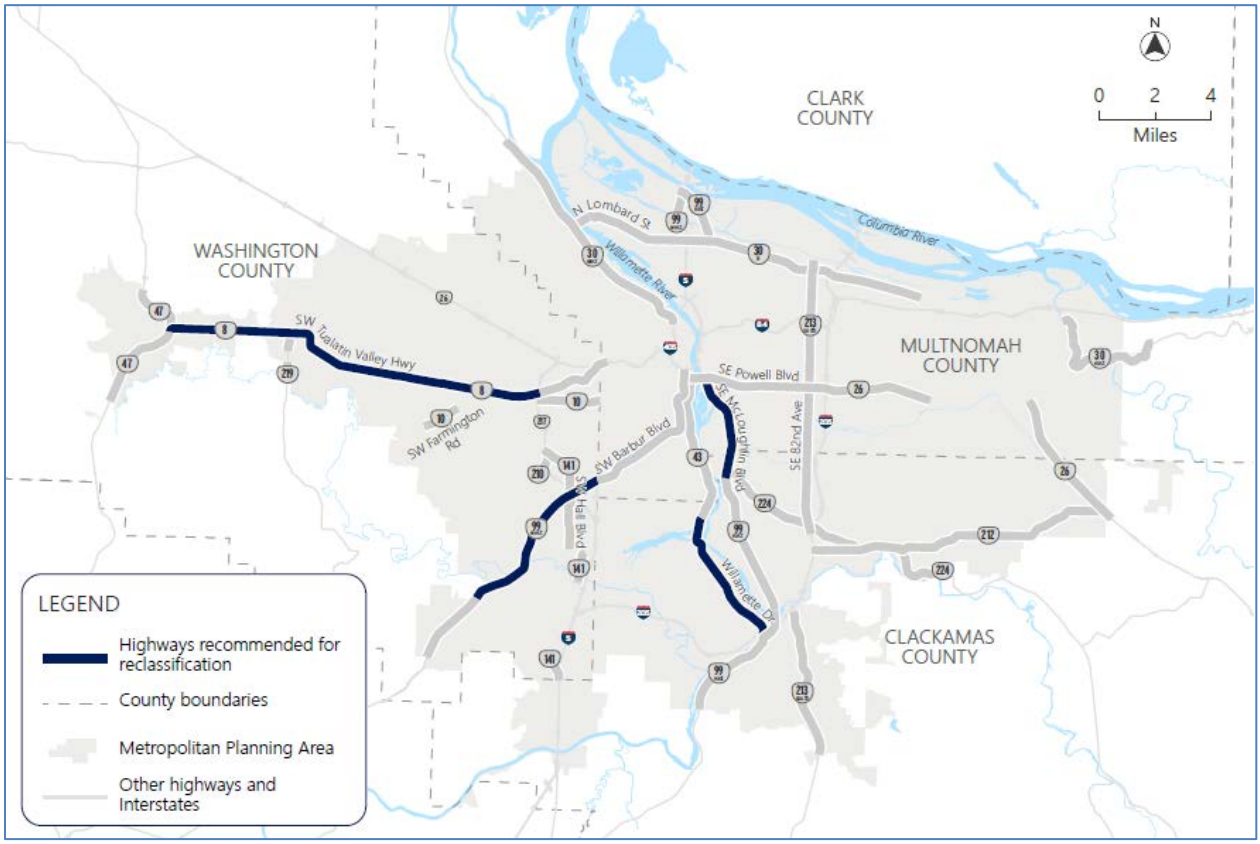
    - add the Expressway overlay subset classification for OR 99E from OR 224 to the Ross Island Bridge/US26
  - Update language on expressways in OHP to more clearly distinguish between urban and rural expressways and allow designs of urban expressways consistent with the Blueprint for Urban Design (BUD) and Metro's Designing Livable Streets and Trails Guide.
- In future updates to the Oregon Highway Design Manual (OHDM):
  - incorporate designs specific to Urban Expressways.
- In the 2023 RTP update:
  - maintain existing Major Arterial classifications on OR 43 from SW Terwilliger Blvd. to OR 99E, OR 8/Tualatin Valley Highway from OR 217 to OR 47, and OR 99W from Multnomah County line to City of Sherwood line;
  - maintain existing Throughway classification on OR 99E from OR 224 to Ross Island Bridge/US26; and
  - update RTP Chapter 8 refinement planning descriptions, as needed, to reflect the above recommended changes.

Please contact john.mermin@oregonmetro.gov or Glen.A.BOLEN@odot.oregon.gov, for inquiries about these proposed changes.

Attachment 1. Current OHP Classifications of Arterial Highways in the Portland Metropolitan Area

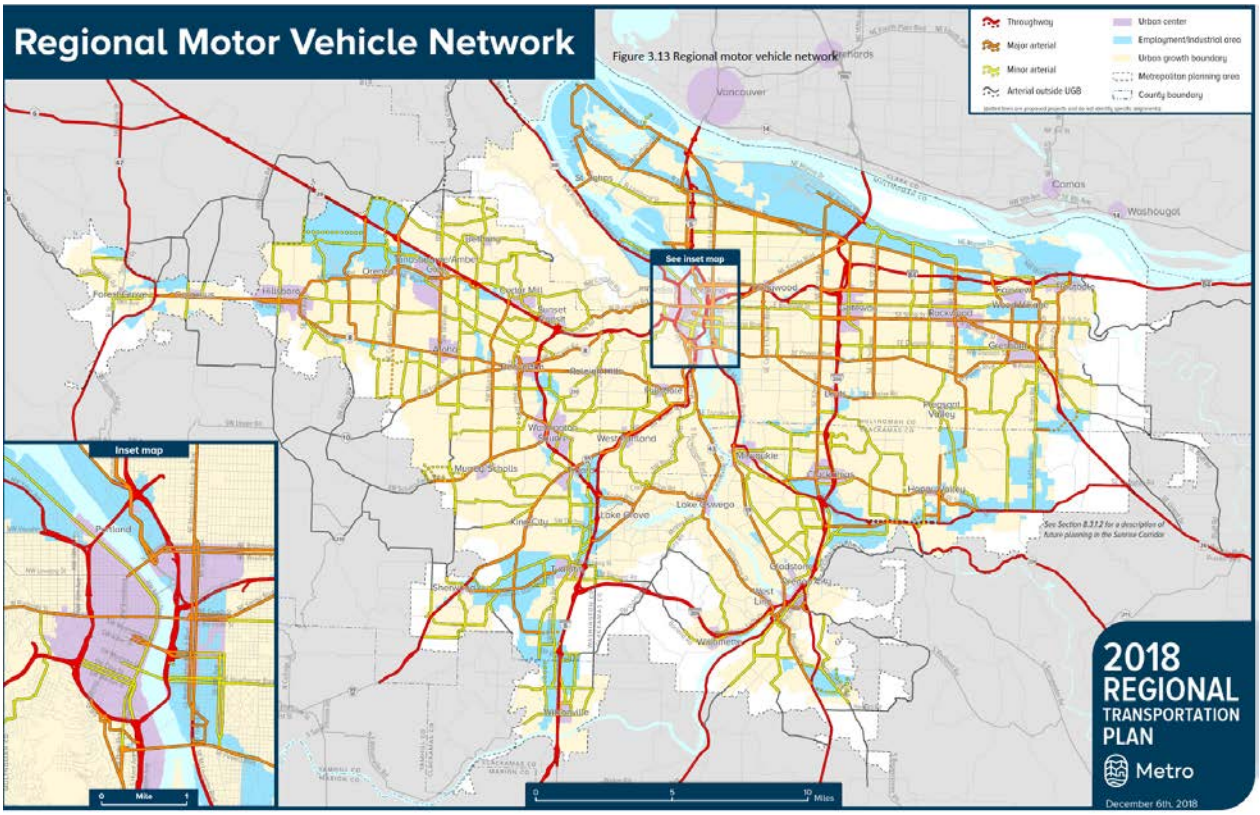


Attachment 2. Arterial highways recommended by Consultant for reclassification from Statewide Highway to District Highway



Attachment 3. 2018 RTP Motor Vehicle Network map and RTP classifications

(Zoomable version of map available here:



Meeting minutes

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

Meeting:	**Transportation Policy Alternatives Committee (TPAC)**
Date/time:	Friday, July 8, 2022 | 9:00 a.m. to 12:00 p.m.
Place:	Virtual online meeting via Web/Conference call (Zoom)

Members Attending	**Affiliate**
Tom Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Allison Boyd	Multnomah County
Chris Deffebach	Washington County
Lynda David	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Don Odermott	City of Hillsboro and Cities of Washington County
Tara O'Brien	TriMet
Chris Ford	Oregon Department of Transportation
Laurie Lebowsky	Washington State Department of Transportation
Lewis Lem	Port of Portland
Idris Ibrahim	Community Representative

Alternates Attending	**Affiliate**
Jessica Berry	Multnomah County
Sarah Paulus	Multnomah County
Erin Wardell	Washington County
Jennifer Campos	SW Washington Regional Transportation Council
Peter Hurley	City of Portland
Dayna Webb	City of Oregon City and Cities of Clackamas County
Chris Strong	City of Gresham and Cities of Multnomah County

Members Excused	**Affiliate**
Jay Higgins	City of Gresham and Cities of Multnomah County
Karen Williams	Oregon Department of Environmental Quality
Jasmine Harris	Federal Highway Administration
Katherine Kelly	City of Vancouver, WA
Rob Klug	Clark County
Shawn M. Donaghy	C-Tran System
Jeremy Borrego	Federal Transit Administration
Rich Doenges	Washington Department of Ecology

Guests Attending	**Affiliate**
Brad Choi	City of Hillsboro
Camilla Dartnell	Kittelson & Associates

Guests attending, (continued)

Cindy Dauer	Tualatin Hills Park & Recreation District
Cody Field	City of Tualatin
Jean Senechal-Biggs	City of Beaverton
Mike McCarthy	City of Tualatin
Will Farley	City of Lake Oswego
Emily Cline	Federal Highway Administration
Dave Aulwes	TriMet
Jim Sjulin	40-Mile Loop
Kadin Mangalik	
Megan Neill	Multnomah County
Peter Swinton	Tualatin Hills Park and Recreation District
Shane Phelps	Parametrix
Steven Drahota	HDR, Inc.
Valerie Egon	Oregon Department of Transportation
One unidentified caller	

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Alex Oreschak, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Eliot Rose, Transportation Tech & Analyst
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Noel Mickelberry, Associate Planner	Cindy Pederson, Research Center Manager
Lake McTighe, Regional Transportation Planner	Chris Johnson, Research Center Manager
Kate Hawkins, Senior Transportation Planner	Matt Bihn, Principal Transportation Planner
Matthew Hampton, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Robert Spurlock, Senior Transportation Planner	Marne Duke, Senior Regional Planner
Matthew Flodin, PD&R Intern	Miranda Seekins, PD&R Intern
Marie Miller, TPAC Recorder	

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Updates from committee members and around the Region**

  Chris Ford announced the new Region 1 Planning Manager has been hired at ODOT. This position works with long-range program planning, grands and development reviews. The full announcement with name will be shared at the August TPAC meeting.

  It was announced that Talena Adams has left ODOT and moved to a position with Western Federal Lands. Her position was Program and Funding Manager with work related to MTIP and STIP agreements. The posting to fill this position will be made soon.

  An ODOT colleague passed away recently, Diana Wade, who many knew working in procurement and agreements. Sympathies were noted to her family and co-workers.

Eric Hesse announced a new bridge opening in the City of Portland, The Blumenauer Bridge that cross I-84. July 31 is the celebration kickoff with events planned. https://www.portland.gov/transportation/news/2022/6/8/save-date-pbot-opens-blumenauer-bridge-july-31-opening-celebration A manager position opening was also noted in the department with outreach for interest shared.

Chair Kloster announced that former Director of the Metro Planning, Development and Research Center Department, Elissa Gertler, has taken the position of Director at NW Oregon Housing Authority. A national recruitment search is underway for her successor. In the interim, Andy Shaw, Metro Government Relations Director is serving as the department's Director.

Tara O'Brien announced that additional service cuts due to historical operator shortages are planned with TriMet. They are putting many resources into hiring efforts, but challenged to keep up with current service levels. A link in the chat was shared about the changes planned in September and work toward service restoration in the new year: https://news.trimet.org/2022/06/trimet-to-temporarily-reduce-service-levels-this-fall-due-to-historic-operator-shortage/

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments submitted during June 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

- **Fatal crashes update** (Lake McTighe) The monthly update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022 was provided. In June, six people died in traffic crashes in in the region. Five in Multnomah County, one in Clackamas County and one in Washington County. So far this year, 57 people have been killed in traffic crashes, an average of 3 people every day. Nearly half of the traffic deaths (25) have been people walking or in a wheelchair.

  Chair Kloster noted concern with regulated electric unicycles and how this mode of travel would affect safety on roads. Robert Spurlock noted if we can make our system safe for bicycles and e-bikes, I think it's safe to assume that it will be safe for e-unicycles, too. Ms. McTighe added Metro is working with regional partners to apply for a Safe Streets for All funding grant, as are jurisdictions.

- **Regional Transportation System Management and Operations (TSMO) Program Project Solicitation update** (Caleb Winter) Mr. Winter presented a draft timeline for project solicitation in the application process. In July project solicitation begins. Applications are due the end of September when evaluations begin on project applications. Recommendations are expected to be presented to TPAC in January 2023. Following necessary MTIP amendments, IGAs and procurements, the first month available to fund a project is October 2023.

  Chris Deffebach asked is the process the same - in terms of transport members being the ones that submit applications. Mr. Winter noted projects can be originated by cities, counties, ODOT, TriMet, SMART and other public agencies working in the region like PSU. We are considering ways to be more inclusive and working adding flexibility with the knowledge that each project will need to be led by a certified agency to administer the federal funds.

- **Regional Mobility Policy Practitioner Forum update** (Kim Ellis) It was announced the planned July Practitioner Forum was not able to be arranged, but will be presented at the August 17 MTAC/TPAC workshop with other practitioners invited that have participated in previous forums. The project team is working on updating materials based on feedback from meetings. For further information contacting Ms. Ellis and Glen Bolen was encouraged.

- **Summary of housekeeping changes to the RTP network maps** (John Mermin) The memo in the packet reported on recommended changes to the RTP network maps. At the June TPAC meeting, local jurisdictions were asked to review the RTP maps and identify any proposed changes based on local plans completed since the adoption of the 2018 RTP.

  These changes are considered "housekeeping" changes to ensure consistency between local plans and the RTP. Proposed changes should be based on adopted local Transportation System Plans (TSP), Comprehensive plans, Corridor or Area plans, and be consistent with RTP network classifications. At the end of the memo (beginning on p.29) there are tables showing requested changes that are not recommended by Metro staff, along with a rationale. Please contact the staff listed above if you have questions about any of the map changes or identify any further housekeeping changes later in the RTP update process.

  The maps were located via this link: https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=9057331682354a188ecec2688071239f It was noted these are the maps in the adopted 2018 RTP, and do not show the proposed changes.

  Chris Ford noted that if any substantial changes are removed, please check with ODOT so that amendments based on proposed plans are not compromised with TPR planning.

Public Communications on Agenda Items

Jim Sjulin, 40-mile loop land trust

Mr. Sjulin submitted a public comment letter on behalf of the 40-Mile Loop Land Trust that endorses funding of 6 projects under consideration in the RFFA/Trails Bond grant applications. All of the following projects build on past successes and are aimed directly at Metro's desire to make nature accessible to communities of color and to people with lower incomes. All of the projects help make over 5,000 acres of public natural areas and open space located in the Columbia River floodplain more accessible to pedestrians and bicyclists in residential areas adjacent to the floodplain. These 6 projects also provide critical linkages between residential areas and 60,000 jobs in floodplain employment centers.

It was noted the letter was added to the packet, and added to the public comment submissions.

Consideration of TPAC Minutes from June 3, 2022

MOTION: To approve minutes from June 3, 2022.
Moved: Eric Hesse Seconded: Tara O'Brien
ACTION: Motion passed with one abstention; Chris Ford.

Regional Flexible Funds Allocation (RFFA)/Trails Bond: Risk Assessment, Public Comment reports
(Dan Kaempff & Robert Spurlock, Metro) The purpose of the presentation was reported to clarify TPAC role, process and timeline for developing funding recommendations, understand materials and information; review updates, and input to inform July 14 workshop.

Since the initial draft Outcomes Evaluation report was released, a number of projects have had increases to their requested funding amounts. These increases are resulting from further budget analysis as part of the project Risk Assessment work. These costs are reflected in the updated Outcomes Evaluation report and the project funding examples worksheets included with materials.

Several applicants have provided additional project information to help better understand project details and other aspects not fully brought out in the Outcomes Evaluation. This information has been added to the relevant projects in the Outcomes Evaluation report. Several more applicants have indicated they will submit updated information for the Outcomes Evaluation report. This additional information will be available in the materials for the July 14 TPAC workshop.

The 29 applications received were shown by funding category, amount requested and sub region. The process for selection projects between RFFA and Trails Bond was shown. Upcoming TPAC meetings and schedule leading to Metro Council adoption in October was shown.

Camilla Dartnell provided information on the Risk Assessment Overview.
Evaluation based on:
• Risks associated with inadequate scope, schedule, budget, or collaboration
• Risks associated with inherent project complexities
Evaluation considers:
• Different funding types (RFFA vs Trails Bond)
• Project development phases: completed vs requesting funding
• Projects requesting planning funds not penalized for not being far in project development:
evaluation criteria applied is specific to project funding stage
Projects requesting construction funds are expected to have more detailed understanding of risks and cost estimate

Mr. Kaempff noted that the public comment report included an online, multi-lingual survey between May 20 – June 21 with over 1,550 responses, plus letters, email, etc. It includes detail by project, zip code, other demographics, and is used to help decision-makers understand level of public support and additional project benefits.

The funding package examples:
1 & 2. Overall: All criteria weighted equally
3. Construction: Focus on project completion
4. Project Development: Focus on project pipeline
5. Specific Outcomes: Advancing a specific criteria area(s)
6. Other Considerations: Additional factors that will impact proposed funding packages

Comments from the committee:

- Jaimie Lorenzini noted in reference to the Fanno Creek calculation adjustment if this is something other applicants should be checking on as well. Mr. Kaempff the error was noted from one excel spreadsheet transfer to another. Other errors are not expected by applicants are encouraged to report any if found.

- Karen Buehrig noted that as we prepare for the workshop next week, it would be helpful to have an example what it would look like to incorporate new information specific to investments around the region. It was suggested to add a column in the spreadsheet for process objectives as it is important to articulate how projects are achieving the process objectives.
- Chris Deffebach noted that applicants would likely be advocating for their projects at the workshop. It was suggested to provide guidelines on sticking to key points on the projects that we need to know about, and using this as an opportunity to learn about the needs across the region. Asked if public comments would be accepted at the workshop, Mr. Kaempff confirmed, and added that much of the information from applicants have already been gathered. The discussion at the workshop is for TPAC is to help start making some choices about which projects will be recommended or not.
- Chris Ford noted the importance of the ability to get projects delivered. It was encouraged to be working with local agencies especially now with project cost escalations. It was noted that if something doesn't get built in this cycle the costs may prevent projects from moving forward with cost increases.
- Eric Hesse appreciated the comments. It was noted the process deliberation and delivery assessment can help get to the objectives. This can be used to support project development and show how cost increases affect the project delivery. It was asked when the reports from the coordinating committees would be available. Mr. Kaempff noted he planned to send them out early the next week.

Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro) Mr. Mermin began the presentation by reviewing what the Safe and Healthy Urban Arterials policy brief is; Similar to background reports developed in previous RTP updates, Informational document that provides a mix of existing conditions, existing RTP policy, relevant work, and policy considerations for further discussion, Support JPACT and Metro Council discussions to provide staff with policy direction, and Informs future phases of the RTP – Needs assessment, Call for Projects, Chapter 8 Implementation of RTP.

The review process for the policy brief was given. Changes since TPAC reviewed the draft policy brief in March include clarified and strengthened language throughout the policy brief, better acknowledged the past efforts to address urban arterials, and reframed Section 4 "What's needed to move Forward" to present Policy Questions rather than Recommended Actions and focused them more explicitly on the 2023 RTP update.

Comments from the committee:

- Chris Ford thought that at large, too many policy and priority projects are being presented by Metro with the RTP and not sure this is one that is necessary given other agency and community efforts. There is concern with the map that does not work for showing investment in minor arterials where people work and live that is more relevant. Since others are trying to direct duplicate work in the region, there is concern on how this will be implemented in connection with other regional priorities.

  Mr. Mermin noted a lot of priority areas have been put forward with the project. They are following policy direction that came from early outreach from stakeholders. Mr. Leybold agreed that a lot of direction on arterials has been received for attention the last two years. Efforts to frame this for incorporation in the RTP itself, with documentation there as part of the overall RTP policy is the goal. Ms. McTighe added this is asking questions on what can be done

in the RTP organizing documents on these urban arterials that are a major safety issue. This is building on the policies already in the RTP on making better coordination with challenges to safety and equity on roadways.

- Karen Buehrig noted how wonderful it was seeing the evolution of the document with added inputs. It was asked how the document would be used. It was suggested that it would be useful when searching for new funding. There is concern with arterial descriptions not fitting major arterials with data on safety and equity. It was suggested to look at coordination with the 2040 Growth Concept for guidance with similar urban arterials in corridors listed. It was noted that TPAC have the specific questions planned to ask JPACT at their August meeting to help prepare them. The number of policy questions in Table 2 are extensive and not enough time will be available to get through them.
- Eric Hesse noted the purpose with the background is to illustrate the context of the issues, noting the priorities and how we can incorporate some of them into the RTP while developing further issues that address safety and equity.
- Chris Deffebach appreciated the early draft presented. It was noted that urban arterials listed do not always match regional priorities with investments. It may be premature to reach conclusions without investment identified. It was suggested to have a discussion on possible tradeoffs, with Chapter 4 NEPA assessment in mind. It was asked what was expected to come from the JPACT/RTP workshop on this topic.
- Don Odermott noted that the crash data presented each meeting, areas in the region with old infrastructure on unregulated access, and rural areas which are out of the purview of Metro boundaries have a large number of these fatalities. Local jurisdictions are looking at these issues on urban arterials, but are not always in the same spot per status moving forward across the region.
- Tara O'Brien felt that Table 2 placed us going in the right direction. There was a question on where we were going with this in the RTP. It seemed we transitioned from prioritized to emphasized, and are trying to understand if these are some chapter 8 studies, or change in how projects are considered. Ms. McTighe noted they are asking TPAC what should be asked at the JPACT/RTP workshop. Some centralized questions have been presented but the project team is interested in hearing further thoughts.
- Allison Boyd agreed with past comments. There is a need to evaluate how we are addressing safety on arterials and what more we can do. It was important to check out new funding sources with so many arterials and limited funding. It was suggested to step back from a narrow frame of focus on our major arterials so that it doesn't cloud the report and provide a clearer criteria perspective on equity and safety issues, and use some of the tools we are already using in developing RTP policies.
- Chris Ford noted that Ms. McTighe's comments helped clarify where we are going with this. It was suggested a request for possible tradeoffs and ideas on where the highest safety challenges on major arterials could be identified be sent to TPAC. There was concern the JPACT/RTP workshop in August would not be well attended due to vacations and calendar conflicts. It was suggested another TPAC workshop on just this issue be scheduled.

Chair Kloster suggested the Mr. Mermin and Ms. McTighe provided a "comment from the chair" update at the TPAC August 5 meeting that would preview their presentation to JPACT/RTP workshop, starting with concerns of limited funds for all these arterials. Further feedback on the questions for JPACT is encouraged to be sent to the project team.

Enhanced Transit Concepts/Better Bus update (Matt Bihn, Metro, David Aulwes, TriMet) Mr. Bihn began the presentation with a reminder that Enhanced Transit Concepts (ETC) is a data-driven approach to planning and designing transit priority projects. It has partnerships between Metro, TriMet, and local jurisdictions to help make bus travel more effective and more attractive. Every day, 60% of the region's transit trips are by bus. Enhanced transit on key corridors makes transit more convenient. This increases ridership and helps us meet our climate and equity goals.

Four purposes of the program include:
Reliability. People want to be on time to work and appointments. Reliability means the bus arrives on schedule, day after day.
Speed. Transit priority treatments can make transit trips faster, better serving today's riders and attracting new riders.
Comfort. A comfortable and safe travel experience from door-to-door makes transit a stress-free option.
Convenience. Service design can make the bus a convenient option.

A map showing where bus delays are occurring with impact of delays provided. In 2018, Metro, in partnership with TriMet, unveiled its Regional Enhanced Transit Corridors pilot program. Metro solicited applications from jurisdictions throughout the region and allocated $5 million to this initial raft of projects. From 2018 to 2022, hundreds of projects were studied and designed, and more than 50 have been implemented. Metro and TriMet will continue investing in enhanced transit projects through what has now been branded their "Better Bus" program.

The City of Portland launched its own set of enhanced transit projects through two initial planning and design studies:
– The Enhanced Transit Corridors (ETC) plan identified transit priority treatments applicable to Portland and a set of corridors to apply these treatments.
–Central City in Motion (CCIM) was a planning effort that resulted in 18 projects in the Central City improving the walking, bicycling, and transit environment.
Today, the City of Portland has two programs focused on enhanced transit:
–Rose Lanes are corridors with high delay and high ridership. These are corridors for ongoing investment.
– The Transit Priority Spot Improvement program funds tactical improvements at intersections or short segments. These projects are generally low-cost and can be implemented quickly.

Maps showing where projects have been studied and project implemented, and where advancement with equity made progress. Achievements with the project include three major projects that tackled high-delay areas through the Enhanced Transit Corridors program. Multiple bus lines cross the river via the Steel, Burnside, and Hawthorne Bridges. Bus lanes on and approaching these bridges made rush hour faster for thousands of daily riders.

What's next? Agencies and jurisdictions continue to invest in transit projects both under the Enhanced Transit Corridors banner as well as through larger regional partnerships. Portland's first Bus Rapid Transit (BRT) line is currently under construction. Branded as FX, this bus rapid transit service will operate on Division Street from Downtown Portland to Downtown Gresham. Service opens September 2022. Metro, TriMet, and local jurisdictions have undertaken study of two additional transit corridors with critical safety, mobility, and community needs; 82nd Avenue, and TV Highway.

The Better Bus program is the next generation of ETC, with a new funding stream, updated criteria, update to pipeline of projects, and will include funding of construction. Stronger focus on geographic distribution and on equity will integrate transit priority treatments where local capital projects already planned (CIP), and identify project in areas with high densities of equity populations or areas where bus lines with high proportions of equity population riders. The presented ended with a question to the committee on how might Better Bus projects be incorporated into your jurisdiction's projects?

Comments from the committee:

- Eric Hesse noted it was exciting to see improvements on the ground, and asked if more materials from past programming with ETC were available to help with the process moving forward. Mr. Bihn noted they are just ramping up on this but everyone is working on multiple projects. The IGA is now getting signed with hiring the consulting team next step, then to work with them on finding new projects.
- Chris Deffebach noted that small projects make a big difference, and these incremental improvements with bus systems were welcome. Washington County is completing their County-wide transit study so this is good timing for jurisdictions and county coordination, working with Metro and TriMet.
- Karen Buehrig recommended a look at the 2040 STIP, with the draft list just released, that can be integrated with ETC investments at the same time other work is being done, such as McLoughlin Blvd. projects. They would both benefit.
- Tara O'Brien asked how this integrates into the High Capacity Transit Strategy update. TriMet is looking to add future BRT corridors and hope to see alignment in connections. Mr. Bihn noted HCT is still coming online and see this as a higher level investment discussion. Some project construction has started with BRT projects put more plans are yet to start. There are designs and improvement projects on the books now underway. Identifying BRT corridors will be important in the future.

Multnomah County Earthquake Ready Burnside Bridge Update (Alex Oreschak, Metro/Megan Neill, Multnomah County/Shane Phelps, Parametrix) Ms. Neill began the presentation by providing an overview of the project. The primary purpose of the Earthquake Ready Burnside Bridge (EQRB) Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake.

The adopted 2018 RTP's financially constrained project list includes Phase 1 and Phase 2 of the EQRB Project, which reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition. Additionally, the adopted 2018 RTP's strategic project list, which identifies additional priority projects the region would pursue if more funding becomes available, includes the EQRB Project's Phase 3, reflecting the construction phase of the project.

Over 100 options were studied during the EQRB Project's Feasibility Study Phase (2016-2018), including tunnels, ferries, a fixed bridge, and other bridge alignments. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement (EIS). The Replacement Long Span alternative was recommended by the Community Task Force and Policy Group in late fall 2020. Responses from an online public survey showed 88% support for the recommendation. On February 5th, 2021, the County published a Draft Environmental Impact Statement that included the recommended Preferred Alternative followed by a 45-day public comment period.

Following publication of the Draft EIS, the County asked the project team to identify ways to bring the overall cost of the project down, while maintaining the core purpose and need of the project, in order to help ensure a new bridge is funded and built. Any significant changes to the project as a result would be documented in Supplemental Draft Environmental Impact Statement and published for public review and comment. Over the course of the summer of 2021, the project team worked to identify a range of cost saving measures and presented them to the Community Task Force in October 2021.

The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic. The Community Task Force then provided a preliminary approval of the range of cost saving measures, subject to hearing feedback from the public on the changes being proposed.

After reviewing the results from the public outreach campaign conducted in late fall of 2021, the Community Task Force voted by majority on January 24th, 2022 to recommend that the cost saving measures be adopted as part of an updated recommended Preferred Alternative. On March 3rd, 2022 the Policy Group of the Earthquake Ready Burnside Bridge Project approved the recommendation put forth by the Community Task Force. The Board of County Commissioners approved the refined recommended Preferred Alternative on March 17th, 2022. Subsequently, the Supplemental Draft Environmental Impact Statement was published on April 29th, 2022, followed by a 45-day public comment period.

In July 2022, the Portland City Council will consider a resolution to adopt the recommended Preferred Alternative. Multnomah County and the Federal Highway Administration (FHWA) anticipate publishing a Final EIS and Record of Decision (ROD) for the EQRB Project in late 2022. Metro and Multnomah County staff are coordinating with FHWA to determine the appropriate timeline and actions that will allow the Project to demonstrate fiscal constraint and for FHWA to issue a ROD for the Project. Issuance of the ROD will allow Multnomah County to advance the Project into the Design Phase. The Project will return to TPAC, JPACT, and Metro Council in the coming months with additional updates.

Committee comments on creating a safe space at TPAC (Chair Kloster) – Comments received:
Could Tom review the status and timing of new TPAC reps being seated?
Chair Kloster provided a short update on the planned recruitment for six new community members to TPAC, coming from community based organizations. Details on these plans will be provided at the August TPAC meeting. Chris Ford noted that once the new community members are appointed a special session could be offered to help acquaint them with agency and jurisdictions, and committee processes with projects.

Can we have an update on the previous request of whether TPAC materials might be able to be linked like JPACT materials in packets?
An answer to this question would be addressed at the next TPAC meeting.

Adjournment
There being no further business, meeting was adjourned by Chair Kloster at 11:43 a.m.
Respectfully submitted,
Marie Miller, TPAC Recorder

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	7/8/2022	7/8/2022 TPAC Agenda	070822T-01
2	TPAC Work Program	6/30/2022	TPAC Work Program as of 6/30/2022	070822T-02
3	Memo	6/30/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during June 2022)	070822T-03
4	Memo	7/1/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: June 2022 Report - Traffic Deaths in the three counties	070822T-04
5	Memo	7/1/2022	TO: TPAC and interested parties From: John Mermin, Metro RE: 2023 Regional Transportation Plan (RTP) – Summary of "housekeeping" changes to the RTP network Maps	070822T-05
6	Draft Minutes	6/3/2022	Draft Minutes from TPAC June 3, 2022 meeting	070822T-06
7	Memo	7/1/2022	To: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: Development of Regional Flexible Funds/Trails Bond Funding Options	070822T-07
8	Report	7/1/2022	Regional Funding Allocation: Outcomes Evaluation Report 2025-2027 Regional Flexible Funds Parks & Nature Trails Bond funding	070822T-08
9	Links to spreadsheets	N/A	Links to excel spreadsheets for RFFA tech scores and Bond examples	070822T-09
10	Memo	7/1/2022	TO: TPAC and interested parties From: John Mermin, and Lake McTighe, Metro RE: 2023 Regional Transportation Plan (RTP) –Draft Safe and Healthy Urban Arterials policy brief	070822T-10
11	Report	June 29, 2022	Draft 2023 RTP policy brief Safe and healthy urban arterials	070822T-11
12	Memo	7/8/2022	TO: TPAC and interested parties From: Alex Oreschak, Senior Transportation Planner RE: Multnomah County Earthquake Ready Burnside Bridge Update	070822T-12
13	Handout	N/A	Earthquake Ready Burnside Bridge Fact Sheet	070822T-13
14	Slide	7/8/2022	June traffic deaths in Clackamas, Multnomah and Washington counties	070822T-14

Item	Document Type	Document Date	Document Description	Document No.
15	Slide	7/8/2022	Metro 2021 TSMO Strategy Project Solicitation Draft Timeline	070822T-15
16	Public comment letter	July 7, 2022	TO: TPAC and interested parties FROM: Laura "Lou" Reynoldson, President 40 Mile Loop Land Trust RE: Metro Bond for Trails & Regional Flexible Fund Allocation	070822T-16
17	Memo	July 1, 2022	TO: TPAC and interested parties FROM: Dan Kaempff, Principal Transportation Planner RE: Development of Regional Flexible Funds/Trails Bond Funding Options	070822T-17
18	Report	July 5, 2022	Regional Funding Allocation: Outcomes Evaluation Report 2025-2027 Regional Flexible Funds Parks & Nature Trails Bond funding	070822T-18
19	Links to spreadsheets	July 8, 2022	Links to excel spreadsheets RFFA Technical Scores on projects and Bond examples	070822T-19
20	Presentation	July 8, 2022	Developing funding recommendations for 2025-2027 Regional Funding: RFFA + Trails Bond	070822T-20
21	Presentation	July 8, 2022	Safe and Healthy Urban Arterials – 2023 RTP Policy Brief	070822T-21
22	Presentation	July 8, 2022	ENHANCED TRANSIT CONCEPTS / BETTER BUS PROGRAM	070822T-22
23	Presentation	July 8, 2022	Earthquake Ready Burnside Bridge	070822T-23

Memo

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

Date: August 1, 2022

To: TPAC and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Subject: Draft funding recommendation options for Regional Flexible Funds/Parks Bond

Introduction

Following the July TPAC discussions, staff presented the funding package examples discussed in those meetings to JPACT on July 21.

A number of JPACT members expressed support for emphasizing the Equity and Safety outcomes in developing a funding package. Using that input, staff have developed several options for TPAC's discussion in developing a funding recommendation to JPACT.

In addition to the TPAC and JPACT input received in July, each subregion, through their coordinating committee, has submitted a letter to JPACT which indicates the projects submitted from jurisdictions in their respective areas are their priorities. The letters also contain additional information the coordinating committee would like TPAC and JPACT to be aware of in their consideration of funding packages. The City of Fairview has also submitted a letter to JPACT in support of the Sandy Blvd project which contains additional information and is enclosed in the meeting materials.

The meeting materials include four examples of possible funding packages that would result from using project outcomes ratings along with public input, subregional priorities and additional information to select projects. The examples are intended to show comparisons of using different approaches for project selection as a means of encouraging a discussion among TPAC members of how to balance regional priorities with local considerations and the available funding.

Indication of subregional priorities

Each subregion was provided with the opportunity to indicate which projects submitted from their jurisdictions were their priorities for funding. The priorities of subregions are detailed in the letters included in the meeting materials. The priority status of each project has been indicated in the funding examples included in the meeting materials and are indicated in table 1 below (note: Washington County did not indicate specific projects for prioritization).

Table 1.
Subregional project priorities

	Clackamas	Multnomah	Portland	Washington
Parks Bond Priorities				
1	Trolley Trail	Gresham-Fairview Trail	NP Greenway (Columbia Bl to Cathedral Pk)	Specific priority projects not indicated
2	Clackamas River Trail	Sandy River Greenway	Marine Drive Trail	
3	Scott Creek Trail		NP Greenway (Kelley Pt Pk to Slough)	
4			Cornfoot Rd	
RFFA Priorities				
1	I-205 MUP	162nd Ave	148th Ave	Specific priority projects not indicated
2	Willamette Falls Dr	Sandy Blvd	57th Ave/Cully Blvd	
3	Lakeview Blvd		NP Greenway (Columbia Bl to Cathedral Pk)	
4			MLK Blvd	
5			7th Ave	
6			Taylors Fy Rd	
7			Cornfoot Rd	

The funding examples illustrate different methods of how these priorities could be used in developing funding packages. It should be noted that TPAC and JPACT have discretion in how this information is to be used in balance with the other information sources available.

Description of examples

The examples described below are illustrated in tabs in the Excel spreadsheet found at the link included with the meeting materials.

As in the examples used in the July TPAC and JPACT meetings, there are several trails projects requesting consideration for funding from either source. In the examples developed for this

meeting, projects are shown as funded from one or the other source, or not funded. If a project is funded in an example, the project name is shaded green and the funded amount is indicated in the "Funded Amount" column. Projects which are funded from the other source are shaded yellow. Projects not funded from either source are shaded gray.

Staff have been in discussions with several applicants regarding the amount of funding requested, or the specific project phases or elements that may be funded through regional dollars. As a result, several projects have modified potential funding awards illustrated in the examples. Projects modified in this manner include:

- Brookwood Overpass
- Cornfoot Road
- NP Greenway (Kelley Pt to Slough)

The following seven RFFA projects are consistently funded in each example:

- 162nd Avenue – Gresham
- NP Greenway (Columbia to Cathedral) – Portland Parks and Recreation
- Council Creek Trail – Washington County
- 148th Avenue – Portland
- Beaverton Creek Trail – Tualatin Hills Parks and Recreation
- I-205 MUP – Clackamas County
- 57th Ave/Cully Blvd – Portland

Equity+Safety Baseline – A baseline example is shown to illustrate a funding package derived from funding projects in ranked order of the averages of their Equity and Safety ratings. Projects are funded in order until there is insufficient funding available to fully fund the next project down the list. This leaves $4.275 million unallocated in the Parks Bond package and $4.07 million unallocated in the RFFA package.

Example 1: Baseline, with Adjustments to Parks Bond projects – This example illustrates a funding package for the Parks Bond based on cost adjustments and direction from Parks staff on how these funds should be allocated. In this example, all of the trails projects seeking funding from either source are funded, with some projects receiving reduced funding. As in the baseline, funding is allocated to the RFFA projects based on their outcomes ratings through the 57th Ave/Cully Blvd. project. There is $4.07 million remaining, which is insufficient to fully fund the next project in line, 7th Ave. There are several projects requesting lower amounts which could be funded with the remaining funds.

Example 2: Baseline, with top two priority projects funded – Metro staff considered modifying the Bond Adjusted Baseline (Example 1) by ensuring each subregion's first priority project is funded (for Washington County, the highest outcome rated project was included). However, the outcome of doing so is the same as the Parks Bond Adjusted Baseline Example 1 as all of the subregional priority projects were already included. So for Example 2, Metro staff included each subregion's top two priority projects into the funding package. For Washington County, Beaverton Creek Trail is assumed to be the second priority project based on its outcomes rating. Compared to Example 1, this package funds Sandy Blvd. and Willamette Falls Dr. and does not fund Fanno Creek Trail, MLK Blvd., and the Tigard – Lake Oswego Trail. There is $1.46 million remaining, which is insufficient to fully fund the next project in line, Fanno Creek Trail. There are several projects requesting lower amounts which could be funded with the remaining funds. In this example, the

project receiving the highest level of public input – Fanno Creek Trail – would not be funded. But the on-street project with the highest level of public input – Willamette Falls Dr – would be funded.

Example 3: Baseline, with next best performing projects in Washington and Clackamas Counties – Example 3 starts with the Example 1 Baseline and utilizes its remaining $4.07 million to select the next two best performing and affordable projects located in the Washington and Clackamas subregions. These two subregions are potentially receiving proportionally less investment than the other two subregions due to the total amount of funding they requested. Additionally, Allen Blvd was the next highest performing project of all remaining unfunded projects from Example 1 while Willamette Falls Blvd. is the second priority project of the Clackamas subregion and received the most public comments of any project in that subregion. In this example, no additional projects could be funded as it is $147,000 over the forecasted available revenues. Metro staff feels this slight overage is close enough to the forecasted amount that it could be managed through MTIP programming adjustments.

Each example also shows summarized information from the Risk Assessment and Public Comment reports, indication of subregional prioritization (if any), and if the project has previously received RFFA dollars. This information is an important part of fully understanding a project's attributes and the tradeoffs involved when considering different funding packages.

At the bottom of each example is a summary of the subregional distribution of funds that would occur through adoption of that specific funding example. With the exception of example 3, the summary shows the remaining unallocated funding between the two funding sources in that example. The total number of projects funded and breakdown of projects by subregion in each example is shown in Table 2 below.

Table 2.
Subregional project breakdown, by example

Example	Total projects funded	Clackamas	Multnomah	Portland	Washington	Funding not yet allocated
Baseline	18	3	2	6	7	$8.35M
1	22	4	3	7	8	$4.13M
2	21	5	4	6	6	$1.51M
3	24	5	3	7	9	($0.94M)

The RFFA allocation objectives, as adopted in the 2025-2027 RFFA Program Direction, direct that investments should be made throughout the region, but that there are no funding targets or formulas permitted. Considering this direction, each example illustrates the percentage of funds that would be allocated to each subregion. For the sake of comparison, the subregional population breakdown is as shown in Table 3.

Table 3.
Subregional population within Metropolitan Planning Area
(American Community Survey, 2016-2020)

Population within MPA ACS 2016-2020		
Subregion	**Population**	**Pct of reg. total**
Clackamas	275,852	17%
Multnomah	149,674	9%
Portland	653,555	40%
Washington	534,656	33%
Total	**1,613,737**	**100%**

Also summarized for each example is the number of Planning/Project Development and Construction projects funding in that example. This is done in response to RFFA allocation objectives direction to consider funding projects at all phases from conception to final construction.

Timeline and next steps

Continuing the conversation from previous months, TPAC is requested in their August meeting to provide input to help staff develop a draft RFFA recommendation to JPACT for action in the September TPAC meeting. TPAC input in this meeting will also be considered in developing a staff recommendation for the Parks Bond funding, which will be presented to Metro Council in September.

Pending JPACT's action in September, final adoption of the 2025-2027 Regional Flexible Funds Allocation is scheduled for the October 13 Metro Council meeting. Table 4 below provides additional information.

Table 4.
RFFA Step 2 and Parks Bond project selection schedule

		RFFA	**Parks Bond**
August	5 – TPAC 18 – JPACT	Refine draft examples for recommendation, w/CCC priorities. Draft Council legislation	Metro staff finalize funding proposal, incorporating input from JPACT. Metro COO recommends Bond Trails Grant project list to Council
September	2 – TPAC **ACTION** 15 – JPACT **ACTION** TBD – Council **ACTION** (on Bond-funded projects)	Recommendation to JPACT Approved project list to Council	Council approves and adopts Bond Trails Grants project list
October	13 – Council **ACTION** (on RFFA-funded projects)	Final adoption of 25-27 RFFA funding allocations	

Questions for TPAC discussion

- Are there questions about the funding examples?
- What elements of these examples should be incorporated into a draft recommendation (e.g. How should subregional priorities be used? What consideration should be given to projects with a high level of public support? How should the additional information not captured in the Outcomes Evaluation be considered?)
- Is there a different approach to developing a recommendation that TPAC wishes to consider?
- What information do you wish to communicate to JPACT regarding a funding recommendation?

Clackamas County
Coordinating Committee

Public Services Building
2051 Kaen Road
Oregon City, OR 97045
503-655-8581

July 11, 2022

Joint Policy Advisory Committee
c/o JPACT Chair Shirley Craddick
600 NE Grand Ave.
Portland, OR 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by of a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

RFFA Projects by Priority:

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Clackamas River Trail
3. Happy Valley Scott Creek Trail Development

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,

Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair

Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

July 22, 2022

Joint Policy Advisory Committee (JPACT)
% Shirley Craddick, JPACT Chair
600 NE Grand Ave
Portland, Or 97232

Re: Support and prioritization for Regional Flexible Funds Allocation (RFFA) and Trails Bond grant applications

Chair Craddick and JPACT members,

On behalf of the East Multnomah County Transportation Committee (EMCTC) we thank you for providing EMCTC the opportunity to comment on and prioritize the projects in east Multnomah County. We recognize that this is one of the many factors that JPACT and Metro will use to determine which projects receive funding. All the projects submitted by our jurisdictions are important to EMCTC and to east Multnomah County residents. In February 2022 EMCTC adopted policies to recognize and elevate Safety and Equity in our community and all these projects embody those policies.

EMCTC's recommendation reflects a reduction in the overall request for RFFA funds. Multnomah County has reduced the scope and funding request on Sandy Boulevard, so that the project extent is lessened, impacting a shorter distance of the Boulevard, and the cost is now $6.5M. Additionally, EMCTC voted to not recommend or advance the Troutdale Road project because the County has found another grant opportunity to pursue the Troutdale Road project. Troutdale Road is still very important to EMCTC. However, EMCTC recognizes funds are limited and the readiness of the Sandy Boulevard project makes it a better candidate. This brings the east Multnomah County funding requests to $14.1M for RFFA and $6.2M for Trails Bond. Reducing the request creates greater alignment with the RFFA Objective 1: to select projects throughout the region.

Regional Flexible Funds Allocation (RFFA)

1. 162nd Complete Streets Project - in the City of Gresham
2. NE Sandy Boulevard Complete Street - from 201st (City of Gresham) to Quail Hollow (City of Fairview)

Trails Bond

1. Gresham Fairview Trail - in the City of Gresham
2. Sandy River Greenway Trail - in the City of Troutdale

While EMCTC did prioritize the projects, EMCTC wants to emphasize the importance of all the projects and provides additional information on the two projects that did not receive EMCTC top priority but that are still recommended by EMCTC for funding, this information is provided below.

Sandy Boulevard

Sandy Boulevard is a high priority project for Multnomah County and the City of Fairview. Additionally, in order to meet the objectives of RFFA, the County will also work with the City of Gresham to close the sidewalk gap from 201st to the City limit - this will also connect the Sandy Boulevard project to the future segment of the Gresham Fairview Trail (submitted under the Trails Bond). Below are several reasons why EMCTC feels this project should be funded:

1. Sandy Boulevard received design funds during the previous RFFA cycle. Funding Sandy now will meet RFFA Objective 2: Honor previous funding commitments made by JPACT and the Metro Council
2. Census tract information does not accurately inform the Equity Focus along Sandy Blvd., particularly in the area between Sandy Blvd. and I-84; in this area the majority of residents are low-income and over half of residents are people of color.
3. Sandy Blvd. is a 40 mph road, and a designated Road Connector in the Regional Freight Plan. It serves not only residents but industrial sites along the corridor. Residents in the apartments and mobile home parks that line Sandy Blvd. must navigate high-speed traffic, trucks, and narrow poorly lit shoulders to meet daily needs on foot or bus, creating a high-risk environment for pedestrians and bicyclists.

Sandy River Greenway Trail

The Sandy River Greenway Trail will connect downtown Troutdale to the I-84 path - thereby creating a connection from Troutdale to the Confluence site and other parts of the Troutdale Reynolds Industrial Park (TRIP). This project provides both economic and environmental benefits to east Multnomah County. Additionally, EMCTC recognizes the following points:

1. Sandy River Greenway received significant public support during the comment period. Of the 33 comments submitted in Spanish, 12 were provided in support of the Sandy River Greenway.
2. Overall, Metro received 165 comments on this trail project - the second highest number that any one project received. Additionally the overall public input score for this project (4.84/5) was the second highest overall rating for the projects.

Again, we strongly believe all of these projects will benefit the residents and visitors of east Multnomah County. We appreciate your time and consideration for these projects and we look forward to continuing to discuss how these projects can be delivered.

Sincerely,

Lori Stegmann
Multnomah County Commissioner, District 4
East Multnomah County Transportation Committee Chair

cc: Councilor John Miner, Wood Village
Councilor Wendy Lawton, Fairview
Mayor Travis Stovall, Gresham
Tom Bouillion, Port of Portland

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1120 SW Fifth Ave, Suite 1331, Portland OR 97204
Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation
Jo Ann Hardesty Commissioner **Chris Warner** Director

July 21, 2022

Joint Policy Advisory Committee
c/o JPACT Chair Shirley Craddick
600 NE Grand Avenue
Portland, Oregon 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On July 11th, Portland hosted the second meeting of the Portland Regional Coordination Committee to discuss Portland's priorities for the 2025-27 Regional Flexible Funds and Metro Parks Trail Bonds allocation process.

Portland's Coordination Committee appreciates Metro's technical evaluation of the proposed projects. Although we see merit in all of the requested projects, we feel most in alignment with the recommendation that prioritizes Safety and Equity Outcomes. Recent fatality trends in our most diverse neighborhoods demand we focus funding on these critically important improvements to our roads.

Based on the feedback of the Portland Regional Coordination Committee, Portland submits the following priorities and comments. We look forward to continuing to work with our regional partners as we refine this list of funded projects.

Portland RFFA Priorities

1. 148th – Funded Equity + Safety Outcome Emphasis
2. 57th / Cully – Funded – Funded Equity + Safety Outcome Emphasis
3. NP Greenway (Col-Cath)** – Funded Equity + Safety Outcome Emphasis
4. MLK – Funded Equity + Safety Outcome Emphasis
5. 7th – 150% list Equity + Safety Outcome Emphasis
6. Taylor's Ferry
7. Cornfoot MUP

Portland Bond Measure Priorities

1. NP Greenway (Col-Cath)** – Funded Equity + Safety Outcome Emphasis (RFFA)
2. Marine Drive Trail – Funded Equity + Safety Outcome Emphasis
3. NP Greenway (Kelley to Slough) – Funded Equity + Safety Outcome Emphasis
4. Cornfoot MUP - 150% list Equity + Safety Outcome Emphasis

** Portland understands that there may be some challenges in funding the NP Greenway (Col-Cath) from Trail Bond Measure resources. However, if possible, it would still be our preference to fund this project with trails funding.*

Based on the priorities identified in the Equity + Safety Outcomes Emphasis scenario, Portland expects that the 148th, 57th / Cully, NP Greenway (Col-Cath), MLK, Marine Drive Trail, and NP Greenway (Kelley to Slough) will receive funding.

Portland will continue to explore opportunities to also fund the 7th Avenue and the Cornfoot MUP projects, that are currently on the funding bubble (aka 150% list) in the Equity + Safety scenario. As we continue to refine the final list, we will continue to work with our partners to identify funding for all or parts of these important projects.

Portland looks forward to continued conversations with our community partners on how to get the most from these limited transportation resources.

Sincerely,

Chris Warner, Director
Portland Bureau of Transportation

WASHINGTON COUNTY
Coordinating Committee

July 22, 2022

Dan Kaempff
Principal Transportation Planner, Metro
600 NE Grand Ave.
Portland, Oregon 97232

RE: WCCC prioritization for RFFA and Trails Grant projects

On behalf of the Washington County Coordinating Committee (WCCC), I am submitting our prioritization recommendations for the Regional Flexible Fund Allocations and Trails funding for Washington County project applications.

Washington County, cities of Washington County, and Tualatin Hills Park & Recreation District submitted a total of nine projects for a total request of $15,483,718 or about 23% of the available combined RFFA/Trails funding. The WCCC recommends funding for all nine projects which achieve desired outcomes and meet different and important needs in the county.

Our recommendation supports both:

- Development of a project pipeline that will position us to be ready to seek state or federal grants for construction; and
- Construction of projects that leverage previous investments and deliver near term benefits for our community.

We support construction funding for these important regional trail connections:

- **Council Creek Regional Trail** project funding will supplement funding from our recent Federal RAISE grant and allow Washington County, in partnership with the cities of Hillsboro, Forest Grove and Cornelius to improve trail crossings for this transformative project.

155 N First Avenue, Suite 250, MS 16
Hillsboro, OR 97124-3072
phone: 503-846-4530
email: lutdir@co.washington.or.us

- **Beaverton Creek Trail** project funding will connect the regional Westside Trail to downtown Beaverton, filling a gap in the Washington County trail network and building on previous RFFA grant awards.

We also support funding for seven planning and project development pipeline projects:

- Project development for **Crescent Trail Overcrossing** (at Brookwood Pkwy), **Fanno Creek Trail**, and **Westside Trail Bridge over US-26** moves forward the next major sections of these existing trails.
- Planning for **Westside Trail in King City**, **Emerald Necklace in Forest Grove** and **Tigard/Lake Oswego Regional trail gap** alignment study sets the stage for future trail expansions.
- **Allen Blvd Complete Streets** planning fills a bicycle and pedestrian gap in the complementary street network.

The projects all support safety and equity outcomes:

- Proposed projects remove bicycle and pedestrian barriers and provide valuable accessibility improvements that will benefit those without access to a personal vehicle and access to transit.
- Proposed projects are located in equity areas or in industrial and employment areas that need bicycle and pedestrian access for jobs, many of which are low wage and benefit residents of equity focus areas.

The eight trail projects work together with the Allen Boulevard Complete Street project for an integrated system that removes barriers for getting around. Funding all projects supports the objective of distributing investments across the region.

Thank you for the opportunity to provide comments and your consideration of them in the project award process.

Sincerely,

Jeffrey C. Dalin

Mayor Jef Dalin
Chair, Washington County Coordinating Committee
Cc: Chair Craddick and JPACT members
Washington County Coordinating Committee

July 29, 2022

Metro Joint Policy Advisory Committee (JPACT)
% Shirley Craddick, JPACT Chair
600 NE Grand Ave
Portland, Or 97232

Chair Craddick and Members of JPACT:

The City of Fairview is writing to support Multnomah County's RFFA application for the NE Sandy Blvd. Complete Street project, which would provide $6.5 million to construct a 0.7-mile vital segment of Sandy Boulevard from NE 201st to the east edge of the Quail Hollow 55+ mobile home park and Portland-Fairview RV Park.

The City of Fairview has been working to envision and plan improvements for this designated Active Transportation and Freight Corridor for over 20 years. In 2001, the City completed the Sandy Blvd. Refinement Plan through an ODOT Transportation and Growth Management (TGM) program grant to identify land use and transportation solutions that would enhance the capacity, appearance, and multi-modal function of this east-west corridor. In 2019, Multnomah County was awarded RFFA funds for project development to design freight and active transportation improvements from the Gresham city limits to NE 230th. Now the City of Fairview, together with Multnomah County and the East Multnomah County Transportation Committee, respectfully requests JPACT's support to make these design plans a reality.

Fairview recognizes that scoring of the application did not place the project in the top tier for funding, particularly based on Equity criteria. We would like to offer some additional information that justifies adjusting upward the equity measure.

Equity
The RFFA equity evaluation is tied to Census tracts. The Sandy Blvd. project is in Multnomah County Census Tract 102, that spans from the Sandy River to NE 162nd, and from I-84 to Government Island. Because of the way the boundary was drawn, this tract includes remote higher income residential neighborhoods around Fairview Lake and Blue Lake in Fairview, and the Argay neighborhood in Portland; the tract is not identified as an Equity Focus Area.

Within Tract 102, census Block Group 2 extends along the south side of NE Sandy Blvd. and tells a very different and more accurate story of the population most impacted by the transportation deficiencies along this corridor.

This block group was evaluated by ODOT for similar equity criteria in 2021, including non-white population, poverty status, disability, and limited English proficiency. This evaluation placed Block Group 2 within the highest-ranked category of their Transportation Disadvantaged Populations Index (TDPI), indicating high numbers of traditionally underserved residents. In this block group:

- 71% of the population is non-white
- 25% have poverty status
- 13% are living with a disability
- 28% are under 17 and 8% are over 64

Residents living along Sandy Blvd. rely on this corridor for all modes of transportation, particularly for residents in the noted Census block between Sandy and I-84, where there is limited north-south connectivity. The residential development within the NE Sandy Blvd. project area from NE 201st to Quail Hollow consists of disadvantaged low and very low income resitents:

- **8 mobile home parks**: 584 units including a 137-unit senior community
- **2 RV parks**: 430+ long-term rentals – living year-round there in RVs
- **4 apartment complexes**: 310 units
- **A manufactured home subdivision:** 52 homes

Active Transportation Network
Residents rely on Sandy Blvd. to catch the school bus, and for TriMet service connecting to commercial centers in Portland, Wood Village and Gresham. Residents also walk this road's shoulders to meet daily needs such as nearby grocery stores at 235th/Sandy, and 223rd/ Glisan in Wood Village.

One mobile home park in Fairview has been particularly vocal in their concerns over pedestrian safety along Sandy Blvd. Residents of the 137-unit Quail Hollow community for ages 55+ repeatedly ask for improvements to safely ride the bus. An eastbound TriMet line 21 bus stop is located on the shoulder next to their property entrance, however, to reach the westbound stop directly across the street, these elderly residents must either risk crossing the 40 MPH Sandy Blvd. roadway with no traffic control or crosswalk, or walk out of direction 0.4 miles up and down the road's narrow shoulders to the nearest crosswalk at Fairview Parkway.

Nearby, Multnomah County and Fairview have also been working to close the pedestrian and bike facility gap along NE 223rd Avenue, which intersects with Sandy as Fairview's only north-south street that extends across our city boundaries. This work includes designing and constructing a railroad undercrossing that will create access to Blue Lake Regional Park (thanks to a Metro grant), and a Safe Routes to School application that has been submitted to close the sidewalk gap south of Sandy Blvd. for Fairview Elementary School that serves the Sandy Blvd. area. RFFA funding of the Sandy Blvd. construction project would nearly close the sidewalk gap between 201st and 223rd, with the remaining gap on the north side qualifying for Fairview urban renewal project funds.

As we work to increase safety and mobility choices in our community and improve livability for our most underserved populations, the Sandy Blvd. project is a high priority for our residents and Fairview City Council, and a top priority among Multnomah County Road CIP projects. We urge you to follow through on the funding commitment for design work by allocating RFFA funding for this project.

Respectfully submitted,

Brian Cooper, Mayor
City of Fairview

CC: Lori Stegmann, Multnomah County Commissioner and EMCTC Chair
Jessica Vega Pederson, Multnomah County Commissioner and JPACT Representative
Travis Stovall, Gresham Mayor and JPACT Representative

Link to excel spreadsheet: Regional Flexible Funds Allocation (RFFA) and Trails Bond examples for TPAC discussion, August 5, 2022

https://oregonmetro.sharefile.com/d-sf33cd122aa6a48dab6a6de0a484bc140

DRAFT 100% 2024-2027 STIP Projects, ODOT Region 1

July 29, 2022

The following projects constitute a draft "100%" list for the 2024-27 Statewide Transportation Improvement Plan (STIP). The list does not currently include projects from the Local Bridge program or the Urban Mobility Office. Many of the fund categories are managed at the statewide level. For further information on the 150% lists and the STIP programs, www.odotregion1stip.org

This list will remain draft until the Oregon Transportation Commission adopts the final 2024-27 STIP in Summer 2023.

ID	Fund Category	Program	Project Name/Location	Description	Applicant	Hwy Name/Local Road	City	County
30	Enhance Highway	Enhance Highway	I-5: Capitol Highway - OR217 Northbound	Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	ODOT	I-5: Pacific Freeway	Lake Oswego, Portland,	Clackamas, Washington
393	Enhance Highway	Enhance Highway	I-5: Capitol Highway - OR217 Southbound	Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	ODOT	I-5: Pacific Freeway	Tigard, Portland	Washington, Multnomah
123	Fix-It	Bridge	US26: Cedar Creek Bridge	Replace the existing aging structure with a new single span bridge to provide improved fish passage and earthquake resilience.	ODOT	US26: Mt. Hood Highway		Clackamas
124	Fix-It	Bridge	OR99E: Clackamas River (McLoughlin) Bridge	Repaint the bridge to prevent corrosion of the steel structure.	ODOT	OR99E: Pacific Hwy East	Gladstone, Oregon City	Clackamas
125	Fix-It	Bridge	I-84: Moffett Creek westbound bridge	Planning for a project to remove contaminated concrete and replace with a new concrete surface to extend the life of the bridge	ODOT	I-84: Columbia River Freeway		Multnomah
126	Fix-It	Bridge	I-5: Northbound Interstate Bridge	Pavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to the proposed future replacement of this structure.	ODOT	I-5: Pacific Freeway	Portland	Multnomah
127	Fix-It	Bridge	I-84 (Westbound): Union Pacific Railroad bridge	Replace the existing bridge in need of major repairs with a new structure that has wider shoulders and improved earthquake resilience.	ODOT	I-84: Columbia River Freeway	Hood River	Hood River
128	Fix-It	Bridge	I-405: Fremont Bridge (Willamette River) West Ramps	Repaint the west bridge ramps to prevent corrosion of the steel structures.	ODOT	I-405: Stadium Freeway	Portland	Multnomah
129	Fix-It	Bridge	I-205: Glenn Jackson Bridge (Columbia River)	Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning	ODOT	I-205: East Portland Freeway	Portland	Multnomah
131	Fix-It	Bridge	I-205: Clackamas River Southbound Bridge	Bridge deck resurfacing, replacement of the joint seals and installation of steel railing on the barrier to increase safety and prolong the bridge lifespan.	ODOT	I-205: East Portland Freeway	Gladstone, Oregon City	Clackamas
28	Fix-It	Culverts	I-84: Wyeth - East Hood River Interchange	Repair culverts to improve drainage along this section of highway and prevent roadway damage.	ODOT	I-84: Columbia River Freeway	Cascade Locks, Hood River	Hood River, Multnomah
241	Fix-It	Culverts	Evans Creek Culvert	Replace the existing culvert with a larger structure to restore fish access to upstream locations.	ODOT	Evans Creek Dr		Hood River
47	Fix-It	Interstate Maintenance	I-84: NE Martin Luther King Jr Blvd - I-205	Design for a project to resurface the pavement over this section to repair cracking, rutting and potholes.	ODOT	I-84: Columbia River Freeway	Portland	Multnomah

DRAFT 100% 2024-2027 STIP Projects, ODOT Region 1

July 29, 2022

31	Fix-It	Operations	OR8: SE10th Ave at SE Walnut St	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	ODOT	OR8: Tualatin Valley Hwy	Hillsboro	Washington
32	Fix-It	Operations	OR99E: McLoughlin Blvd at W Arlington St and River Rd	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	ODOT	OR99E: Pacific Hwy East	Milwaukie	Clackamas
34	Fix-It	Operations	OR99E Canemah Rockfall Phase 2	Reduce rockfall hazard by repairing mesh; scaling and rock dowel installation as necessary, remove vegetation, and clear catchment.	ODOT	OR99E: Pacific Hwy East	Oregon City	Clackamas
394	Fix-It	Operations	I-84 Active Traffic Management	Design for a project to Install variable advisory speed, variable message, queue warning and advanced directional signage to help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve operations.	ODOT	I-84: Columbia River Freeway	Gresham, Portland, Troutdale	Multnomah
395	Fix-It	Operations	US26 Active Traffic Management	Design for a project to Install variable advisory speed, variable message, queue warning and advanced directional signage to help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve operations.	ODOT	US26: Sunset Highway	Beaverton, Hillsboro, Portland	Multnomah, Washington
7	Fix-It	Preservation	OR224: SE 17th - Rusk Rd	Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards.	ODOT	OR224: Clackamas Hwy	Milwaukie	Clackamas
13	Fix-It	Preservation	OR213: S Spangler Rd - Mulino	Design for a project to resurface pavement to repair cracking and rutting. This will improve the travel surface, reduce the risk of water pooling and improve safety.	ODOT	OR213: Cascade Hwy South		Clackamas
380	Public & Active Transportation	Ped/Bike Strategic	OR8: Tualatin Valley Hwy at SW142nd Ave	Install a pedestrian crosswalk with a flashing beacons and lighting. Improve the rail crossing at SW 142nd Ave This project improves safety for pedestrians and transit riders.	ODOT	OR8: Tualatin Valley Hwy	Beaverton	Washington
383	Public & Active Transportation	Ped/Bike Strategic	OR99E: SE Mcloughlin Blvd Pedestrian Safety (Risley - Gloucester)	Install sidewalks to fill gaps in this section to improve pedestrian safety and access.	ODOT	OR99E: Pacific Hwy East	Gladstone	Clackamas
390	Public & Active Transportation	Ped/Bike Strategic	OR99E: SE Mcloughlin Blvd Pedestrian Safety (Meldrum/Mildred)	Install a crosswalk with flashing beacons and a center median. Close off the SE Mildred St approach. This project improves safety for pedestrians and other vulnerable road users.	ODOT	OR99E: Pacific Hwy East		Clackamas
426	Public & Active Transportation	Ped/Bike Strategic	OR8: Tualatin Valley Hwy at 214th Ave	Install a pedestrian crosswalk with flashing beacons and lighting. This project improves safety for pedestrians and transit riders.	ODOT	OR8: Tualatin Valley Hwy	Hillsboro	Washington
427	Public & Active Transportation	Ped/Bike Strategic	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	Design for a project to Install a crosswalk with rapid flashing beacons and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.	ODOT	OR99W: Pacific Hwy West	Portland	Multnomah
45	Public & Active Transportation	Safe Routes to School	US26: E Salmon River Rd - E Lolo Pass Rd	Construct a multi-use path to enable safe pedestrian access to this area.	ODOT	US26: Mt. Hood Highway		Clackamas
435	Public & Active Transportation	Safe Routes to School	OR141: Hall Blvd at SW Hemlock St	Install an enhanced pedestrian crosswalk with flashing beacons, median island, curb ramps, signage, striping and lighting. Install sidewalk on the West side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.	ODOT	OR141: Beaverton-Tualatin	Tigard	Washington
15.2	Safety	ARTS	OR99E: SE McLoughlin Blvd Pedestrian Safety (Risley)	Install a crosswalk with flashing beacons, median island, curb ramps, improve lighting and install signing upgrades to improve safety.	ODOT	OR99E: Pacific Hwy East		Clackamas

15.4	Safety	ARTS	US30B: (N Lombard St) at Peninsula Crossing Trail	Install a crosswalk with advance pedestrian warming signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.	ODOT	US30B: Northeast Portland Bypass Hwy	Portland	Multnomah
16	Safety	ARTS	OR224 at OR211 and SE Burnett Rd	Design and right-of-way for a roundabout, including lighting, sidewalks and signing to improve safety at this intersection.	ODOT	OR224: Clackamas Hwy		Clackamas
19	Safety	ARTS	I-205: Columbia River - SE 82nd Drive	Install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.	ODOT	I-205: East Portland Freeway	Gladstone, Happy Valley, Oregon City, Portland, West Linn	Clackamas, Multnomah
20	Safety	ARTS	I-84: I-5 - Hood River	Install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.	ODOT	I-84: Columbia River Freeway	Cascade Locks, Fairview, Gresham, Hood River, Portland, Troutdale	Hood River, Multnomah
132	Safety	ARTS	SE Cesar Chavez Blvd: Lafayette Ct - Shiller St (Portland)	Reduce this section from 4 to 3 lanes (one in each direction and a center turn lane). Add north-south left-turn lanes on SE Chavez at SE Raymond St. Rebuild the signal at SE Holgate to protect left turns. Relocate the bus stop at SE Holgate St closer to the crosswalk.	City Of Portland	SE Cesar Chavez Blvd	Portland	Multnomah
133	Safety	ARTS	NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and Install a signal at the 21st Ave intersection. Install streetlights at both locations	Washington County	NE Cornell Rd	Hillsboro	Washington
135	Safety	ARTS	92nd Ave, E Burnside St and N Basin Ave (Portland)	Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.	City Of Portland	SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St	Portland	Multnomah
136	Safety	ARTS	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Install an adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section.	Clackamas County	SE Sunnyside Rd	Happy Valley	Clackamas
138	Safety	ARTS	Lake Oswego Signals Visibility Upgrades	Signal upgrades to improve visibility and safety at various locations. Install leading pedestrian intervals and changes from permissive-only green left turn signals to flashing yellow arrows.	City Of Lake Oswego	Various	Lake Oswego	Clackamas
139	Safety	ARTS	N Basin Ave: N Leverman St - N Emerson St (Portland)	Install a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.	City Of Portland	N Basin Ave	Portland	Multnomah
140	Safety	ARTS	SE Foster Rd: 101st Ave - 136th Ave	Install speed feedback signs, additional lighting and raised pavement markers to improve safety.	City Of Portland	SE Foster Rd	Portland	Multnomah
141	Safety	ARTS	Gresham Pedestrian Improvements	Install crosswalks with flashing beacons, stop bars and signs to improve safety at various locations. Install curb ramps to meet current standards.	City Of Gresham	Various	Gresham	Multnomah
322	Safety	Rail Safety	US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave	Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.	ODOT	Northeast Portland	Portland	Multnomah

Memo

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

Date: August 5, 2022
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 MTIP – Performance Evaluation Approach and Methods

Purpose
Provide an overview and gather feedback on the proposed approach to evaluating the 2024-2027 Metropolitan Transportation Improvement Program (MTIP).

Request to TPAC
Provide input and comment to the approach for evaluating the 2024-2027 MTIP draft investment program. The evaluation is to take place in winter 2022 through early 2023.

Introduction and Background: Performance Assessment of the MTIP
As part of federal requirements, Metro, as the lead in developing and implementing the MTIP, must demonstrate how the MTIP as a package of transportation investments 1) is consistent with the Regional Transportation Plan (RTP) by advancing the goals and outcomes identified in the adopted RTP; and 2) makes progress towards achieving federal performance targets.[1] To demonstrate and comply with federal regulations, a performance evaluation will be conducted on the package of investments to comprise the 2024-2027 MTIP.

The performance evaluation of the 2024-2027 MTIP continues and builds upon the previous MTIP performance evaluations. First undertaken with the 2015-2018 MTIP cycle, the performance evaluation is one component as to how the MTIP meets federal requirements and demonstrates progress towards the implementation of the RTP.

The performance evaluation of the 2024-2027 MTIP is organized by two tracks:
- Evaluating progress towards RTP priorities
- Evaluating progress towards federal performance targets

Each track has a proposed approach as they each have different requirements and/or guidelines in in demonstrating federal compliance. The following sections outline the approach and methodology for each track in which the 2024-2027 MTIP will evaluate performance and report.

Background: Regional Transportation Plan Priorities
To demonstrate how the investments in the MTIP is consistent and makes progress towards goals and outcomes of the Regional Transportation Plan, the 2024-2027 MTIP performance evaluation will focus on the 2018 Regional Transportation Plan (RTP) priorities. Adopted by the Metro Council in December 2018, the 2018 RTP sets the long-range vision, goals, and outcomes for the regional transportation network. The 2018 RTP also includes policies and a long-range investment strategy for achieving the region's vision, goals, and outcomes for the system. Through the development of the 2018 RTP, four policy priorities – safety, equity, addressing climate change, and managing congestion (also known as mobility) – emerged and were identified to make further near-term progress. Stakeholders and leadership called upon the region to develop policies and refine transportation investments to better achieve outcomes that address the four priorities in the Plan and make more progress in near-term implementation. This was reinforced in the adoption of the

[1] Metropolitan Planning, Content of the Transportation Improvement Program 23 C.F.R. § 450.326

2018 RTP, where the ordinance called out specifically for the MTIP to make progress in advancing the four priorities. As the current adopted regional policy, the 2024-2027 MTIP performance evaluation will look to understand how well the four year investment program continues to implement the four priority areas of the 2018 RTP.[2]

2024-2027 MTIP Performance Evaluation Approach

The 2024-2027 MTIP performance evaluation will take a multi-pronged approach to assess the four-year package of investments. The multi-pronged approach includes the following:

- Investment analysis of the 2024-2027 MTIP[3]
- System performance analysis of the 2024-2027 MTIP towards RTP priorities
- Performance analysis towards federally mandated performance targets

A short description of each evaluation approach is provided. Further detail about each approach can be found as part of Attachments 1 and 2.

Investment Analysis Evaluation Approach

The investment analysis of the 2024-2027 MTIP will assess the level of investment the region plans to make across different categories over the next four years. Some category examples include: type (e.g. capital investment, planning, operations, preservation and maintenance), mode (e.g. active transportation, transit, roads and bridge, etc.). The investment analysis – to the extent practicable – will also compare investment across categories from the 2021-2024 MTIP and 2018 RTP to the current proposed MTIP. The analysis of the investment profile will provide general size, scale, and profile of the investment package to help place in context the performance of the four year program. The investment analysis is not new to the MTIP, but it is usually conducted as part of creating a summary of the adoption draft version of the MTIP. The approach is to bring the investment analysis forward to incorporate as part of the performance evaluation. The investment analysis purpose and intention is to support the demonstration of making progress towards the region's performance targets for federal performance targets established through the transportation reauthorization in 2012.

System Performance Evaluation Approach

The 2024-2027 MTIP system performance evaluation will apply a similar approach to how the 2018 RTP evaluated the long-term package of investments. This means the evaluation will apply a system-wide analysis of the overarching investment program and transportation projects programmed in the MTIP will not be evaluated independently.[4,5,6] The evaluation will primarily be

[2] At this point in time, the 2023 RTP will be in process, but not adopted. The 2023 RTP is likely to continue with the four policy priorities from the 2018 RTP – safety, equity, climate, and mobility – with some refinements.

[3] As of the time of the 2024-2027 MTIP performance assessment analysis in late autumn 2022. There is likelihood the final adopted 2024-2027 MTIP in summer 2023 will have modifications. The modifications are documented as part of the final documentation of the 2024-2027 MTIP performance assessment.

[4] Transportation investments can also be referred to as transportation projects.

[5] It is recognized that large-scale capital projects can have a large influence on the overall system performance evaluation results, but individual projects will not be evaluated.

[6] The rationale for not individually evaluating projects is because each transportation project proposed for inclusion of the MTIP undergoes a prioritization, selection, and decision process (i.e. Metro's Regional Flexible Fund allocation process, ODOT's STIP funding categories and funding program allocations – Fix-It, ARTS, etc.) prior to the stage of proposed inclusion in the MTIP. As a result, the projects have usually undergone an evaluation process at the individual project scale. Early during the initial development of the MTIP, Metro works with partners to ensure project evaluation criteria reflect/apply the lens of the RTP priorities as well

a quantitative assessment focused on assessing the four RTP priority areas: safety, equity, climate, and mobility. A number of the same performance measures employed from the development of the 2018 RTP will be used for the system performance evaluation. Some modifications will be applied to the individual performance measures to reflect current data and feedback previously provided through TPAC, JPACT, and the Metro Council. These modifications are further discussed in Attachment 1. Lastly, to the extent information is available the baseline information being compiled for the 2023 RTP needs assessment will be used as baseline information to help inform the system performance evaluation.

Federal Performance Target Evaluation Approach

As part of federal requirements, the performance evaluation of the 2024-2027 MTIP will also assess how the investment profile makes progress towards federally mandated performance targets. The federal performance target analysis will focus primarily in demonstrating how the mix of investments proposed for 2024 through 2027 advance the region towards achieving federal performance targets for asset management, environment, national highway system performance and freight mobility, and safety. A primarily qualitative approach will be applied for the assessment of the 2024-2027 MTIP towards federal performance targets and include information from the investment analysis. As applicable, quantitative information from the system performance evaluation will also be applied in the analysis of progress towards federal performance targets.

2024-2027 MTIP Performance Evaluation & Civil Rights Assessment

As part of Metro's federal responsibilities as a MPO, Metro is required to conduct a Civil Right Assessment to fulfill obligations pertaining to *Title VI of the Civil Rights Act of 1964* and *Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Similar to the 2021-2024 MTIP cycle, Metro staff will integrate the Civil Rights Assessment into the 2024-2027 MTIP system performance assessment. Recognizing the 2018 RTP adoption placed emphasis on making near-term progress on four priority areas, of which equity is one, the 2024-2027 MTIP performance assessment will look at the equity specific performance measures through a lens of communities of color and lower-income populations to evaluate how investments support or advance outcomes serving those community's needs. As part of requirements, a formal determination is provided with the completion of the evaluation.

Timeline

Table 1 provides a timeline of activities pertaining to the 2024-2027 MTIP performance evaluation.

Table 1. Timeline of 2024-2027 MTIP Performance Evaluation

as other additional policy priorities and factors (e.g. funding source restrictions) as part of the selection process.

Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit agencies completed w/proposed program of projects for fiscal years 2024 through 2027	Early 2021 – Fall 2022
Refine 2024-2027 MTIP performance evaluation methodology	April – September 2022
Present 2024-2027 MTIP performance evaluation approach at TPAC	August 2022
Finalize 2024-2027 MTIP performance evaluation methodology	October 2022
2024-2027 MTIP project data collection and prep work for analysis	Summer – Fall 2022
Perform 2022-2027 MTIP performance evaluation	Fall 2022 – January 2023
Results packaged for the 2024-2027 MTIP public review draft	February – March 2023
Discussion of results at TPAC • In conjunction with public comment period	April 2023
Finalize findings fir the 2024-2027 MTIP performance evaluation • Findings and recommendations to be informed by public comment and TPAC discussion	Spring 2023

TPAC Discussion Questions

- Based on the information presented and provided, how do TPAC members feel about the evaluation approach for the 2024-2027 MTIP?
- What questions or comments do TPAC members have for the approach to help improve and answer questions TPAC may have?

Attachment 1 – 2024-2027 MTIP Evaluation Methods for the System Performance Analysis

Performance Measures

The following section outlines the analysis framework and the performance measures for the 2024-2027 MTIP system performance analysis. The more detailed technical aspects underlying the individual performance measures and the system performance evaluation are outlined in the Evaluation Methods section.

Regional Transportation Plan (RTP) as Analytical Guiding Framework

As part of the 2024-2027 MTIP, Metro must demonstrate how the development and the overall investment package is consistent with the long-range transportation plan as well as other federal requirements pertaining to the development of the MTIP.[7] Therefore the 2018 RTP priorities of: safety, equity, climate, and mobility will be used to guide the evaluation of the 2024-2027 MTIP, particularly as it relates to capital investments to enhance the regional transportation system. Additionally, since a key policy area (and federal requirement) of the 2018 RTP is to adequately maintain and operate the regional transportation system, Metro will also perform an assessment of maintenance and preservation investments programmed in the 2024-2027 MTIP in the investment analysis. While the development of the 2024-2027 MTIP must demonstrate meeting numerous federal requirements, the performance evaluation of the 2024-2027 MTIP and its alignment towards the 2018 RTP priorities and outcomes is part of demonstrating the federal requirement of the MTIP being consistent with the long-range transportation plan.[8]

2024-2027 MTIP Performance Measures for System Performance Evaluation

To guide the system performance analysis approach to evaluate the progress the 2024-2027 MTIP makes towards implementing the region's long-range transportation plan, Metro will start from the performance measures associated with the four 2018 RTP priorities: safety, equity, climate, and mobility. Table 1 lists the evaluation performance measures used in the 2018 RTP and crosswalks the RTP priorities and outcome being measured. In using the 2018 RTP performance measures for the four priority areas, this provides a point of comparison for demonstrating progress towards advancing the goals and outcomes identified in the Plan.

Table 1. 2018 RTP Priorities and Performance Measures

2018 RTP Priority	Outcome Being Measured	Performance Measure
Equity	Accessibility	• Access to jobs (emphasis on middle-wage) • Access to community places • System completeness of active transportation network in equity focus areas
Safety[9]	Safety investment & Investment on high injury corridors	• Level of investment to address fatalities and serious injuries • Level of safety investment on high injury corridors, and high injury corridors in equity focus areas

[7] Per federal regulations, the content of the MTIP must demonstrate consistency with the adopted Regional Transportation Plan from a policy and a fiscal manner.

[8] The performance assessment is one component in demonstrating consistency and implementation of the Regional Transportation Plan (RTP). Examples of other aspects outside of the performance assessment in determining consistency includes, but not limited to consistent scope as described in the RTP and travel demand modeling, transportation conformity (if applicable), and project design consistent with regional policies.

[9] Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

Address Climate Change	Emissions reduction & Active transportation system completion	• Percent reduction of greenhouse gases per capita • System completeness of active transportation network
Traffic Congestion	Travel characteristics & Multimodal travel times	• Mode split (e.g. driving, transit, bike) • Miles traveled by mode (e.g. vehicle, bike, transit) per capita • Mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)

The 2018 RTP policy priorities framework was applied to the 2021-2024 MTIP system performance evaluation. However, based on feedback from the 2021-2024 MTIP performance assessment as well as significant bodies of work undertaken since the adoption of the 2018 RTP (December 2018), Metro proposes a small suite of modifications to the 2018 RTP system performance measures. These proposed modifications and additions are to reflect:

- updated data to key analysis components (e.g. equity focus areas, high injury corridors)
- updated individual performance measures to align and support existing performance based planning efforts applicable in a MTIP context (i.e. Climate Smart Strategy monitoring measures)
- updated and/or add performance measures to align with direction emerging from concurrent efforts (e.g. the Regional Mobility Policy, Department of Land Conservation and Development's (DLCD) Climate Friendly Equitable Communities (CFEC) rulemaking) to inform how traffic congestion and climate are assessed, as appropriate and as necessary.
- added historical and contextual information to inform points of comparison from the 2021-2024 MTIP investment program and the planned financially constrained investment program from the 2018 RTP for interim year 2027 and horizon year 2040.[10]

The 2018 RTP will remain the basis to assess the performance of the 2024-2027 MTIP as a means of understanding progress in implementing the region's transportation goals for the system. But in efforts to reflect updated data and provide meaningful information, Metro staff proposes the following modifications, outlined in Table 2 to the 2018 RTP performance measures specifically for the 2024-2027 MTIP performance assessment. Table 2 also outlines the rationale for the modifications. Additionally Table 3 lists the applicable Climate Smart Strategy monitoring performance measures to include as part of the 2024-2027 MTIP performance evaluation to demonstrate how the package of investment advance the 2018 RTP climate priority.

Table 2. Modifications and Rationale to Performance Measures for the 2024-2027 MTIP

Proposed Refinements Applicable to All Performance Measures			
Update equity focus areas according to 2020 census population counts and the 2016-2020 5-Year American Community Survey			
Update the population and employment distribution according to the most recently adopted forecast (2018 Urban Growth Report and 2020 Distributive Forecast)			
2018 RTP Priority & Outcome	**Performance Measure**	**Proposed Modifications to Performance Measures**	**Rationale**
Equity Accessibility & Affordability	Access to jobs (emphasis on middle-wage)	Propose the measure focus primarily on assessing transit accessibility to jobs, particularly with a focus on	Proposing minor refinements to performance measure, but largely keeping the same. In the 2018 RTP, the

[10] The point of comparison for the 2024-2027 MTIP investment program relative to the 2018 RTP for the fiscally constrained 2040 investment program will be

		change of accessibility in equity focus areas. Review and update wage classification data (i.e. wage bands for middle-wage, high-wage, low-wage), if necessary.	transportation equity work group had emphasized the need for historically marginalized communities to have transit access to reach jobs (current or future work). Access to jobs by automobile, while important, is a lesser priority recognizing accessibility by an automobile will always be significantly greater. Also in recognizing the granularity limits of the regional travel demand model, measuring access to jobs for active transportation modes (e.g. bicycling, walking) would be better served by a different method.
	Access to community places	Propose the measure focus primarily on access transit accessibility to community places, particularly with a focus on change of accessibility in equity focus areas. Shift emphasis of access to community places by walking and biking to system completeness measure	Proposing minor refinements to performance measure, but largely keeping the same. Granularity of regional travel demand model makes evaluating this performance measure for walking and bicycling difficult. Similar to access to jobs performance measure, the transportation equity work group had emphasized the need for historically marginalized communities to have transit access to meet daily needs and services.
	System completeness of active transportation network in equity focus areas	Propose to refine and align to Regional Mobility Policy Update recommendation. Includes network completion and connectivity, the future number of through lanes, and turn lanes, type of bicycle facility, target pedestrian crossing spacing, and TSMO/TDM elements.	Proposing refinements to performance measure to better align with the Regional Mobility Policy recommendation for system completeness, but largely keeping this the same. The Regional Mobility Policy recommendation for system completeness further builds on the existing system completeness performance measure, but adds additional street connectivity and roadway characteristics

			considerations for completeness.
	Housing and transportation cost expenditure and cost burden	Propose removing for 2024-2027 MTIP performance evaluation because measure is not available.	Due to staffing capacity and other competing priorities, the development of this supplemental tool to the travel demand model has been postponed for a future date. Propose postponing this measure for a future RTP or MTIP system performance evaluation.
Safety[11] Safety investment & Investment on high injury corridors	Level of investment to address fatalities and serious injuries	Update high injury corridors with more recent crash history data.	Propose to use updated high injury corridors for the performance measure analysis. Updated high injury corridors are using updated crash data and reevaluates the high crash corridors and intersections in the region.
	Level of investment to address fatalities and serious injuries specifically on high injury corridors and intersections as well as high injury corridors and intersections in equity focus areas	Update high injury corridors with more recent crash history data.	See level of investment to address fatalities and serious injuries.
Climate Change Emissions reduction & Active transportation system completion	Percent reduction of greenhouse gases emissions per capita	No proposed changes.	
	System completeness of active transportation network	See system completeness under 2018 RTP equity priority.	See system completeness under 2018 RTP equity priority.
	Climate Smart Strategy (CSS) monitoring measures	Identified as part of Climate Smart Strategy as performance monitoring measures to report on for compliance purposes. Only those CSS monitoring performance measures applicable in the MTIP context are included. See Table 3.	Propose to include those Climate Smart Strategy monitoring measures applicable in the transportation investment/MTIP context. This is to further assess and understand progress towards the implementing the different Climate Smart

[11] Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

			strategies outlined for meeting the region's greenhouse gas emissions reduction target. Also help compliment analysis of greenhouse gas emissions to understand progress towards targets, per feedback provided by TPAC during the 2021-2024 MTIP performance evaluation.
Mobility Travel characteristics & multimodal travel times	Mode split (e.g. driving, transit, bike)	No proposed changes	
	Miles traveled for home-based trips by mode (e.g. vehicle, bike, transit) per capita	Modified to clarify miles traveled will be from home-based trips specifically for vehicle travel, per recommendation from Regional Mobility Policy	Proposed to align this performance measure to the recommendations from the Regional Mobility Policy. The mile traveled for home-based trips were already being reported in the miles traveled values, but this is being made more explicitly.
	Vehicle miles traveled for employee commute-based trips to/from work	Proposed to add, per recommendation from Regional Mobility Policy	See miles traveled for home-based trips by mode per capita performance measure under 2018 RTP mobility priority. Vehicle miles traveled for employee commute-based trips were also being reported, but separating this as an individual performance measure to be more explicit.
	Average Travel Speed	Proposed to test and try using the average travel speed performance measure recommended from the Regional Mobility Policy Update for select roadway facilities (per regional mobility policy recommendations).	Proposed to align this performance measure to the recommendations from the Regional Mobility Policy. Still being determined as to how this performance measure can be applied in the MTIP context.
	Mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)	Proposed to remove mid-day and PM peak travel time between regional origin-destination measure to be replaced by performance measures from the Regional Mobility Policy recommendation.	Recognize this performance measure was being used as a proxy for reliability since existing analytical tool limitations cannot measure reliability. The Regional Mobility Policy performance measure recommendation for reliability shifts from looking

			at travel time to looking at average travel speed. To better align to recommendations, propose to remove this previously used performance measure.
	System completeness	See system completeness under 2018 RTP equity priority.	See system completeness under 2018 RTP equity priority.
Maintenance and Preservation Adequately maintain and operate the regional transportation system	Summary of level of investment in maintenance and preservation activities	Proposed as a new performance measure, primarily focused on the investment analysis.	Proposed to reflect the level of investment that is dedicated towards maintenance and preservation of the system and help contextualize performance of the four-year investment program. This is also to help illuminate how the region is making progress towards federal performance targets pertaining to asset management.

Table 3. Select Climate Smart Monitoring Performance Measures for the 2024-2027 MTIP

1. Implement the 2040 Growth Concept and local adopted land use and transportation plans
e. Daily vehicle miles traveled per capita (modified)[12]
2. Make transit convenient, frequent, accessible and affordable
a. Daily transit service revenue hours (excluding C-TRAN service hours)
b. Share of households within 1/4-mile all day frequent transit service
c. Share of low-income households within 1/4-mile all day frequent transit service
d. Share of employment within 1/4-mile all day frequent transit service
3. Make biking and walking safe and convenient
a(1). Daily trips made walking
a(2). Daily trips made biking
b(1). Per capita biking miles per week
b(2). Per capita pedestrian miles per week
d(1). New miles of bikeways
d(2). New miles of sidewalks (on at least one side of street)
d(3). New miles of regional trails
4. Make streets and highways safe, reliable
a(1). Fatal and severe injury crashes - motor vehicles
a(2). Fatal and severe injuries – pedestrians
a(3). Fatal and severe injuries – bicyclists
c. Share of freeway lanes blocking crashes cleared within 90 minutes
5. Use technology to actively manage the transportation system
b. Share of regional transportation system covered with system management/TSMO
6. Provide information and incentives to expand the use of travel options

[12] The Climate Smart Strategy was developed using a different analytical tool that will be used for the 2024-2027 MTIP system performance analysis, the results for reporting vehicle miles traveled per capita and greenhouse gas emissions for the Climate Smart Strategy monitoring measures will be modified to report out results qualitatively.

a. Share of households participating in individual marketing[13]
b. Share of workforce participating in commuter programs[14]
10. Demonstrate leadership on climate change
a. Region-wide annual tons per capita greenhouse gas emissions (MTCO2e) from all on-road vehicles within the metropolitan planning area boundary (modified)[15]
b. Region-wide annual tons per capita greenhouse gas emissions (MTCO2e) from passenger vehicles within the metropolitan planning area boundary (modified)[16]

Evaluation Methods

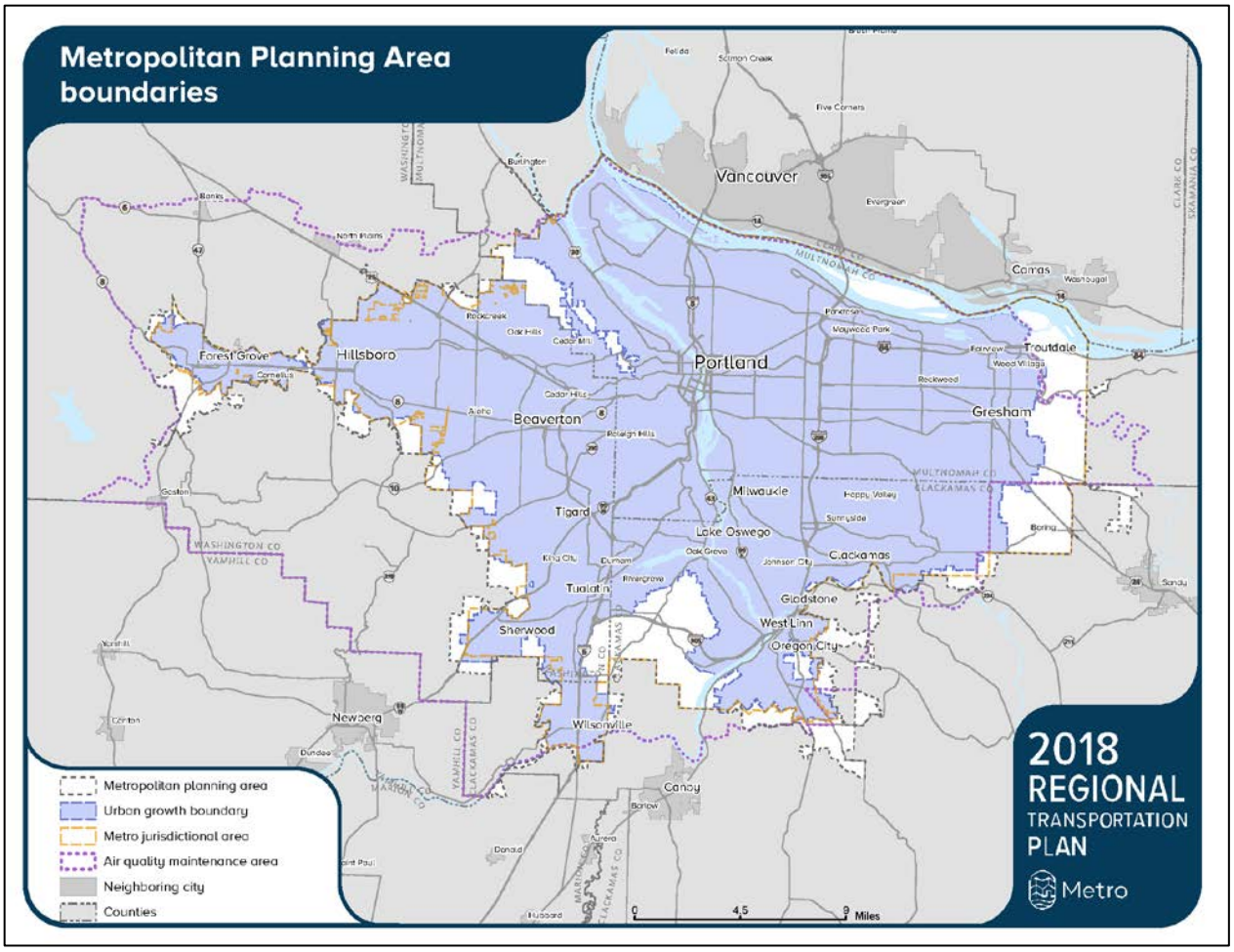
The following section outlines four key areas of the 2024-2027 MTIP system performance evaluation. These areas include: Analysis geography, evaluation tools, analysis inputs and analysis assumptions. Providing an outline of these key areas of the performance evaluation is intended to provide transparency as to how the package of investments in the 2024-2027 MTIP gets evaluated in the system performance analysis. The system performance analysis is the most quantitative and data driven approach of the four pieces to the 2024-2027 MTIP performance evaluation.

Analysis Geography – Metropolitan Planning Area (MPA)

The 2024-2027 MTIP focuses on the transportation investments scheduled to be made in the metropolitan planning area (MPA). The MPA is the defined geography for Metro's metropolitan planning organization (MPO) activities. Figure 1 illustrates the MPA.

Figure 1. Metropolitan Planning Area Boundaries

[13] Ability to report on this monitoring measure using the available information and tools being used for the 2024-2027 MTIP system performance analysis and general evaluation is still being determined.
[14] See footnote 13.
[15] See footnote 12.
[16] See footnote 12.



Analysis Geography – Equity Focus Areas

The 2024-2027 MTIP performance evaluation will also look at the package of investments through a lens of understanding how the transportation investments serve historically marginalized communities. To apply such a lens to the evaluation, a sub-geography was created called the equity focus areas. The equity focus areas include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency

The equity focus areas are spatially-based and identifies, using the best available data, the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. The rates have been identified in Table 3. Figure 2 illustrates the equity focus areas. Both Table 3 and Figure 2 reflect updates to the equity focus areas as a result of the 2020 decennial census and the most recent American Community Survey (2016-2020 5-Year Estimates).

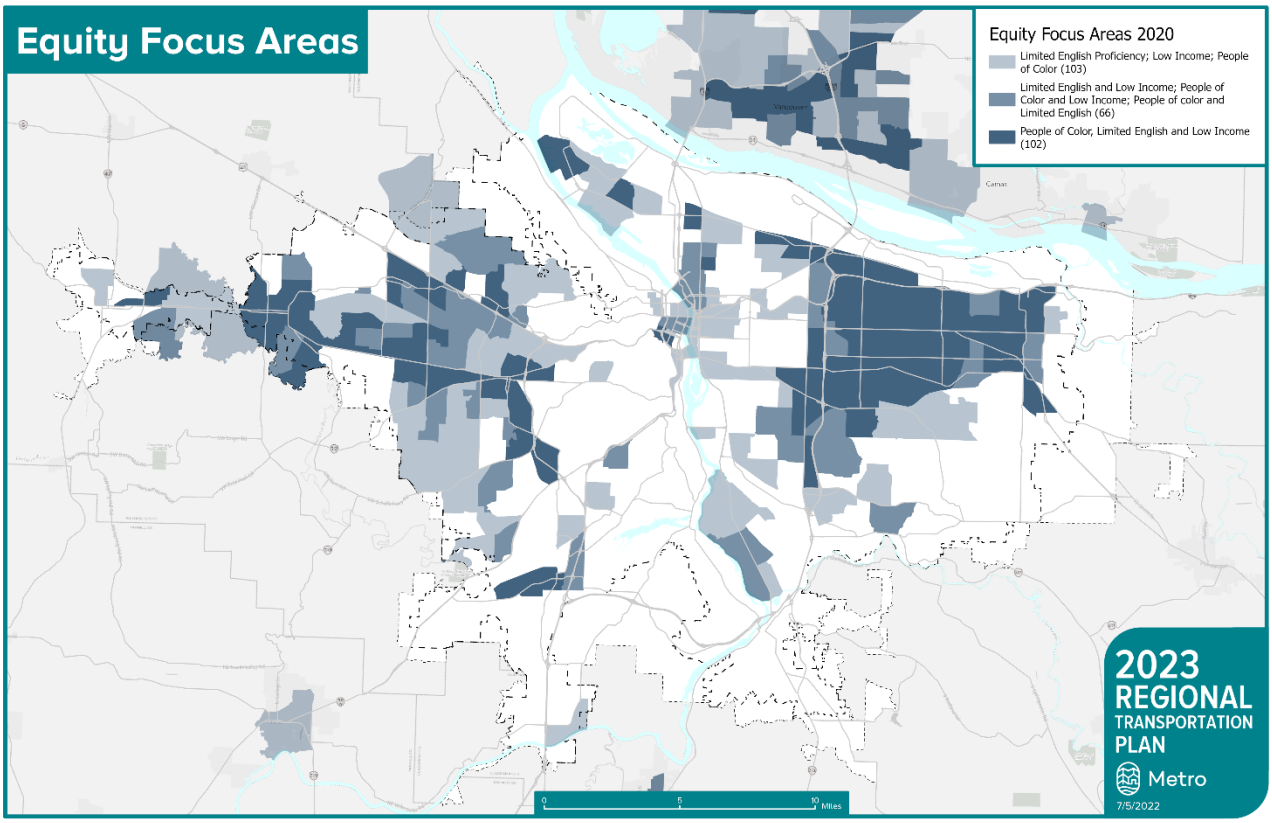
The equity focus areas were developed as part of the final evaluation of the 2018 RTP. The Metro Council directed Metro staff to bring further focus around equity and align the evaluation of the 2018 RTP closer to the agency-wide Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPARDI) as well as provide a framework for analyzing and developing findings for the Civil Rights Assessment of the Plan. Based on the direction, Metro staff developed the equity focus areas as an analytical tool to assess a suite of planned transportation investments. The equity focus areas have been used subsequently in other equity analysis efforts including the 2021-2024 MTIP performance evaluation and the regional barometer.

Table 3. Equity Focus Areas

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate (34%) for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .69 person per acre).
People in Poverty	The census tracts which are above the regional rate (23.6%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .47 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate (7.4%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .14 person per acre)

Source: Metro Data Research Center

Figure 2. Equity Focus Areas



Analysis Geography – Sub-Regions

In recognition that metrics reported at a region-wide scale may have minimal impact to regional performance metrics and that investments can have significant effects to the surrounding communities, the evaluation of the 2024-2027 MTIP investments will report certain performance measures at sub-region geography. The selection of the sub-regional geographies will likely be based on the performance measure (e.g. safety, accessibility), but primarily focus on the three counties (Clackamas, Multnomah – excluding City of Portland, and Washington) and the City of Portland.

Evaluation Tools

The 2024-2027 MTIP performance evaluation will use the following analytical tools for the purpose of evaluating of the 2024-2027 MTIP investment package. These tools are:

- Travel Demand Model
- Motor Vehicle Emissions Simulator (MOVES3) Model
- Geographic Information Systems (GIS)

A short description of the evaluation tools pertaining to 2024-2027 MTIP performance assessment is provided below.

Travel Demand Model

The travel demand model is a travel behavior model which predicts travel activity levels:

- By mode (bus, rail, car, walk or bike) and on road segments,
- Estimates travel times between transportation analysis zones (TAZ) by time of day.
- Certain out-of-pocket costs perceived by travelers in getting from any one TAZ to any other.

The travel demand model uses a four-step process for modeling/forecasting travel demand. This four-step process consists of the following parts:

- Trip generation
- Trip distribution
- Mode choice
- Trip assignment

These four steps assess different questions around travel behavior that interact with each other, such as: Do I need to take a trip? Where am I going? How will I get there? What route should I take? The different conditions on the ground, options available, land uses and other factors result in different answers to the questions which influences the modeling.

The travel demand model uses what is known about the existing world to predict what travel conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The models used in the Portland metro region is peer-reviewed and validated against observed data.

Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator model is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. The most recent version of the model is MOVES3.[17] Metro's current implementation of MOVES was developed for air quality conformity purposes in accordance with all pertinent EPA guidance and has been updated according to EPA updates to the model.

Geographic Information Systems (GIS)

Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2024-2027 MTIP system performance evaluation, the transportation investments are mapped to assess the spatial relationships between the investments and historically marginalized communities. In particular, access to a connected transportation system and safety considerations are being assessed through GIS. The main GIS tool used for the transportation equity system evaluation is a proprietary program ArcGIS made by ESRI.

System Performance Evaluation – Analysis Inputs

System Performance Evaluation Inputs

[17] The emissions reported are for vehicle travel occurring within the federally-designated metropolitan planning area boundary (MPA) regardless of where trips begin or end. The on-road vehicle emissions estimates published in association with the 2024 - 2027 MTIP update were produced within a software framework that combines the regional transportation model with EPA's MOVES model, version MOVES3.

The main inputs to the 2024-2027 MTIP system performance evaluation includes those programmed in the 2024-2027 MTIP. These investments are cooperatively developed and submitted by four main partners: Metro, ODOT, TriMet, and SMART. Each agency determines the criteria for selecting which transportation investments will get programmed in the 2024-2027 MTIP. The investments represent a range of capital transportation projects (e.g. new transit line, new sidewalks and crosswalks, new interstate bridge), transportation programs (e.g. transportation demand management, safe routes to school), maintenance and preservation transportation projects (e.g. bridge repainting, pavement resurfacing), and operations (e.g. traffic operations center, technology, variable message signs, dynamic speed limit signs). The combination make up the package to assess for the system performance evaluation.

Major Projects Inputs

Certain major capital projects and demand management programs are anticipated to be in construction during the 2024-2027 MTIP timeframe. These include: Interstate Bridge Replacement, Interstate 5 Rose Quarter widening, Interstate 205 widening to Stafford Road, Interstate 205 Tolling, Regional Mobility Pricing, and Earthquake Ready Burnside Bridge are some examples. However, because the MTIP has different requirements for when to include a project or a project phase in the MTIP, some major capital projects and programs may be reflected differently in the 2024-2027 MTIP programming compared to the 2024-2027 MTIP performance evaluation. Therefore, only those major projects which can confirm funding secured for a right-of-way or equivalent phase will be included in the performance evaluation. Those major projects with a planning or preliminary engineering phase may still be reflected in the 2024-2027 MTIP through the programming.

Programmatic Inputs

Several of the investments programmed within the MTIP every cycle are programmatic in nature, meaning the investment is generally region-wide and may focus on activities in which the system performance evaluation tools cannot capture distinctly. For example, programmatic investments that have historically been included in the MTIP are Regional Travel Options and Safe Routes to School, both of which provide grants to community partners to conduct education and coordinate on marketing campaigns around non-single occupancy vehicle travel options. Another example are bus purchase and replacement programs are often programmed in the MTIP because transit agencies receive Federal Transit Administration (FTA) funds for this purpose. Since buses travel all over the transit system and spatial detail are unavailable of the deployment of buses. Programmatic investments will be limited as to how they are evaluated in the system performance analysis. Individual performance measures may be able to evaluate programmatic investments despite a lack of spatial detail or may be qualitatively evaluated. The suite of transportation investments which are programmatic in nature will be identified, and appended in a list to the evaluation.

Planning and Project Development Investments as Inputs

The 2024-2027 MTIP will likely have a number of planning focused (i.e. a feasibility study or area-wide plan) or project development investments programmed. Planning projects which are programmed in the 2024-2027 MTIP will be limited as to how they are assessed in the system performance evaluation. Similar to programmatic investments, individual performance measures may be able to evaluate planning-focused investments despite a lack of spatial detail or may be qualitatively evaluated.

For project development investments programmed in the 2024-2027 MTIP, the system performance analysis will includes those capital and/or operations and maintenance investments only if there is a subsequent phase programmed, such as right-of-way or utility relocation. Transportation investments which have programmed phases beyond project development indicate the intention to move forward to construction and will likely be completed.

For those investments which are only programmed for project development, these will be limited as to how they are assessed in the system performance analysis. This is because at the project development

phase of a transportation investment details such as the alignment and geography have not been identified, making it challenging for the evaluation tools to capture the impacts of the potential investment. Additionally, it is still possible the transportation project may not move forward when project development has only been identified. Similar to programmatic investments, individual performance measures may be able to evaluate project development only investments despite a lack of spatial detail or may be qualitatively evaluated.

The suite of transportation investments which are planning-focused or project development only will be identified, and appended in a list to the evaluation.

System Performance Evaluation Analysis Assumptions

Key Assumptions

To conduct that evaluation, several key assumptions have been identified. To the degree possible, the key assumptions are consistent with assumptions used in the evaluation of the 2021-2024 MTIP and the upcoming system performance evaluation of the 2023 RTP.

A total of four scenarios will be evaluated as part of the 2024-2027 MTIP. These scenarios include:

- Base Year (2020)
- No Build (2024 and 2027)
- Build (2027)

Table 2 provides further details and assumptions for each network.

Table 2. Scenario and Network Assumptions

Scenario	Investment Profile	Land Use	Transit Service
Base Year (2020)	The base year includes the transportation investments built and open for service as of the first half of 2021 calendar year. This is the same base year used as part of the 2023 RTP.	Population and employment distributions will use the adopted 2020 distributive forecast.	The base year includes transit service which were in effect as of January 2020. This is the same base year used as part of the 2023 RTP.
No Build (2024)	The 2024 no build assumes no additional transportation investments aside from those projects which local jurisdictions and regional partners have confirmed completed or under construction with an expected completion date prior to 2024. This was part of 2023 RTP request for local jurisdiction review of 2018 RTP project list.	The land use forecast will follow the projected growth in population and employment according to the adopted 2020 distributive forecast.[18] This is the same land use assumption applied to the 2023 RTP.	TBD
No Build (2027)	TBD		TBD
Build (2027)	The 2027 build scenario reflects all the investments identified in the 2024-2027 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance, preservations, and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis documentation.[19]		TBD

Attachment 2 – Federal Performance Target Evaluation Approach and Portland Metropolitan Region Performance Targets

Background: Federal Performance Based Programming

In 2012, the federal transportation reauthorization *Moving Ahead for Progress in the 21st Century* (MAP-21) established 11 national performance measures for metropolitan planning organizations, state departments of transportation, and transit agencies to measure the performance of the system and to further connect investments to increase performance of the transportation system. These national performance measures address safety, asset management, national highway system performance, freight movement, and environment. (The specific performance measures can be found in Tables 1-8.)

The federal performance measures requires targets to be set at 2 and 4-year intervals. Agencies like state department of transportation and metropolitan planning organizations are to establish state and regional targets based on a federally prescribed methodology for each performance measure. Upon establishing targets and setting baselines, agencies are to collect and monitor data to measure

[18] This means the land use forecast is estimated based on an interpolation from the base year (2020) forecast to the out year forecast (2027).

[19] These programs may be assessed qualitatively in how these investments play a role in making progress towards the 2018 RTP priorities and/or the MAP-21 federal performance targets.

performance of the system. The monitoring of the performance of the system combined with the targets are intended to inform future transportation investments.

The federal performance measure program provides some flexibility is in the performance target setting for each measure. Per federal regulations, MPOs, like Metro, may elect to develop region-specific performance targets or may elect to adopt the state targets for the different performance measures. Through the development of the 2018 RTP, the region developed region-specific targets for 2020 and 2022 as well as establishing the baseline metrics for each performance measure to compare and assess progress.[20] Since the adoption of the 2018 RTP, Metro has reported on the progress of the federal performance targets. Also significant, based on the federal performance-based planning requirements, the region is working in partnership with ODOT and transit agencies, to review existing targets, current monitoring data trends, and establish new or update existing performance targets for the next 2 and/or 4-years. This work is being completed as part of the 2023 RTP development.

Analysis Approach for Federal Performance Target Reporting

For the purposes of the 2024-2027 MTIP performance evaluation, reporting on how the investment program advances the region towards achieving the 2 and/or 4-year target is one of the three assessments to comprise the full performance evaluation. Per federal guidance, the expectation is for Metro to describe and demonstrate how the program of projects contributes to achieving the region's federal performance targets identified in the RTP and linking investment priorities to those targets. The demonstration should include a written narrative description of how the transportation investments in the 2024-2027 MTIP will "to the maximum extent practical" advance the achievement of targets. The narrative assessment should also show how other performance based planning and programming documents (e.g. asset management plans, highway safety improvement program, congestion mitigation and air quality performance plan) are being implemented through the MTIP. More specifically, the narrative should describe linkages and attempt to answer the following questions:

- Are the projects in the MTIP directly linked to implementation of these other (performance based) plans?
- How was the program of projects in the MTIP determined?
- How does the MTIP support achievement of the performance targets?
- Is the MTIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- How was this assessment conducted? What does the assessment show?

From this direction, Metro staff will provide relevant findings from the 2024-2027 MTIP performance evaluation to help describe linkages and progress towards the region's federal performance targets. In particular, the investment analysis (see discussion below) and as relevant, the system performance analysis, will inform the linkage and progress towards the region's federal performance targets. This will be conducted in a narrative format per federal guidance and reference most recent reporting towards the 2-year and 4-year targets.[21] The baseline and reporting metrics provided as part of regular federal performance target reporting will help to understanding how much progress and advancement has been made towards 2 and 4-year performance targets and will be further made through the profile of investments programmed in the MTIP for federal fiscal years 2024 through 2027.

Role of Investment Analysis in Federal Performance Target Reporting

A slightly new component to the 2024-2027 MTIP performance evaluation will include an initial analysis of the investments to comprise the four-year package. This analysis of investment is usually completed near the finalizing of the adoption draft of the MTIP, due to some modifications which may be made to

[20] Not all MAP-21 Performance Targets have requirements for both 2 and 4-year performance targets.
[21] Will draw from reporting conducted by ODOT and transit agencies on performance targets which are due in fall 2022 or the most recent reporting as of that time. Some performance targets are reported on annually and at different times.

the investment package between the public review draft and adoption of the MTIP. However, the information gathered from analyzing the investments can be incredibly useful to contextualize the amount investment being made in the near-term that contribute towards performance to achieve regional performance targets. Therefore, recognizing the 2024-2027 MTIP is always a snapshot in time of planned near-term investments in the regional transportation system, the addition of the investment analysis in the performance evaluation will primarily support the narrative description linking progress towards the region's federal performance targets. An updated investment summary will be conducted after public comment and included as part of the 2024-2027 MTIP adoption draft.
Some categories the investment analysis will look to summarize and assess include, but not limited to:

- Investment level in preservation and maintenance
- Investment level in capital projects to expand and/or enhance the regional transportation system
- Amount of investment (primarily capital investment) by modal categories (e.g. active transportation/complete streets, transit system capital, transportation system management and operations, roadway)
- Investment level in safety

Portland Metropolitan Region – MAP-21 Performance Targets and Baselines[22]

Table 1. Safety Targets – Fatalities and Serious Injuries

Safety – Fatalities and Serious Injuries (Regional Targets only)							
Reporting Year (based on a 5-year rolling average)	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Non-Motorized Fatalities and Serious Injuries (People)
		Per VMT (People/ 100 MVMT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVMT)	Per capita (People/ 100k pop)	
2011 - 2015 (Baseline)	62	0.6	4.0	457	4.5	29.4	113
2012 - 2016 Observed	68	0.7	4.3	479	4.6	30.5	125
2013 - 2017 Observed	72	0.7	4.5	492	4.7	31.0	127
2018 Target	58	0.5	3.6	425	4.0	26.4	105
2014 - 2018 Observed	75	0.7	4.7	512	4.9	31.8	129
2019 Target	55	0.5	3.4	407	3.8	24.9	101
2015-2019 Observed	83	0.8	5.1	536	5.0	32.8	127
2020 Target	52	0.5	3.1	384	3.6	23.1	95
2016-2020 Observed	93	0.9	5.6	512	4.8	30.8	129

[22] See Appendix L of the 2018 RTP at https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan

2021	49	0.4	2.9	357	3.3	21.1	88
2022	44	0.4	2.6	325	3.0	18.9	80
The 2018 Regional Transportation Plan and 2018 Regional Transportation Safety Strategy set a target of zero traffic deaths and serious injuries by 2035. Metro developed annual targets to reach the 2035 target using the same methodology used by the Oregon Department of Transportation in the Oregon Transportation Safety Action Plan.							

* Source: Oregon Department of Transportation and Annual Safety Performance Target Report (2022)

Table 2. Asset Management – Pavement Condition Targets

Asset management – Pavement Condition*							
Performance measure	2016 Baseline	2018 Actual	2019 Actual	2020 Target	2022 Target	2022 Target achieved?	Better than baseline?
Percent of pavement on the Interstate System in good condition	31%	46%	not available	None	35%	yes	yes
Percent of pavement on the Interstate System in poor condition	0.4%	0.8%	not available	None	0.5%	no	no
Percent of pavement on the non-Interstate NHS in good condition	32%	34%	not available	32%	32%	yes	yes
Percent of pavement on the non-Interstate NHS in poor condition	25%	25%	not available	25%	25%	yes	yes

* Source: Oregon Department of Transportation. 2020 Mid Performance Period Federal Performance Target Report

Table 3. Asset Management – Bridge Condition Targets

Asset management – Bridge Condition *							
Performance measure	Regional 2017 Baseline	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2022 Target achieved?	Better than baseline?
Percent of NHS bridges classified in good condition	6%	6%	6%	None	5%	yes	same
Percent of NHS bridges classified	1%	1%	1%	None	1%	yes	same

in poor condition							

* Source: Oregon Department of Transportation. 2020 Federal Performance Target Report

Table 4. National Highway System Performance Targets

National Highway System Performance *							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Percent of person-miles traveled on the Interstate System that are reliable	46%	47%	49%	43%	43%	yes	yes
Percent of person-miles traveled on the non-Interstate NHS that are reliable	72%	75%	77%	66%	66%	yes	yes

* Source: National Performance Management Research Dataset (NPMRDS).

Table 5. Freight Movement on the Interstate System – Freight Reliability Targets

Freight Movement on the Interstate System – Freight Reliability Targets							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Truck Travel Time Reliability (TTTR) Index	2.93	2.88	2.84	3.10	3.10	yes	yes

* Source: National Performance Management Research Dataset (NPMRDS).

Table 6. Congestion Mitigation and Air Quality Program – Excessive Delay and Mode Share Targets^

Performance measure	Regional 2017 Baseline	Regional 2020 Target	Regional 2022 Target
Annual hours of peak hour excessive delay per capita	22.13*	24.34***	23.96
Percent of non-single occupancy vehicle (Non-SOV) travel	31.4%**	33.1%	33.5%

* Source: National Performance Management Research Dataset (NPMRDS) for the period Jan. to Dec. 2017.
** Source: U.S. Census Bureau American Community Survey – Journey to Work, 1-year estimates (2017).
*** Note: Two-year target required for MPOs resubmitted to ODOT in the updated CMAQ Baseline

Performance Report (December 2018).

^ Due to the completion of State Implementation Plan (SIP) requirements in October 2017 and the region not being in violation of the National Ambient Air Quality Standards (NAAQS) for federally regulated criteria pollutants, the Portland region is no longer required to report on performance monitoring of the Excessive Delay and Mode Share targets

Table 7. Congestion Mitigation and Air Quality Program – On-Road Mobile Source Emissions Targets^

Congestion Mitigation and Air Quality – On-Road Mobile Source Emissions Targets				
Performance measure	Regional 2014-2017 Baseline	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2020/2022 Targets
Annual average reduction emissions reduction per day (by pollutant) for all CMAQ-funded projects (Kg/day)				
Particulate matter less than 2.5 microns ($PM_{2.5}$)	N/A	N/A	N/A	.12/.23
Particulate matter less than 10 microns (PM_{10})	N/A	N/A	N/A	363/726.4
Carbon monoxide (CO)	2476.73*	2000*	1840*	584/1168
Volatile organic compounds (VOC)	N/A	N/A	N/A	29.49/58.97
Nitrogen oxides(NO_x)	N/A	N/A	N/A	71.45/142.9
This measure is required for metropolitan areas designated as nonattainment or maintenance as of Oct. 1, 2017. While the region completed its second 10-year Maintenance Plan for Carbon Monoxide on Oct. 2, 2017, the RTP must include this target given the region's status on Oct. 1, 2017. Monitoring and reporting of Portland area regional measures and targets will occur through the Metropolitan Transportation Improvement Program.				

* Source: Portland area CMAQ obligated projects for federal fiscal years 2014 through 2017.

^ Due to the completion of State Implementation Plan (SIP) requirements in October 2017 and the region not being in violation of the National Ambient Air Quality Standards (NAAQS) for federally regulated criteria pollutants, the Portland region is no longer required to report on performance monitoring of the Excessive Delay and Mode Share targets.

Table 8. Transit Asset Management Targets

Transit Asset Management Targets			
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target
TriMet Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)			
BU – Bus	15.3%	16.2%	18%
CU – Cutaway (used for LIFT para-transit)	9.0%	16.6%	45%
LR – Light rail vehicles	0%	0%	18%
RP – Commuter rail passenger coach	0%	0%	0%
RS – Commuter rail self-propelled passenger car	0%	0%	0%
VN – Van (used for LIFT para-transit)	0%	0%	0%
TriMet Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)			
Automobiles	28.6%	28.6%	17%
Trucks and other rubber tire vehicles	34.4%	29.0%	23%
Steel wheel vehicles	30%	Not applicable	Not applicable
TriMet Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)			
Passenger/Parking facilities	1.03%	1.22%	1%
Administrative/Maintenance facilities	0%	0%	0%
TriMet Infrastructure – Percent of track segments with performance restrictions			
LR – light rail	4.7%	4.24%	4.0%
YR – Hybrid rail	3.0%	0.42%	3.0%
Ride Connection Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	19%	19%	20%
CU – Cutaway Bus	26%	33%	25%
MV – Minivan	20%	40%	48%
AO – Automobiles			
Ride Connection Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
SMART Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	33%	35%	33%
SMART Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	20%	38%	20%
SMART Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
C-TRAN Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	14.5%	18%	20%
C-TRAN Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	17.1%	25%	30%
C-TRAN Facilities – Percent of facilities rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	0%	30%
Portland Streetcar Rolling Stock – Percent of revenue vehicles rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%

Transit Asset Management Targets			
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target
Portland Streetcar Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	40%	17%	0%
Portland Streetcar Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
Portland Streetcar Infrastructure – Percent of track mileage operating below design speed	0%	0%	<2%
Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. Performance measures and targets are monitored and reported in agency TAM Plans adopted by TriMet, C-TRAN, and Portland Streetcar. . Ride Connection and SMART's performance measures and targets are monitored and reported in ODOT's Group TAM Plan.			

Table 8. Transit Agency Safety Targets

Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
TriMet Fatalities – per 1 million VRM				
Commuter/Light Rail	1	0.1119	0	0
Deviated/Fixed Route Bus	1	0.0469	0	0
Demand Response	0	0	0	0
TriMet Injuries – per 1 million VRM				
Commuter/Light Rail	113	12.6505	--[1]	<1.9
Deviated/Fixed Route Bus	111	5.2045	--[1]	<1.9
Demand Response	13	1.8189	--[1]	<1.9
TriMet Safety Events – per 1 million VRM				
Commuter/Light Rail	114	12.7625	--[2]	--[2]
Deviated/Fixed Route Bus	112	5.2514	--[2]	--[2]
Demand Response	11	1.5391	--[2]	--[2]
TriMet System Reliability – rate of in-service vehicle failures (miles)***		120,234		
Commuter/Light Rail	*N/A (rate only)*	31,0002	*N/A (rate only)*	>10,000
Deviated/Fixed Route Bus		2,840		>15,000
Demand Response				>15,000
Ride Connection Fatalities – per 100k VRM**				
Deviated Fixed Route Bus	0	0	0	0
Demand Response/NEMT	0	0	0	0
Travel Training	0	0	0	0
Ride Connection Injuries[3] – per 100k VRM**				
Deviated Fixed Route Bus	0	0	0	0
Demand Response/NEMT	0	0	0	0
Travel Training	0	0	0	0

Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
Ride Connection Safety Events[4] – per 100k VRM**				
Deviated Fixed Route Bus	0	0	<5.25	--[6]
Demand Response/NEMT	0	0	<15.75[5]	--[6]
Ride Connection System Reliability – rate of in-service vehicle failures (miles)***				
Deviated Fixed Route Bus	*N/A (rate only)*	N/A[7]	*N/A (rate only)*	16,500
Demand Response/NEMT		N/A[5]		28,500[5]
SMART Fatalities – per 100k VRM**				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
SMART Injuries – per 100k VRM				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
SMART Safety Events – per 100k VRM**				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
SMART System Reliability – rate of in-service vehicle failures (miles)***				
Deviated Fixed/Fixed Route Bus	*N/A (rate only)*	21,324[8]	*N/A (rate only)*	21,324
Demand Response		14,206[8]		14,206
C-TRAN Fatalities[9] – per 1 million VRM*				
Deviated/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
Vanpool	0	0	0	0
C-TRAN Injuries[9] – per 1 million VRM*				
Deviated/Fixed Route Bus	27	6.9308	<25.7	<6.584
Demand Response	8	5.1572	<7.6	2
Vanpool	0	0	0	<4.899
				3
				0
C-TRAN Safety Events[9] – per 1 million VRM*				
Deviated/Fixed Route Bus	30	7.7009	<28.5	<7.315
Demand Response	0	0	0	9
Vanpool	0	0	0	0
				0
C-TRAN System Reliability – rate of in-service vehicle failures (miles)**				
Deviated/Fixed Route Bus	*N/A (rate only)*	X	*N/A (rate only)*	TBD*
Demand Response		X		
Vanpool		X		
Portland Streetcar Fatalities – per 100k VRM* (Rail)	0	0	0	0
Portland Streetcar Injuries – per 100k VRM* (Rail)	14	3.27	12	3.05
Portland Streetcar Safety Events – per 100k VRM* (Rail)	14	3.27	19	4.83

Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
Portland Streetcar System Reliability – rate of in-service vehicle failures (miles)** (Rail)	*N/A (rate only)*	2,933	*N/A (rate only)*	2,933

[1]TriMet did not adopt performance targets for total injuries in its PTASP, but did adopt a target of less than 200 OSHA recordable injuries for employees.
[2]TriMet did not adopt performance targets for total or rate of safety events in its PTASP. Instead the agency adopted target rates for fatalities and injuries as identified above, as well as separate targets for reportable serious injuries (less than 2.0 for light rail and less than 0.5 for bus per 100,00 miles) and collisions (less than 1.3 for light rail and less than 2.6 for bus per 100,00 miles). TriMet also adopted performance targets of less than 5.4 lost time employee injuries per 200,000 hours worked.
[3]Ride Connection also sets a boarding and alighting injury target of less than 2.25.
[4]Ride Connection also set workers' compensation claim targets of 0 for deviated fixed route bus and less than 1.5 for demand response service.
[5]NEMT is a new program as of March 2020 with no historical data from the previous brokerage and only a few months of actual data that is heavily skewed by COVID-19. Ride Connection will adopt specific NEMT targets once adequate data has been compiled. In the interim, the NEMT targets are the same as those for demand response.
[6]Instead of a safety event rate target, Ride Connection adopted a preventable collision rate of less than 1.2334 per 100,000 vehicle revenue miles for deviated fixed route bus and less than 0.9000 per 100,000 vehicle revenue miles for demand response service.
[7]Ride Connection does not have historical system reliability data available.
[8]SMART used FY 2018 data as a baseline for system reliability performance setting.
[9]C-TRAN adopted the performance targets of achieving a 5 percent reduction from the 2019 baseline. The values included as 2021 targets in this table are those estimated values based on 2019 data reported to the National Transit Database.
* VRM stands for Vehicle Revenue Miles.
** System reliability is defined by FTA as the mean distance between major mechanical failures—measured as revenue miles operated divided by the number of major mechanical failures.

Materials following this page were distributed at the meeting.

July traffic deaths in Clackamas, Multnomah and Washington counties *

**ODOT preliminary fatal crash report as of 8/3/22, police and news reports*

Unidentified person, bicycling, NE Halsey St & NE Fairview Blvd, Fairview, Multnomah, 7/30
Erik Eugene Ash, 46, driving, S Sconce Rd near Hwy 170, Clackamas, 7/16
Procoro Hidalgo-Lozaro, 84, walking, SW Gaarde St W of 99W, Tigard, Washington, 7/23
Kody Hansen, 24 and Dale Herrin, 45, driving, Hwy 30, Portland Multnomah, 7/23
Unidentified persons, 17 and 15, driving, SE Wildcat Mountain Dr., near Sandy, Clackamas, 7/20
Unidentified person, driving, NE Marine Dr., Portland, Multnomah, 7/18
Unidentified person, walking, SE Holgate Blvd & SE 100th Ave, Portland, Multnomah, 7/16
Unidentified person, driving, Sundial Rd., Troutdale, Multnomah, 7/14
Unidentified person, bicycling, N Juneau St & N Chautauqua Blvd., Portland, Multnomah, 7/10
Daniel Slattery, 23 driving, NW Tanasbourne Dr. near NE Stucki Ave., Hillsborough, Washington, 7/3

Metro

Draft funding recommendation examples for 2025-2027 Regional Funding: RFFA + Parks Bond

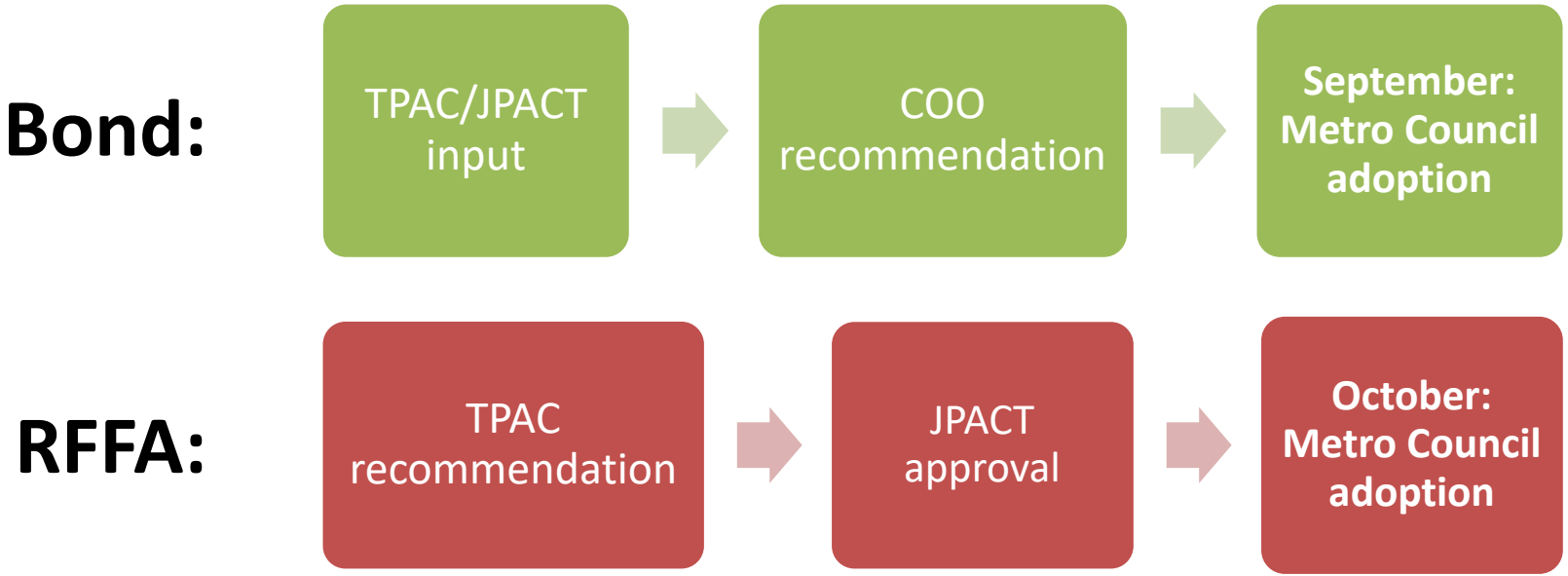
Presentation to TPAC

August 5, 2022

Purpose

- Discuss funding package examples
- Input on developing recommendations:
  - Staff/COO Parks Bond recommendation to Metro Council
  - draft TPAC recommendation on RFFA to JPACT for September action

Process for selecting projects



Updated information

- Risk assessment, public comment reports are available online (oregonmetro.gov/RFFA)
- Subregion priorities
- Summarized in funding examples

Subregion priorities – Parks Bond

Subregion	1	2	3	4
Clackamas	Trolley Trail	Scott Creek Trail	Clackamas River Trail	
Multnomah	Gresham-Fairview Trail	Sandy River Greenway		
Portland	NP Greenway (Col. to Cath.)	Marine Drive Trail	NP Greenway (Kelley Pt to Slough)	Cornfoot Rd MUP
Washington	Specific priorities not indicated			

Subregion priorities – RFFA

Subregion	1	2	3	4	5	6	7
Clackamas	I-205 MUP	Willamette Falls Drive	Lakeview Blvd				
Multnomah	162nd Ave	Sandy Blvd					
Portland	148th Ave	57th Ave/ Cully Blvd	NP Greenway (Col. to Cath.)	MLK Blvd	7th Ave	Taylors Fy. Rd.	Cornfoot MUP
Washington	Specific priorities not indicated						

July TPAC and JPACT meetings

- Reviewed approaches to using Outcomes Evaluation ratings
- Heard support for using an Equity + Safety approach

Funding recommendation examples

- Baseline + three examples
- Illustrations of different methods of using project rating, priorities, public input
- Examples include funding request adjustments to several Parks Bond projects

Baseline

- Illustrates a funding package of just following the Equity + Safety ratings.
- Unallocated funds:
  - $4.28M Parks Bond
  - $4.07M RFFA
- All 1st priority projects funded

Example 1: Baseline, w/adjustments

- With adjusted amounts, all Parks Bond projects are funded, with either Bond or RFFA
- RFFA same as baseline

Example 2: Baseline, w/top 2 priorities

- Parks Bond – one project not funded
- RFFA – Funds top 2 priorities, then two additional projects as rated
- $1.46M remaining; could fund several more projects

Example 3: Other considerations

- Parks Bond – same as Example 1
- RFFA – Funds all 1st priorities, then by ratings
- Two additional projects funded with remaining $4.2M based on subregional parity, public input, other factors

Bond considerations

- Public comment
- Geographic balance and racial equity
- Cultural resources
- Preference not to federalize Bond funds
- Construction vs. project development (Bond must fund capital assets)

Discussion

1. Are there any overall questions about the funding examples?
2. What elements of these examples should be incorporated into a draft recommendation?
3. Is there a different approach to developing a recommendation that TPAC wishes to consider?
4. What information do you wish to communicate to JPACT regarding a funding recommendation?

Discussion

oregonmetro.gov/RFFA

daniel.kaempff@oregonmetro.gov

robert.spurlock@oregonmetro.gov

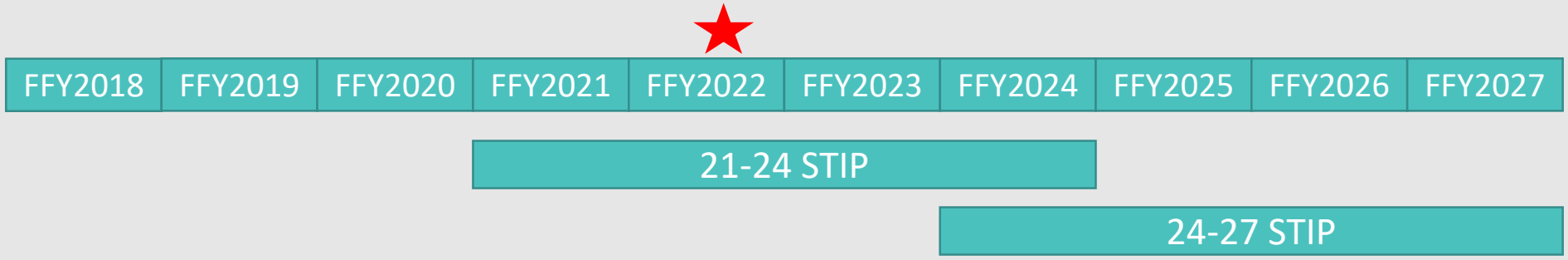
Draft 100% List
2024-2027 Statewide Transportation Improvement Program

August 2022

Oregon Department of Transportation

STIP Timeline

- The STIP is a **4-year capital program** for federal transportation funds
- The 24-27 STIP covers federal fiscal years (FFY) 2024-2027, which start on October 1st
- ODOT develops a STIP **every three years**
- FFY '24 is already programmed; the present effort focuses on FFY's '25, '26, '27



Steps in 2024-27 STIP Development

Funding Allocation
2020

Project Selection
2021-2022

Public Review/Approval
2023

Funding Allocation process

- Fall 2020: public engagement and input opportunities
- December 2020: OTC allocates funding across STIP programs
- Summer 2021: engagement and input opportunities on 150% list to regional stakeholders
- Dec ‘21 – March ‘22: public engagement and input opportunities on IIJA flexible funds allocation
- March 2022: OTC allocates IIJA $ to STIP

Themes of Initial STIP Public Input

- Support to increase Non-Highway funding to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development

STIP Funding Allocation
Approved December 15, 2020

Category	Amount
Fix-It	$800m
Public & Active Transportation	$255m
Enhance Highway*	$65m
Safety	$147m
Local Programs	$404.5m
ADA	$170m
Other Functions	$161.4m
Total	**$2.1 billion**

Major Themes of Public Comments on IIJA $

- Support for investing in public and active transportation
- Support for investing in bridges and for preserving road conditions
- A desire to address bottlenecks on state highways
- Interest in addressing the needs of urban arterials
- Support for improving safety across all modes and all programs
- Interest in investing in fish, wildlife, and environmental projects
- Interest in expanding electric vehicle charging opportunities across the entire state
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

Oregon Department of Transportation

Flexible Fund Allocation as Approved by OTC

Program Area	Funding (Millions)
Enhance Highway	$50
Fix-It	$75
Maintenance & Operations	$40
Great Streets	$50
Safe Routes to School	$30
Innovative Mobility Pilot	$10
Local Climate Planning	$15
ADA Accessibility	$95
Match for Competitive Grants	$40
Business & Workforce Development	$7
Total	$412

Project selection process

- Summer/Fall 2021: Regions help program managers by estimating costs and risks for each project (“scoping”)
- Summer 2021: engagement and input opportunities to R1ACT, TPAC, coordinating committees on 150% lists
- 2022: Financial analysis and project sequencing (“programming”)

REGION 1 STIP WEBSITE

- https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx
- Info on past, current and future STIPs
- For 24-27 STIP, describes funding categories and includes draft project lists being scoped
  - Fix-It: Bridge, Preservation, Operations, Culvert
  - Safety / ARTS
  - Highway Enhance
  - Public and Active Transportation: PBS, SRTS

Oregon Department of Transportation

2024 -2027 STIP Highway Enhance Program

The Enhance Highway Discretionary Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. Projects will be proposed by regions and final project list will be determined in coordination with the Region 1 Area Commission on Transportation (R1 ACT) and the Oregon Transportation Commission (OTC).

ODOT is in the process of consulting area commissions on transportation, metropolitan planning organizations, and other stakeholders about the best projects. Based on these conversations, ODOT staff will submit proposals for priority projects by the end of August. These proposals will be winnowed down to about $80 million in projects that will be scoped to further refine the conceptual project details and cost estimate. In December and January ODOT will again reach out to ACTs and MPOs for additional feedback on this draft list, which will then be narrowed to the final list of projects totaling $65 million by March of 2022.

Projects must provide benefits in one or more of the following outcome areas to be eligible for funding.

- Congestion relief—Reduce hours of delay on state highways
- Freight mobility—Reduce freight delay or remove barriers to movement on key freight corridors

Links:

Enhance Highway Program

R1 ACT Presentation - June 7, 2021

Click here or scan QR Code to provide ODOT comments on the project list or to provide general Highway Enhance program feedback.

The ODOT Project Selection Team has approved the following projects for the Draft 2024-2027 STIP

ID	Project Name/Location	Description	Highway or Local Road	City	County	Status
30	I-5: Capitol Highway - OR217 Northbound	Install electronic signs to provide advance warning to traffic up ahead on the highway to improve congestion, queuing and potential collisions	I-5 - Pacific Freeway	Portland Lake Oswego	Clackamas Multnomah	Approved by OTC
393	I-5: Capitol Highway - OR217 Southbound	Install electronic signs to provide advance warning to traffic up ahead on the highway to improve congestion, queuing and potential collisions	I-5 - Pacific Freeway	Portland Tigard	Multnomah Washington	Approved by OTC

smartsheet

24-27 STIP Comment Form

Visit our website at www.odotregion1stip.org for more information on programs and projects.

Use this form to give ODOT Region 1 feedback on the 24-27 Statewide Transportation Improvement Program (STIP) development process for Portland Metro and surrounding areas.

Fund Program

Select a fund program or chose to provide a general comment on Region 1 2024-2027 STIP development.

Safety

ODOT -All Roads Transportation Safety (ARTS)

Please use "general comment" for program level feedback or choose an ODOT ARTS project from the following list.

Select or enter value

Local - All Roads Transportation Safety (ARTS)

Please use "general comment" for program level feedback or choose a Local ARTS project from the following list.

Select or enter value

House Bill 2017 Safety

Project list is not yet available. Please use "general comment" for program level feedback.

Select or enter value

Please share your thoughts.

Public engagement process

- Summer 2022: R1 shares draft 100% lists with regional stakeholders for review and input
- Late 2022 / Early 2023: Engagement opportunities statewide on full draft 100% STIP
- Summer 2023: OTC adopts 24-27 STIP

24-27 100% Draft List Notes

- List is draft until OTC action in one year
- Numbers do not yet include UMO projects
- Totals include IIJA funds but not 82nd Avenue JT $
- Many programs are statewide and data driven
- Some projects appear in both 21-24 and 24-27 STIP, with different phases

https://www.oregon.gov/odot/Get-Involved/Pages/ACT-R1.aspx

Draft 100% List
As of August 2022

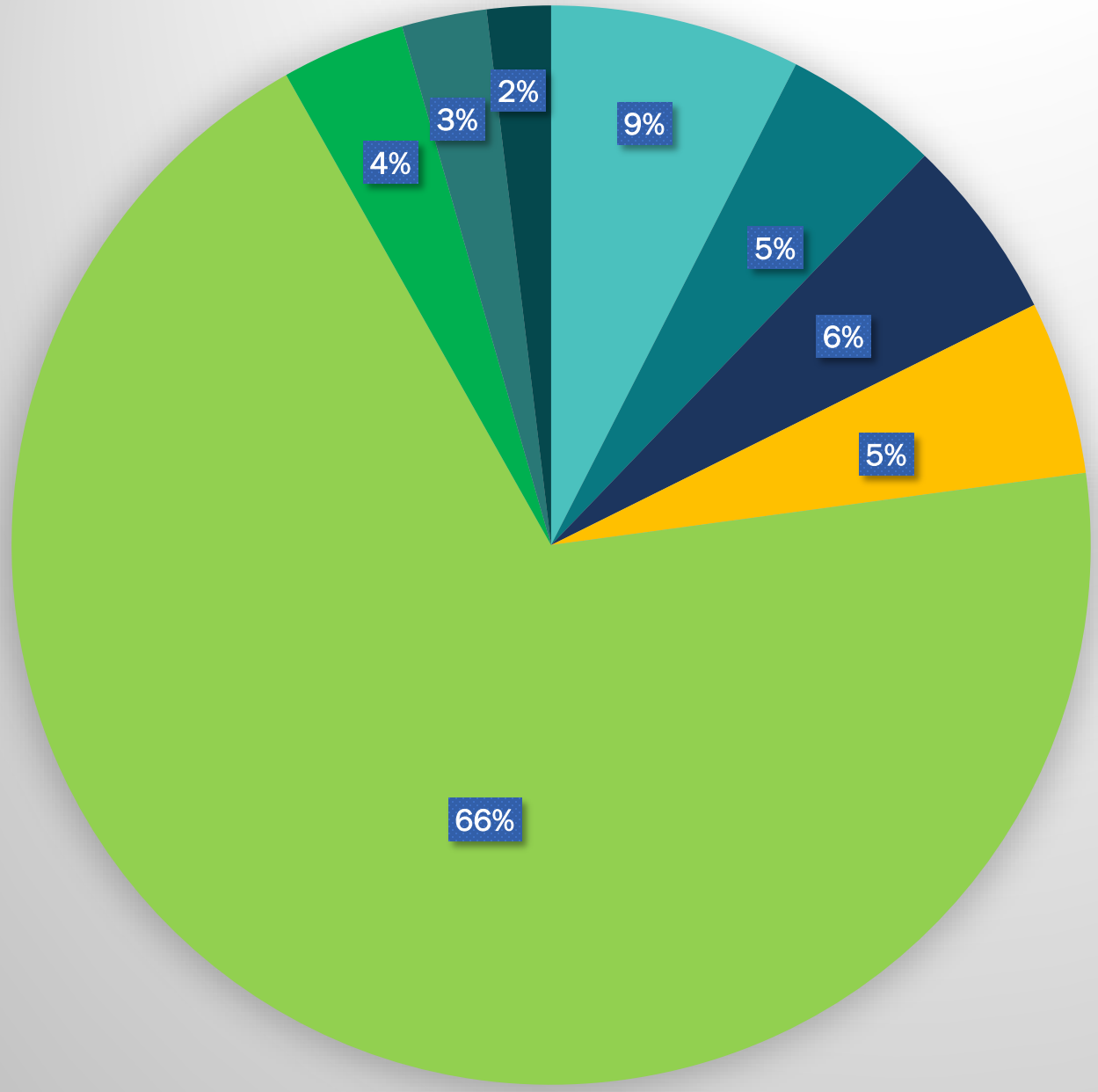
Category	Amount
Fix-It	$305m
Public & Active Transportation	$20m
Enhance Highway	$16m
Safety	$34m
Rail	$8m
Total	**$383 million**

Draft 100% List: Fix-It Breakdown

As of August 2022

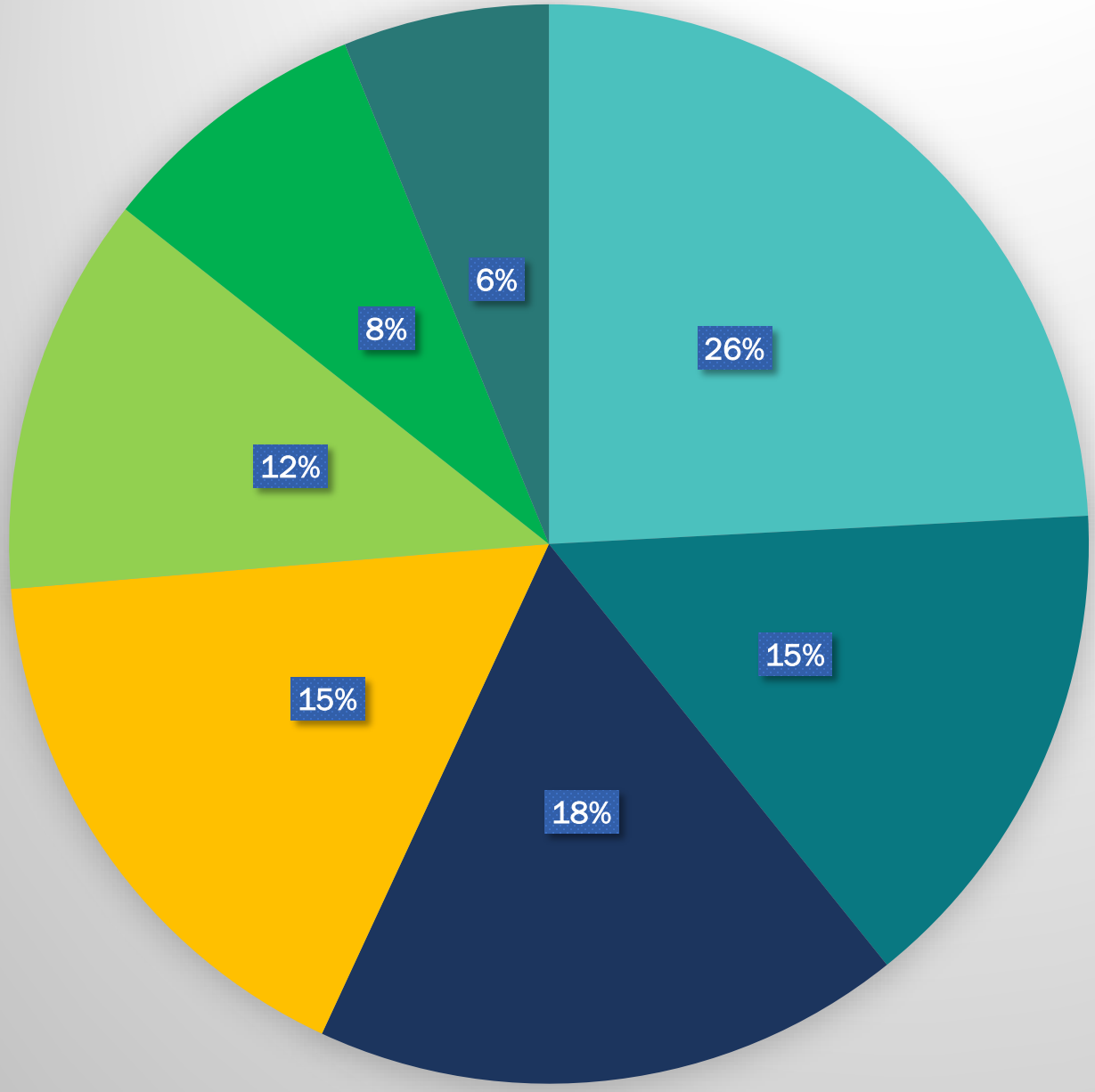
Category	Amount
Fix-It	**$305m**
Operations	$20m
Pavement Preservation	$24m
Bridge	$250m
Culverts	$11m

24-27 Program Funding with Bridge



- Safety (ARTS- R1 + Local)
- Operations
- Pavement Preservation
- Public + Active Transportation
- Bridge
- Enhance
- Culverts
- Rail

24-27 Program Funding without Bridge



- Safety (ARTS- R1 + Local)
- Operations
- Pavement Preservation
- Public + Active Transportation
- Enhance
- Culverts
- Rail

2024-2027 MTIP Performance Evaluation Approach

TPAC

August 5, 2022

Metropolitan Transportation Improvement Program

What is the MTIP?

MTIP = Metropolitan Transportation Improvement Program

- Detailed list - regionally significant projects/programs
- Process - align investments to implement regional goals
- Administrative procedures

Effective MTIP

MTIP's purpose

Implementation

- Aligning investments to get to regional and federal outcomes
- Ensure federal regulations are being met

Monitoring

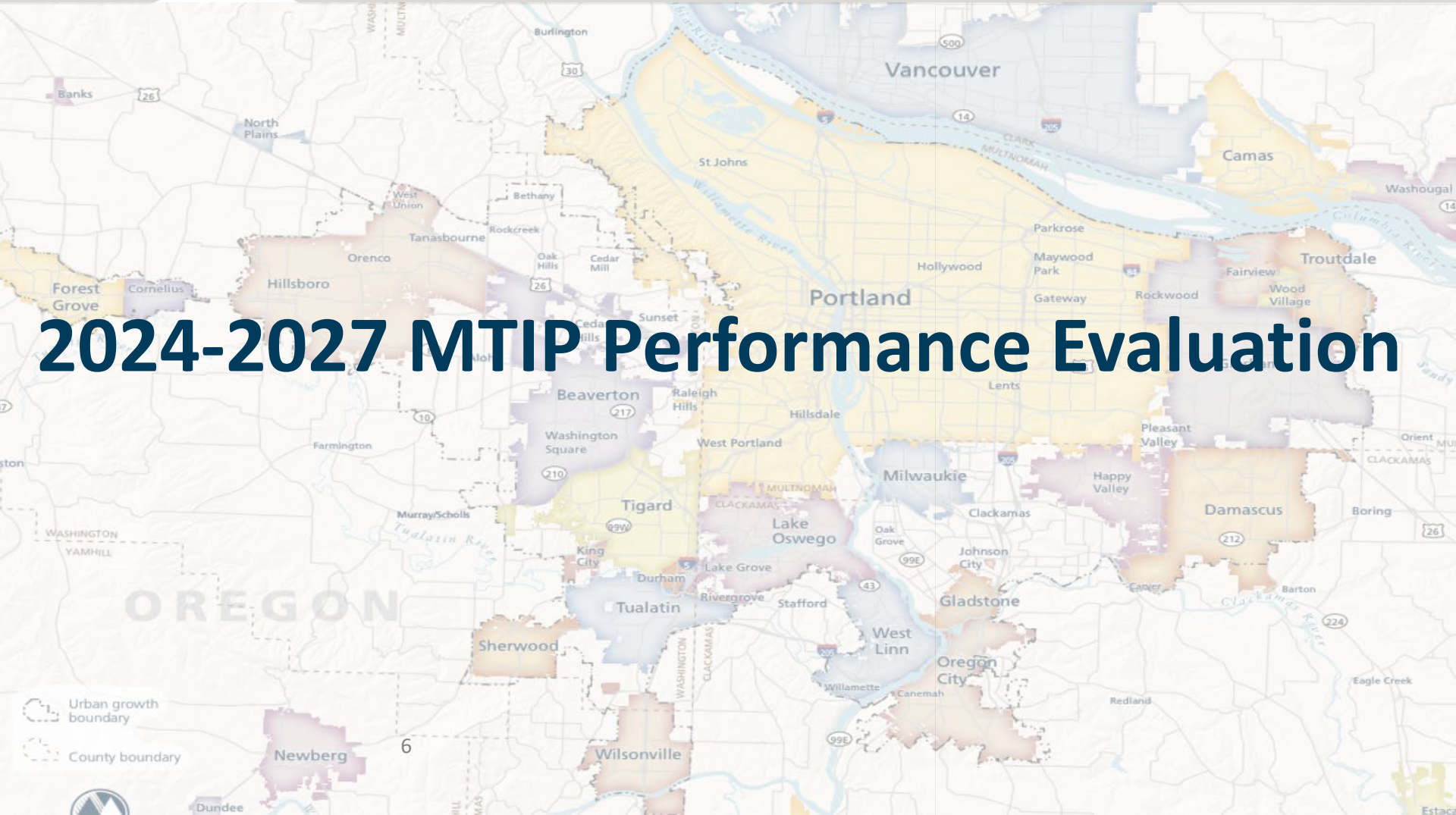
- Track progress, fund availability and eligibility

MTIP's components

(Not in order)

- Policy direction/guidance
- Investment selection and prioritization processes
- Listing of upcoming investments
- Performance evaluation
- Public comment and consultation
- Federal regulatory compliance
- Administration process

2024-2027 MTIP Performance Evaluation



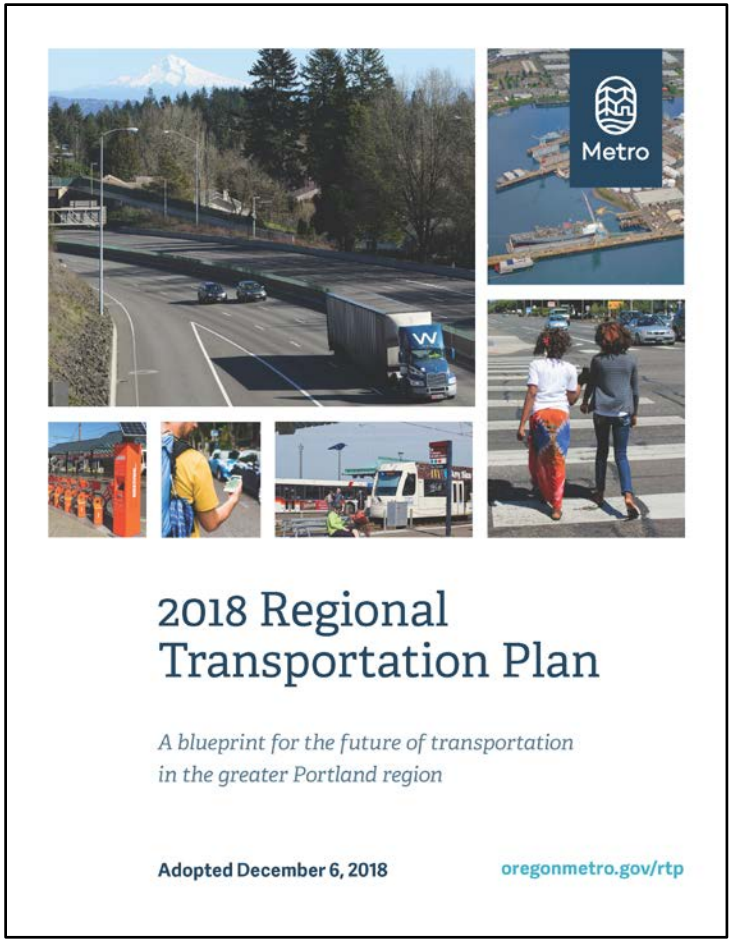
Policy Direction – 2024-2027 MTIP

Regional Transportation Plan

- Four priorities: safety, equity, climate, mobility

Federal requirements

- MTIP development regulations, corrective actions, etc.
  - 23 CFR § 450.300s (326 – MTIP focused)



Effective RTP

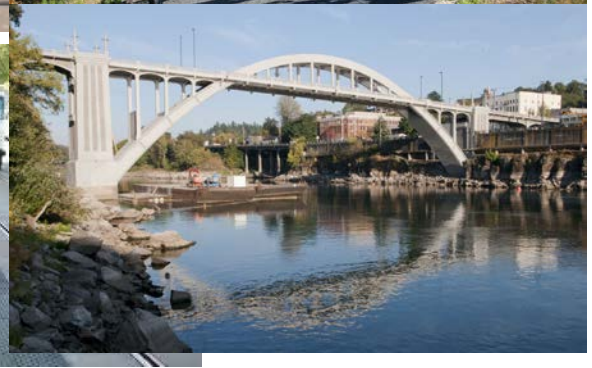
2024-2027 MTIP Performance Evaluation Purpose

Assess 2024-2027 MTIP progress on RTP and federal performance target implementation

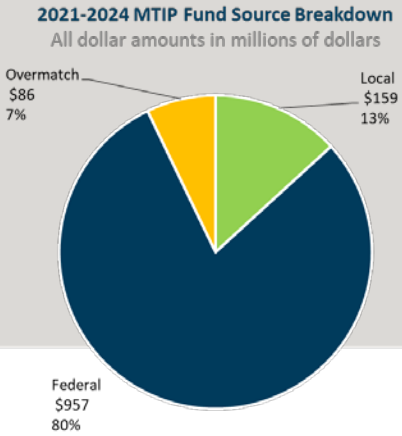
- Understand investment program progress towards goals.
    - Cumulative effect of individual funding decisions.
- Identify areas for monitoring or addressing while MTIP is in effect.
- Identify future areas for emphasis.





2024-2027 MTIP Performance Evaluation Approach

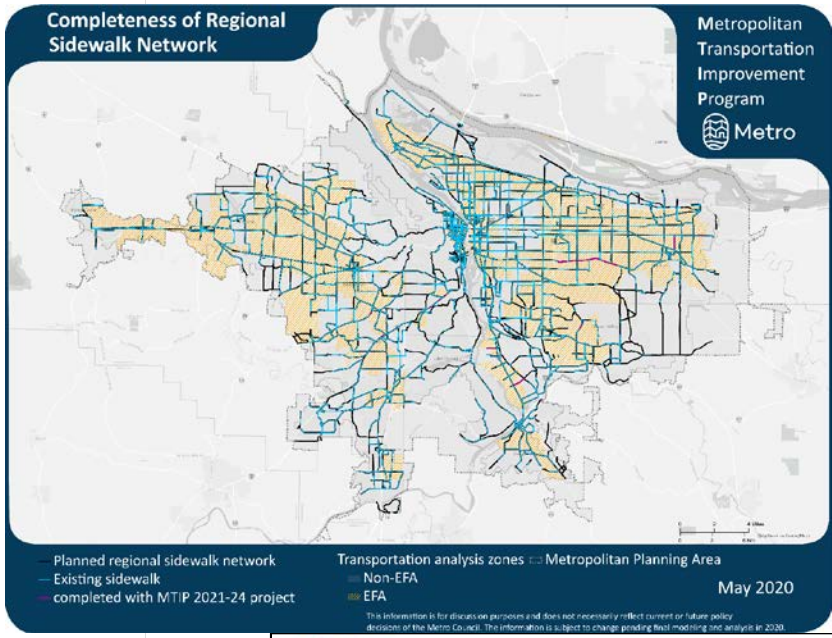


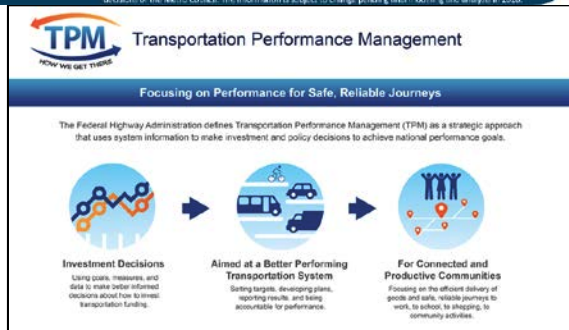
Three Tracks:

- Investment Analysis
- System Performance Evaluation
- Federal Performance Measures and Regional Targets

Why Three Tracks?

- Complimentary assessments
  - Quantitative and qualitative information

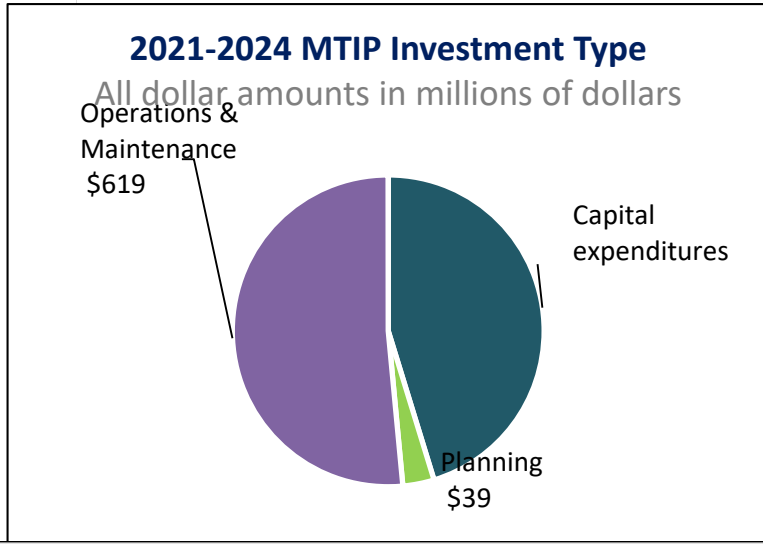


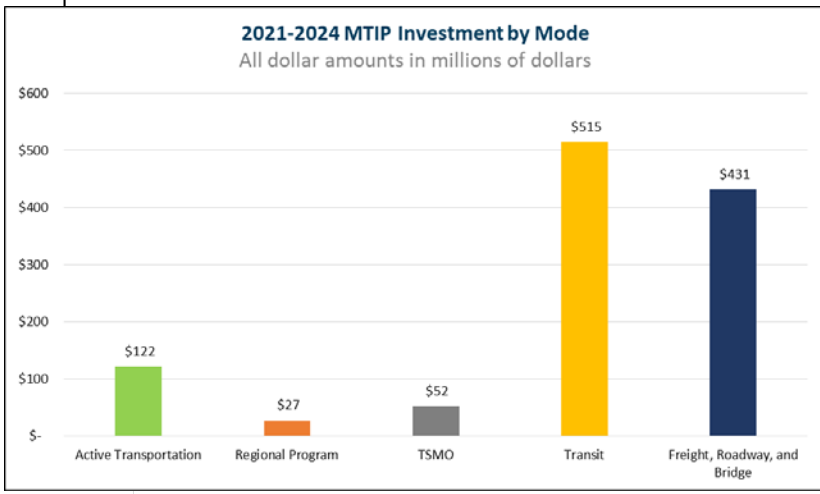


2024-2027 MTIP Investment Analysis

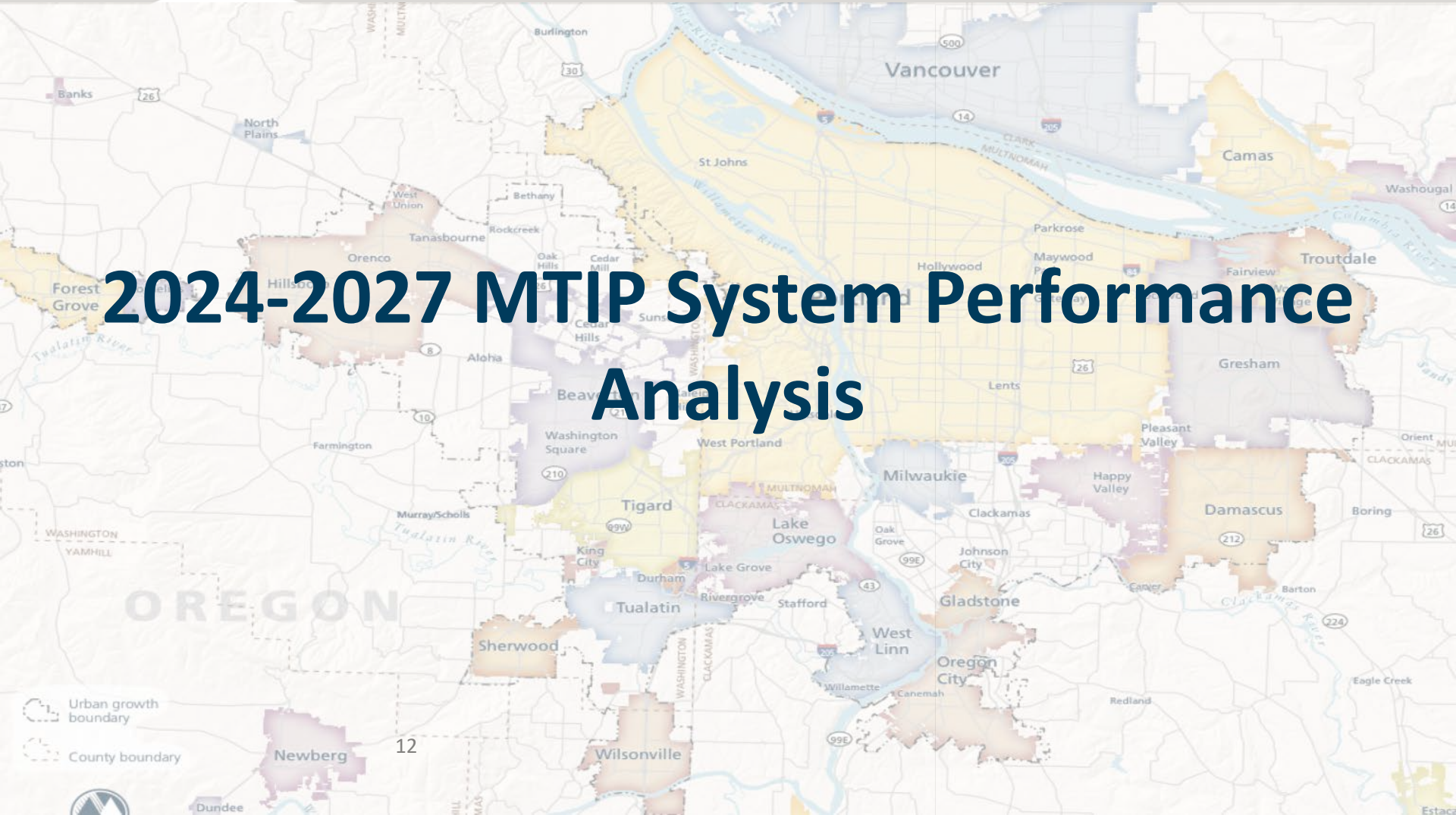
2024-2027 MTIP Performance Evaluation – Investment Analysis

- Provide overall context
  - E.g. Capital investments vs. preservation and maintenance
- Set performance expectations
  - 2018 RTP: $15B capital; $27B maintenance $42B total
  - 21-24 MTIP: $1.2B total
- Link to federal performance targets





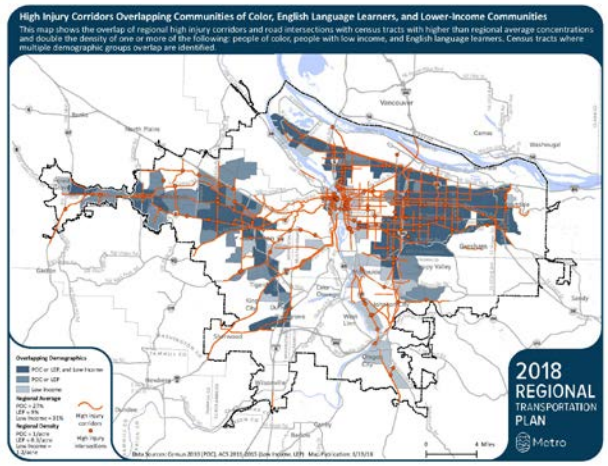
2024-2027 MTIP System Performance Analysis



2024-2027 MTIP Performance Evaluation – System Analysis

Guided by RTP Priorities

- Safety
- Equity
- Climate Change
- Mobility



2024-2027 MTIP Performance Evaluation – System Analysis

- Largely apply associated RTP performance measures
  - Measures listed in Attachment 1 of memorandum (page 5)

Priority	Evaluation Measure
Safety	• Level of investment to address fatalities and serious injuries • Level of safety investment on high injury corridors
Equity	• Access to jobs and community places • System completeness of active transportation network in equity focus areas • Level of safety investment on high injury corridors that traverse equity focus areas
Climate Change	• Percent reduction of greenhouse gases per capita • System completeness of active transportation network
Mobility	• Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle)

2024-2027 MTIP Performance Evaluation – System Analysis

- But with refinements from feedback, new bodies of work, etc.

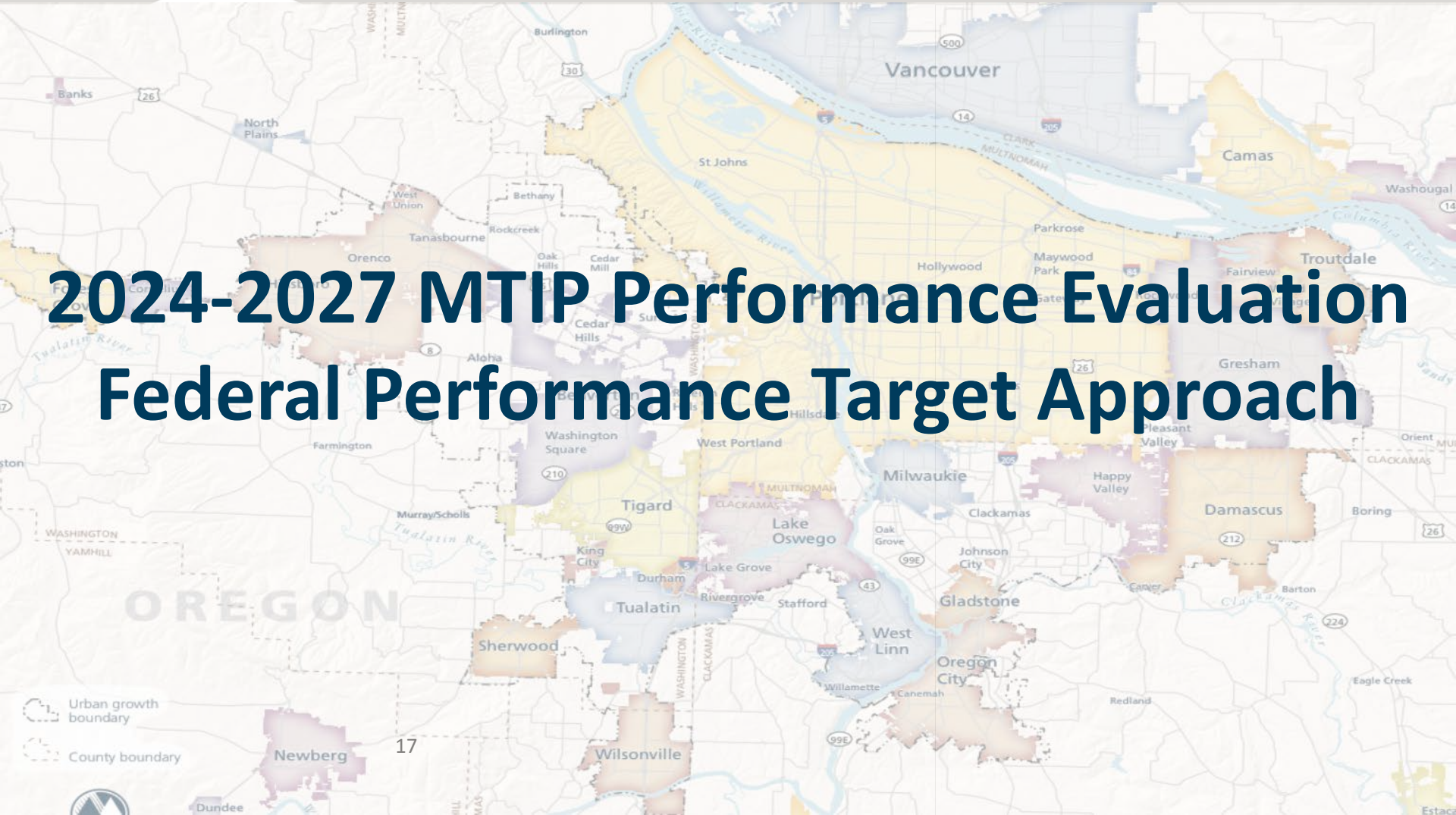
Evaluation Measures	Summary of Refinements
Safety Measures	• Updated high injury corridors and intersections
Equity Measures	• Focus access to jobs and community places on transit access • Update equity focus areas and wage data • Adapt system completeness to Regional Mobility Policy recommendation
Climate Change	• Add in Climate Smart Monitoring measures • Adapt system completeness to Regional Mobility Policy recommendation
Mobility	• Adapt and apply Regional Mobility Policy recommendations

2024-2027 MTIP Performance Evaluation – System Analysis

Evaluation Scenarios

- Base Year (2020)
  - Same as 2023 RTP
- No Build (2024)
  - Includes projects built and projects under construction expected to be complete by 2024
- No Build (2027)
  - TBD
- Build (2027)
  - Includes all capital projects in the 2024-2027 MTIP

2024-2027 MTIP Performance Evaluation
Federal Performance Target Approach



2024-2027 MTIP Performance Evaluation – Federal PM Approach

Transportation Performance Management

- Safety – Fatalities and Serious Injuries; Transit agency safety targets
- Asset Management – Pavement – Percentage of the non-Interstate NHS in Good condition; in Poor condition
- Asset Management – Transit – Rolling stock, Equipment, Facilities, Infrastructure
- National Highway System Performance – Percentage of person-miles traveled on the Interstate, non-Interstate NHS that are reliable
- Freight Movement on the Interstate System – Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality – Total emission reductions for applicable criteria pollutants

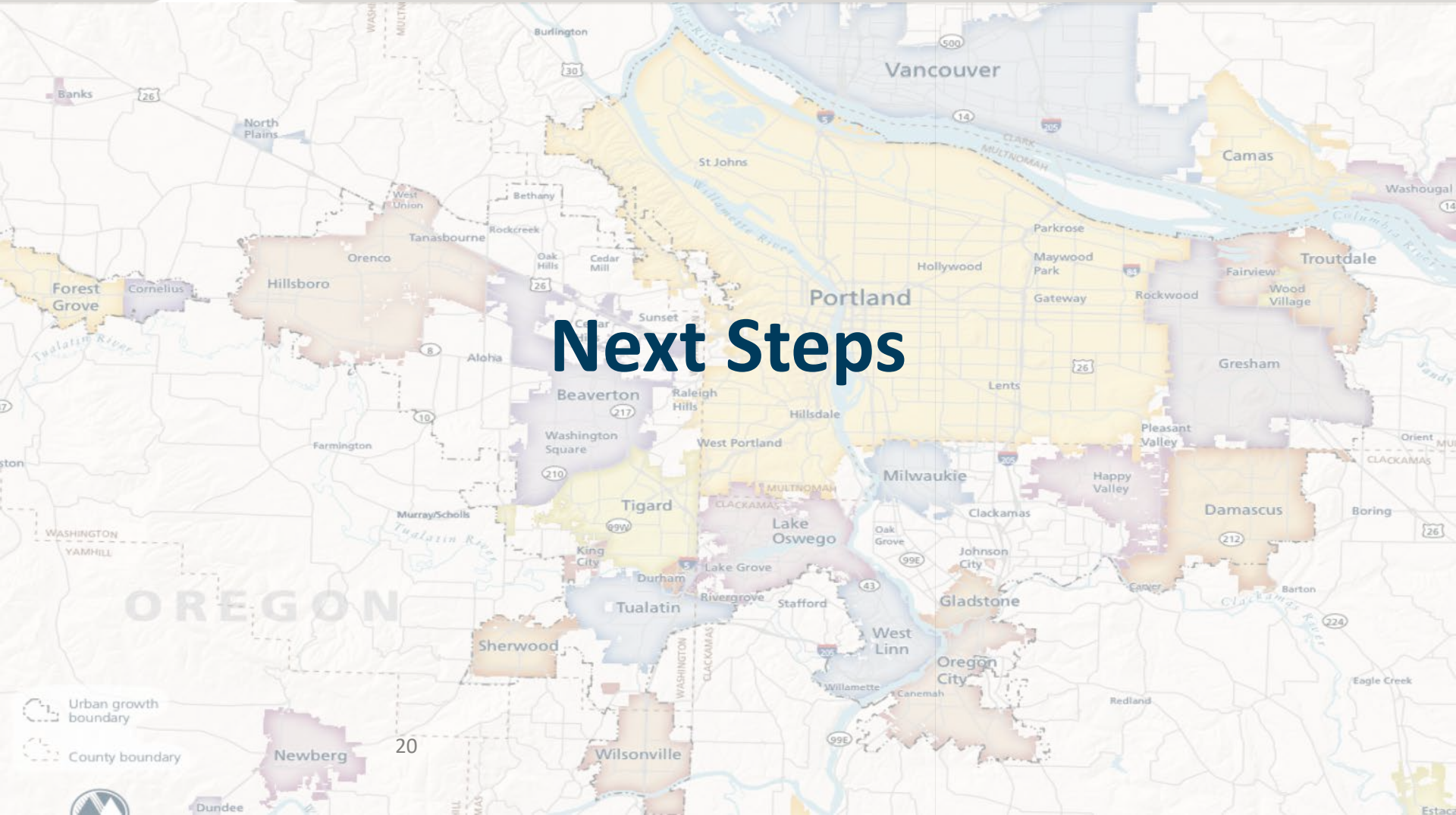
See Attachment 2 (page 17) of memorandum

2024-2027 MTIP Performance Evaluation – Federal PM Approach

Example: 24-27 MTIP estimate for bridge condition specific investment is estimated over $130M.

Asset management – Bridge Condition *					
Performance measure	Regional 2017 Baseline	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target
Percent of NHS bridges classified in good condition	6%	6%	6%	None	5%
Percent of NHS bridges classified in poor condition	1%	1%	1%	None	1%

Next Steps


Vancouver
Camas
Washougal
Portland
St Johns
Parkrose
Hollywood
Maywood Park
Troutdale
Fairview
Wood Village
Gateway
Rockwood
Gresham
Lents
Pleasant Valley
Happy Valley
Damascus
Boring
Milwaukie
Clackamas
Oak Grove
Johnson City
Gladstone
Barton
Carver
Lake Oswego
Tigard
Tualatin
Sherwood
West Linn
Oregon City
Willamette
Canemah
Redland
Eagle Creek
Beaverton
Raleigh Hills
Hillsdale
West Portland
Washington Square
Farmington
Aloha
Hillsboro
Orenco
Tanasbourne
Rockcreek
Bethany
West Union
North Plains
Banks
Forest Grove
Cornelius
Sunset
Cedar Hills
Cedar Mill
Murray/Scholls
King City
Durham
Lake Grove
Rivergrove
Stafford
Wilsonville
Newberg
Dundee
Burlington
Orient
Estacada
OREGON
WASHINGTON
YAMHILL
CLACKAMAS
MULTNOMAH
CLARK
Urban growth boundary
County boundary

Next Steps

Fall 2022 – 2024-2027 MTIP project list finalizing and performance evaluation preparation

Winter 2022/2023 – Run MTIP performance evaluation, results, and develop initial findings

Spring 2023 – Report out results, release 2024-2027 MTIP public review draft, respond to public comment

Summer 2023 – 2024-2027 MTIP adoption

2024-2027 MTIP Performance Evaluation – TPAC Role

Where TPAC fits in:

Now

- Thoughts on the assessment approach

Later

- Provide input on evaluation results and findings

Questions & Comments

- Based on the information presented and provided, how do TPAC members feel about the evaluation approach for the 2024-2027 MTIP?
- What questions or comments do TPAC members have for the approach to help improve and answer questions TPAC may have?

oregonmetro.gov

Community Voices at TPAC

Proposed approach for more meaningful and sustained community representation

Tom Kloster, Metro Regional Planning Manager & TPAC Chair

Transportation Policy Alternatives Committee (TPAC)

August 5, 2022

Metro

Transportation Policy Alternatives Committee (TPAC)

- 20-member transportation technical committee
- Advises the Joint Policy Advisory Committee on Transportation (JPACT)
- Bylaws approved by JPACT and Metro Council

TPAC's Role

Make recommendations to JPACT on:

- Periodic updates and amendments to the Regional Transportation Plan (RTP)
- Regional Flexible Fund (RFFA) policy and funding allocations
- Amendments to the Metropolitan Transportation Improvement Program (MTIP)
- Other regional transportation policy and funding decisions

TPAC's work has evolved over time

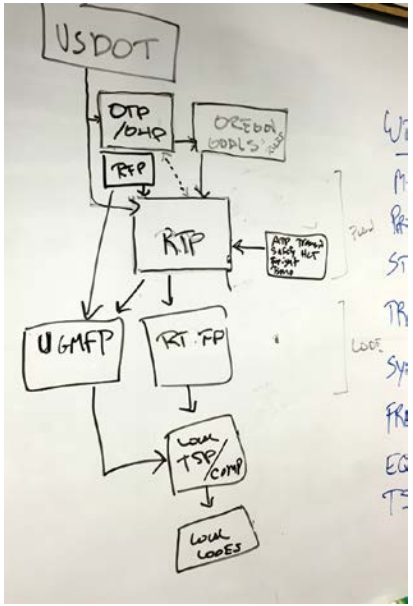
- Continued growth in workload volume and complexity
- Adoption of the 2040 Growth Concept (1995) and Climate Smart Strategy (2014) expanded TPAC's role into land use and climate policy
- Federal regulations have expanded significantly with each federal reauthorization
- Oregon's statewide planning program continues to add new requirements for the Metro region

TPAC community members

- Six of the 20 TPAC members are community representatives
- Appointed by Council to 2-year terms
- Provide alternative perspectives to those of the 14 government representatives
- Bring BIPOC representation to a predominantly white space

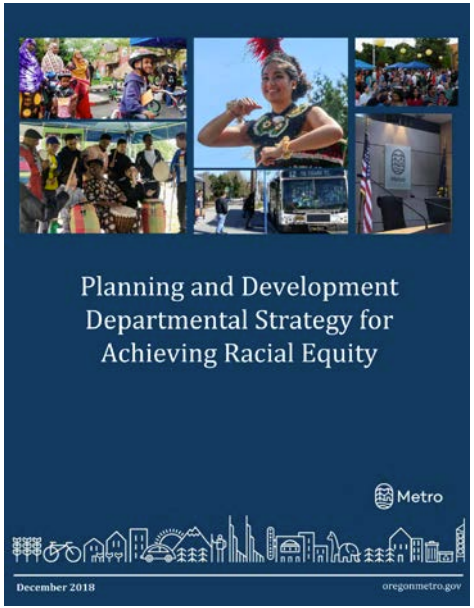
Challenges to meaningful participation

- Steep learning curve with a large volume of often technical material to review and discuss
- Growing TPAC workload has been a special burden for community representatives
- Committee is a largely white space dominated by senior-level government representatives
- Remote COVID-era meetings have further undermined ability for community members to participate



Equity efforts to support our TPAC community members

- Recruitments focused on BIPOC representation *(2014)*
- Stipend program initiated *(2019)*
- Expanded staff support *(2019)*
- Safe space meeting protocols *(2017)*
- DEI workshop series with TPAC members and alternates *(2018)*



Proposal for more meaningful and sustained community representation

- Seek representatives from CBOs who can bring transportation experience and organizational capacity to the role
- Continued focus on bringing BIPOC representation to the committee
- Track participation for two years and consider further adjustments, if needed

Council Direction & Next Steps

At their June 21 meeting the Metro Council approved this approach and directed staff to proceed with a community member recruitment, as follows:

- New focus on CBOs for candidates
- Continued focus on racial equity and diversity
- Continue existing reforms *(stipends, safe space protocols, staff support and DEI training)*

Questions?

Memo

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

Date: May 16, 2022
To: Council President Peterson, Metro Councilors
From: Margi Bradway, Deputy Director, Planning, Development and Research Department
Subject: Community Representation on the Transportation Policy Alternatives Committee (TPAC)

SUMMARY
The Transportation Policy Alternatives Committee (TPAC) is a 21-member body that provides policy and technical recommendations to the Joint Policy Advisory Committee on Transportation (JPACT). TPAC includes six community representatives appointed annually by the Metro Council, each serving overlapping 2-year terms.

Recruiting community members to volunteer for this role has proven to be a challenge over the years, given the often highly technical nature of the topics that come before TPAC, and time commitment required to review meeting packets. The blended nature of the committee is a significant challenge for the six community representatives, as the committee predominantly consists of senior-level professionals representing local and state jurisdictions in the region.

These ongoing challenges for our community representatives have been further compounded by the move to virtual meetings in April 2020, with the onset of the COVID-19 pandemic. Given the series of pandemic surges we have since experienced, TPAC meetings are expected to continue in this format for the foreseeable future.

The effect of virtual meetings on community member participation at TPAC has been profound, gradually suppressing both attendance and participation at the meetings. Several meetings in late 2021 saw no community representatives in attendance, despite our stipend program, expanded staff support for these members, and the relative ease of joining the virtual format.

New approaches to bringing community voices to TPAC are clearly needed, given the longstanding struggle to make the existing format work for community representatives. Staff has therefore paused our annual recruitment for community members to seek direction from the Council on a new strategy for community representation.

Recommendation
Staff has developed a phased approach for improving TPAC community member participation, based on feedback from past community representatives and in consultation with Metro's Diversity, Equity and Inclusion and Communications staff. This phased approach is described in the background section of this memorandum. We propose moving forward with the first phase of this new approach in recruiting the next cycle of TPAC community members, as follows:

1. *The number of community representatives would remain at six, but individuals for these seats would be recruited with an expectation (but not a requirement) that they represent a community-based organization (CBO) that aims to improve equitable outcomes, transportation, land use or livability*

within the greater Portland region. These positions would be appointed by the Metro Council President.

2. *Metro would fill three leadership development positions as alternates for the six community representatives whose primary role would be helping CBOs develop capacity in transportation advocacy at Metro and around the region. These positions would also be appointed by the Metro Council President.*

3. *Staff would revisit the existing stipend program for TPAC community members to further compensate for time spent at meetings and time engaging stakeholders outside of meetings as part of providing input.*

While we believe this approach could help improve community representative engagement at TPAC, we also recommend a two-year trial period and evaluation to ensure we are making progress. At that time, staff recommends the other phases described in the background portion be considered as additional or alternative steps if more work is needed to improve community engagement at TPAC.

BACKGROUND

TPAC was created more than forty years ago as a staff-level technical and policy advisory body to the Joint Policy Advisory Committee on Transportation. TPAC has one formal meeting and at least one workshop each month to review and make recommendations on a wide range of transportation projects and proposals moving forward in the Metro region. The membership of TPAC is defined in the committee bylaws, and any changes to the bylaws must be approved by both JPACT and the Metro Council.

Metro is represented on TPAC as the non-voting chairperson, one of the 15 seats out of a total of 21 on the committee held by public agency staff. Representatives for the public agency seats are appointed directly by jurisdiction, or by consensus among jurisdictions for seats that represent multiple public agencies. Metro does not have a role in selecting the public agencies representatives on TPAC, nor are there term limits for individual members being reappointed to these seats.

The remaining six seats on TPAC are held by at-large community representatives who are appointed by the Council. The community members are appointed to 2-year terms in an open recruitment process that generally follows Metro's personnel recruitment protocols, including special outreach to under-represented communities and a diverse interview panel.

Council's approach to making these appointments has varied over time, ranging from seeking topical experts in transportation (e.g., bicycle, transit and freight advocates) for many years, and then a shift to bringing more diversity to the committee in recent years. This shift was in recognition of the fact that TPAC had been a predominantly populated by white committee members since the committee was established. While Metro has been successful in recruiting people of color to serve as community representatives (all six of our most recent appointments represented communities of color), active participation has been more difficult to achieve.

Over the years, Metro has worked to empower the TPAC community members to have equal standing with the public agency representatives, some of whom have served on the committee for a decade or more. For many community representatives, this has been a frustrating and overwhelming challenge for various reasons, including:

- At-large community members are usually serving on their own as volunteers and lack both the time and resources that jurisdictional agency members enjoy in their role as members of TPAC.

- Community members who aren't immersed in transportation planning acronyms and processes encounter a steep learning curve that frustrates their ability to have an impact on TPAC deliberations. Many begin to step back after just a few meetings because of the barriers this creates for active participation.

- Meeting packets are large and very complex due to the technical nature of the work, most often because of state and federal reporting and data requirements that mandate deeply technical materials. Making meeting materials navigable and understandable has therefore been an ongoing balancing act for Metro staff as the convener of TPAC.

- Agency staff often bring many years of formal education and experience in transportation planning, and often dominate the deliberations at TPAC because of their detailed subject knowledge, even if unintentionally.

- Agency staff continue to be overwhelmingly white, creating an undue burden for community members to not only bring racial diversity to TPAC, but also to cope with systemic racism and unconscious bias in real time during committee deliberations.

To address these power and equity imbalances, Metro introduced several reforms over the past three years, consistent with actions in the *2018 Planning, Development and Research Department Strategy for Diversity, Equity and Inclusion:*

- Staff initiated a series of racial equity training retreats and trainings in May 2019 for TPAC members as part of our commitment to make TPAC a "safe space" for all members. This was a first for Metro in extending racial equity training to non-Metro staff.

- Staff initiated a $100/meeting stipend for community representatives beginning in January 2020 in acknowledgement of the inherent burdens and level of effort required to serve on TPAC. Initially, this may have helped with attendance, though it did not noticeably improve active participation in committee deliberations.

- Staff initiated a real-time system to empower any TPAC member to give immediate feedback to the chair on ensuring a safe space – and the ability to stop the meeting to address these concerns. This has been used actively by both committee members and agency staff.

- Staff has provided direct administrative and technical support to individual community members to assist them in preparing for meetings. This resource has not been used extensively by community members, however.

- TPAC informally adopted the *Democratic Rules of Order* as a more equitable, empowering decision-making format to *Roberts Rules of Order* (this must eventually be amended into the TPAC bylaws to become a formally recognized practice).

- Staff has sought periodic feedback from both community and public agency members on our effectiveness at supporting community representatives at TPAC. Agency representatives

continue to identify this as a top concern for the committee as well, and have been forthright in their desire to find solutions that will improve community participation.

While the above efforts have generally been well-received by TPAC community members, they did not markedly improve community member participation or attendance by the time the COVID-19 pandemic forced Metro facilities to close in March 2020.

Post-COVID-19

As with the rest of the world, the COVID-19 era brought dramatic change to how TPAC meets, deliberates and makes recommendations. Since March 2020, the committee has met exclusively in virtual Zoom meetings. While this change has improved overall attendance at TPAC by as much as 20%, the virtual format has made it much more difficult for community members to engage.

In early 2021, Metro staff reached out to TPAC community representatives to better understand the new obstacles that virtual meetings could be creating for them. Members expressed concerns about technology and technical issues, but also noted additional difficulties and discomfort with joining the conversation in the virtual format. We also learned that old obstacles continued to be a significant burden as well, most notably the size and complexity of TPAC meeting packets.

The virtual meeting format also makes it very difficult for the TPAC chair to proactively engage and support community member participation in the same manner that was possible with in-person meetings. Simple eye contact and head-nods were important non-verbal means for communicating with and encouraging community representatives during committee deliberations that are so often dominated by public agency staff.

The virtual format also eliminates the before and after-meeting informal conversations that both community members and public agency staff greatly valued as part of their service on TPAC. These informal contacts were especially important in making community representatives feel welcome and valued as members of the committee, and public agency staff often went out of their way to greet and get to know them. The lack of before and after-meeting informal contact continues to be one of the chief concerns from TPAC members as we look ahead to a future that may primarily be virtual.

The COVID-19 pandemic also impacted our ability to conduct a TPAC community member recruitment for the 2021-22 terms, mostly because of the uncertainty and staffing constraints that existed at the time the recruitment was scheduled to begin in the fall of 2020. Instead, staff recommended and Council appointed three community member alternates who were able to commit to regular attendance to fill these positions through 2021. Unfortunately however, attendance of these representatives soon dropped off to almost zero by the end of the year.

New Aproaches for Improving Community Engagement at TPAC

As we consider another recruitment cycle for TPAC community representation, staff is recommending a rethink of our overall strategy for bringing community voices to the TPAC table. While the COVID-19 impact has created some of the barriers for TPAC community members, the pandemic has also put a spotlight on some longstanding obstacles that staff believes should be addressed with structural changes to the committee operations.

The following are three phases that staff has developed as possible paths forward in the interest of bringing meaningful representation and community perspectives to the work that TPAC does. The first phase is the recommended action at this time, while the other phases are optional, to be considered if the first phase approach does not significantly improvement community representative engagement.

Phase 1 – Work with Current Blended Structure (Recommended for 2022)

Format: Six TPAC community seats to be filled by representatives of CBOs, with an emphasis on racial equity, climate, transportation safety and small business as needed voices in the committee. This approach would continue our stipend program and expanded administrative and technical support from Metro staff.

Pros: This approach would have the least impact on the committee structure and dynamic and would not require a change to bylaws or any action by TPAC or JPACT to carry out. This approach builds on the assumption that a representative from a CBO would come into the role with a greater degree of knowledge and experience in transportation policy through their CBO work, and that a CBO could provide more support and capacity for a representative to be successful in the role than a member of the general public is likely to have. Implementing this approach could also reinforce leadership development among our CBOs by providing opportunities to directly engage within the regional policymaking realm.

Cons: Metro already draws upon the expertise and representation of many CBOs for various committees, and the agency may be at risk of hearing from the "same voices" rather than a variety of members of public.

Staff Recommendation: *Council approval of this approach as a two-year trial as a first step in addressing community representation at TPAC, followed by an evaluation and consideration of other possible steps, as needed.*

Phase 2 – Expand Representation in Blended Structure (future option)

Format: This approach would dedicate all six TPAC community seats to CBOs, with an emphasis on racial equity, climate, transportation safety and small business as needed voices in the committee, while also adding three at-large community seats, for a total of nine community representatives and 24 members of TPAC in total. This approach would continue our stipend program and expanded administrative and technical support from Metro staff.

Pros: This approach significantly increases the overall presence of community members as a proportion of the TPAC membership, while also bringing the knowledge and experience of CBOs to the table.

Cons: This approach would require JPACT and Council to change the TPAC bylaws to add three community seats. This could require significant effort, based on past efforts to increase the number of seats at TPAC.

Staff Recommendation: *Consider this approach if further steps are needed to improve community representation and engagement at TPAC.*

Phase 3 – Create Parallel Structure (future option)

Format: This approach is premised on the acceptance that a blended committee of agency staff and community voices and advocates is inherently biased toward the agency staff. In this proposal, the six community seats at TPAC would be eliminated and replaced by a to-be-defined community engagement body or process to ensure direct community engagement on transportation policy alternatives that TPAC is considering in making their recommendations to JPACT. Examples of this scope of review authority would be updates to the Regional Transportation Plan, setting the policy

framework for Regional Flexible Fund allocations, and other special projects of major policy significance.

Pros: This approach would allow community conversations to be elevated to a policy level that focuses on tangible outcomes and values, less on highly technical or procedural work that is not influencing policy. Depending on the format, it could also reduce the burden for CBOs to actively participate in Metro's transportation planning efforts. It could also allow for more community voices, overall, to be part of regional decision-making.

Cons: This proposal represents a significant break from a long-standing committee format for TPAC, bringing both uncertainty and concern from agency partners accustomed to the existing format. Depending on the format for engagement, it could also require more resources from Metro than phases 1 or 2.

Staff Recommendation: *Consider this approach if recommended changes to the existing format prove unsuccessful.*